level is exceeded also can be designated as L_{10}, L_{50}, and L_{90}. The subscript denotes the percentage of time that the noise level was exceeded during the measurement period. Namely, an L_{10} indicates the sound level is exceeded 10% of the time and is generally taken to be indicative of the highest noise levels experienced at the site. The L_{90} is that level exceeded 90% of the time and this level is often called the base level of noise at a location. The L_{50} sound (that level exceeded 50% of the time) is frequently used in noise standards and ordinances.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within ±1 dBA. The data is then imported into computer sound models. These computer models are used to predict environmental noise levels from sources such as roadways and airports over a given area using equal sound level contours. The accuracy of the predicted models depends upon the distance the receptor is from the noise source and natural attenuation caused by structures and other sound barriers. The closer to the noise source, the greater is the model's accuracy (±1–2 dBA).

Since the sensitivity to noise increases during the evening and at night—because excessive noise interferes with the ability to sleep—24–hour descriptors have been developed that incorporate artificial noise penalties that are added to quiet-time noise events. The CNEL is a measure of the cumulative noise exposure in a community during a 24-hour period. The L_{dn} is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

The measurement of any sound level requires language used specifically for the measurement of acoustical conditions. *Table 6-27: Definitions of Acoustical Terms* defines technical terms that are used in this section.

Table 6-27: Definitions of Acoustical Terms

Term	Definition
dB, Decibel	Unit of measurement of sound level
dBA, Decibel A-Weighted	A unit of measurement of sound level corrected to the A–weighted scale, as defined in ANSI S1.4–1971 (R1976), using a reference level of 20 micropascals (0.00002 Newtons per square meter).
A Weighted Scale	A sound measurement scale, which corrects the pressures of individual frequencies according to human sensitivities. The scale is based upon the fact that the region of highest sensitivity for the average ear is between 2,000 and 4,000 Hz. Sound levels are measured on a logarithmic scale in decibels, dB. The universal measure for environmental sound is the A-weighted sound level, dBA.
Hz, Hertz	Unit of measurement of frequency, numerically equal to cycles per second.
Loudness	A listener's perception of sound pressure incident in the ear.
L_1, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
L_{eq}, Equivalent Noise Level	Also called the equivalent continuous noise level. It is the continuous sound level that is equivalent, in terms of noise energy content, to the actual fluctuating noise existing at the location over a given period, usually one hour. L_{eq} is usually measured in hourly intervals over long periods in order to develop 24-hour noise levels.

Term	Definition
CNEL, Community Noise Equivalent Level	The CNEL is a measure of the cumulative noise exposure in the community, with greater weights applied to evening and nighttime periods. This noise descriptor is the equivalent noise level over a 24-hour period mathematically weighted during the evening and night when residents are more sensitive to intrusive noise. The daytime period is from 7:00 AM to 7:00PM; evening from 7:00 PM to 10:00 PM; and nighttime from 10:00 PM to 7:00 AM. A weighting factor of 1 dB is added to the measured day levels defined as 7:00 AM to 7:00 PM, evening levels (7:00 PM to 10:00 PM) have a weighting factor of three and 10 dB to the nighttime levels (10:00 PM to 7:00 AM). The weighted levels over a 24-hour period are then averaged to produce the single number CNEL rating.
L_{dn}, Day/Night Noise Level	The same as CNEL except that the evening time period is not considered separately, but instead it is included as part of the daytime period. Measurements of both CNEL and L_{dn} in the same residential environments reveal that CNEL is usually slightly higher (by less than 1 dB) than L_{dn} due to the evening factor weighting.
Lmin, Lmax	The minimum and maximum A-weighted noise level during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	Noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content, as well as the prevailing ambient noise level.

APPROPRIATE NOISE LEVELS

The "acceptable" guideline level is an L_{dn} (or CNEL) of 60 dBA for outdoor noise levels in residential districts. If existing levels are found to be above the guideline up to 70 dBA, then the level is considered to be "conditionally acceptable" and additional acoustical analyses are required to demonstrate that noise impacts would be mitigated to a less-than-significant level by appropriate project design. Based on previous noise studies within the city, existing noise levels within the proposed project area vary by activity as follows:

- San Juan Road traffic between Miller Road and Graf Road: 50 dBA at 68 feet from outermost lane.
- Agricultural equipment operations: 80–92 dBA.
- Aircraft noises: 60–70 dBA.

Such levels are within the "acceptable" category for residential land use.

As a general rule, sound from localized or point sound sources spreads out as it travels away from the source, and the sound level drops at a rate of 6 dBA for each doubling of distance (determined as measured from initial distance from the sound). If the sound source is long in one dimension, such as traffic on a highway, the sound source is considered to be a line source. The sound level from a line source generally would drop off at a rate of 3 dBA for each doubling of distance. If the intervening ground between the line source and the receptor is acoustically "soft" (e.g., ground vegetation, scattered trees, clumps of bushes), an attenuation rate of 4.5 dBA for each doubling of distance is generally used.

Any solid structure such as a berm, wall, or building that blocks the line of sight between a source and a receiver serves as a sound barrier and would result in additional sound attenuation (e.g., block wall at northern end of project area). The amount of additional attenuation is a function of the difference between the length of the sound path over the barrier and the length of the direct-line-of-sight path. Thus, the sound attenuation of a barrier between a source and a receiver that are very far apart would be much less than the attenuation that would result if either the source or the receiver is very close to the barrier.

6.12.1.2 Regulatory Context

FEDERAL REGULATIONS

Although there is no singular body of federal environmental noise regulations, several federal agencies provide guidance documents that address environmental noise regulations for specific sources. These guidance documents include general residential guidelines and industry-specific guidelines (including regulations of construction noise sources).

USEPA guidelines provide that a general level of an L_{dn} of 55 dBA (49 dBA L_{eq}) would adequately protect residential neighborhoods from excessive ambient sounds (EPA, 1974).[1] The FAA and Federal Interagency Committee on Urban Noise have issued land use compatibility guidelines that indicate that a yearly L_{dn} of less than 65 dBA (59 dBA L_{eq}) is compatible with residential land uses; however, these guidelines provide that a community may determine that levels up to 75 dBA (69 dBA L_{eq}) are compatible with residential uses and transient lodgings (but not mobile homes), if such structures incorporate noise-reduction features (Appendix A of 14 CFR 150). Lastly, under these formulae, a 3-dBA increase is generally considered the threshold of perceptible change, although a 5-dBA increase typically represents the minimum threshold increase that would generate a community response.

The Federal Transit Administration (FTA) of the USDOT provides guideline criteria for assessing construction noise (FTA, 2006).[2] Per the FTA guidelines, construction noise that exceeds a 1-hour L_{eq} of 90 dBA or an 8-hour L_{eq} of 80 dBA during daytime hours would provoke adverse community reaction. [3] Furthermore, noise associated with construction is likely to be determined "significant" if (1) the construction activity is permanent; (2) use of heavy equipment would occur *after* daytime hours; (3) noise exceeds applicable local standards or, in the absence of local standards, exceeds the FTA guidance; and (4) no feasible noise abatement measures can be implemented for noise-producing equipment[4]. Lastly, FTA and the Federal Railroad Administration (FRA) term increases in operational noise of 10 dBA as having an "impact," while increases of 15 dBA or more are "severe" (FRA 1998; FTA2006).

STATE REGULATIONS

The State of California does not provide a specific threshold or definition for "substantial increase in noise." In fact, the state's regulation of "noise" is quite ambiguous and primarily envisions the creation of a noise control office to implement and enforce noise regulation through police

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[1] Where Leq represents *Equivalent Sound Level*: a steady-state sound that has the same energy and A-weighted level as the community noise over a given time interval and Ldn represents *Day-Night Averaged Sound Level*: the 24-hour Leq obtained after addition of 10 dBA to the sound levels from 10:00 PM to 7:00 AM.
[2] *Construction Noise Handbook*. Federal Highway Administration, August 2006. Available at: http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/. Site last visited: February 2015.
[3] Federal agencies have differing opinions on determining acceptable levels of noise when considering harm to nearby human receptors.
[4] *Id.* at

powers offered by the Legislature.[5] However, the CEQA checklist identifies criteria that must be considered when analyzing a project's potential to result in either temporary or permanent impacts on sensitive receptors. These criteria are discussed in detail in *Section 6.12.4 – Standards of Significance*.

LOCAL REGULATIONS

General Plan Health and Safety Element

The General Plan Health and Safety Element lists goals, policies, and implementation programs to carry out the city's goals for controlling hazards associated with noise within the city. The main goal listed in the General Plan health and safety element is "...*achieve noise levels consistent with acceptable standards and reduce or eliminate objectionable noise sources*." The following are listed policies within the General Plan that may be applicable to the proposed project:

HS3.1 Protection of Residential Areas from Unacceptable Noise Levels
Protect the noise environment in existing residential areas, requiring the evaluation of mitigation measures for projects under the following circumstances: (a) the project would cause the Ldn to increase 3 dBA or more; (b) any increase would result in an Ldn greater than 60 dBA; (c) the L_{dn} already exceeds 60 dBA; and (d) the project has the potential to generate significant adverse community response.

HS3.2 Noise Source Control
Work with property owners to control noise at its source, maintaining existing noise levels and ensuring that noise levels do not exceed acceptable noise standards as established in the Noise and Land Use Compatibility Guidelines.

HS3.3 Construction Noise
Regulate construction activity to reduce noise between 7:00 PM and 7:00 AM.

HS3.4 Vehicle Noise
Strive to reduce traffic noise levels, especially as they impact residential areas, and continue enforcement of vehicle noise standards through noise readings and enforcement actions. In particular, strive to minimize truck traffic in residential areas and ensure enforcement of Vehicle Code provisions that prohibit alteration of vehicular exhaust systems in a way that increases noise emissions.

HS3.5 Street Improvements for Noise Mitigation
Design city street improvements to reduce noise levels in adjacent areas, and work with the state to address noise impacts from highway traffic through construction of sound walls and other noise buffering devices.

HS3.6 Noise Standards Enforcement
Administer the policies identified in the Noise Element and comply with state requirements for certain other noise control programs through specific local enforcement programs.

City of Hollister Municipal Code

The City of Hollister Municipal Code, Section 17.16.100, presents the following standards as it relates to construction noise:

[5] NOISE CONTROL ACT. California Health and Safety Code §46000-46080 (2013). Available at: http://www.leginfo.ca.gov/. Last accessed: October 08,201.

A. Construction, Landscape Maintenance, Grounds Maintenance. Construction activities on and contiguous to residential properties shall be limited to the hours of 7:00 AM to 6:00 PM, Monday through Friday and 8:00 AM to 6:00 PM on Saturday.

B. Landscaping and Grounds Maintenance. Landscaping and grounds maintenance activities with noise generating equipment such as gas lawn mowers, leaf blowers, chippers and similar equipment shall be limited within and near residential properties to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday and 8:00 AM to 6:00 PM on Saturday. (Ord. 1038 § 2, 2008)

All construction activity would occur between the hours of 7:00 AM to 6:00 PM. Monday through Friday. Additionally, as long as the noise produced by the proposed project falls within the Scope of the General Plan (70 dbA or less); the proposed project would comply with the General Plan. As such, noise generated by the proposed project should be found appropriate per the City's Municipal Code and General Plan.

6.12.1.3 Effects of Noise

HEARING LOSS

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise, but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise.

OSHA has a worker noise exposure standard, which is set at the noise threshold where hearing loss may occur from long-term exposure. The maximum allowable level is 90 dBA averaged over eight hours. If the noise is above 90 dBA, the allowable exposure time is significantly shorter.

SLEEP AND SPEECH INTERFERENCE

The thresholds for speech interference indoors are 45 dBA if the noise is steady and 55 dBA if the noise is fluctuating. Outdoor thresholds are 15 dBA higher. Steady noise of sufficient intensity (above 35 dBA), and fluctuating noise levels above 45 dBA have been shown to affect sleep. Interior residential standards for multi-family residences are set by the State of California at 45 dBA L_{dn}. Typically, the highest steady traffic noise level during the daytime is equal to the L_{dn}, and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12–17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is 20 dBA for an older structure and 25 dBA for a newer structure. Sleep and speech interference is therefore possible when exterior noise levels are 57–62 dBA L_{dn} with open windows and 65–70 dBA L_{dn} if the windows are closed. Levels of 55–60 dBA are common along collector streets and secondary arterials, while 65–70 dBA is a typical value for a primary/major arterial. Levels of 75–80 dBA are normal noise levels at the first row of development outside a freeway ROW. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed and those facing major roadways and freeways typically need special glass windows.

ANNOYANCE

Attitude surveys are used for measuring the annoyance felt in a community for noise intruding into homes or affecting outdoor activity areas. Attitude surveys determined that the causes for annoyance include interference with speech, radio, and television, house vibrations, and

interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is 55 dBA L_{dn}. At an L_{dn} of 60 dBA, approximately 2% of the population is highly annoyed. When the Ldn increases to 70 dBA, the percentage of the population increases to 12% highly annoyed. This corresponds to an increase of 1% per dBA between an L_{dn} of 60–70 dBA. Between an L^{dn} of 70–80 dBA, each increase in decibels increases the population highly annoyed by 2%.

People appear to respond more adversely to aircraft noise as opposed to general community noise levels. When the L_{dn} is 60 dBA, approximately 10% of the population is highly annoyed. Each decibel increase to 70 dBA adds 2 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in a 3% increase in the percentage of the population highly annoyed. Representative outdoor and indoor noise levels in units of dBA are shown in *Table 6-26: Typical Sounds Levels Measured in the Environment*.

6.12.2 Methodology

The Health and Safety Element of the General Plan establishes goals, policies, and criteria for determining land use compatibility with major noise sources within the community.[6] The Plan provides one central goal:

***Goal HS3*:** Achieve noise levels consistent with acceptable standards and reduce or eliminate objectionable noise sources.

Additionally, the plan provides seven policies. The policies restrict residential development near existing noise sources. The policies also address commercial uses and relegate such uses to 75 dB L_{dn}/CNEL (as measured from the nearest property line).

Noise standards governing development activities within the City of Hollister are found in the City of Hollister Municipal Code Title 8, Chapter 8.28 and the General Plan. The Noise Standards found in Title 8, Chapter 8.28 were established to implement the goals of the General Plan Health and Safety Element. Noise emissions from fixed and mobile noise sources are controlled by the city's noise ordinance while the General Plan provides guidelines for controlling the noise emanating from residential and commercial development and for planning new development. The General Plan lists goals, policies, and implementation programs to carry out the city's goals for controlling impacts associated with noise within the city.

The city's noise standards under Chapter 8.28.030, Exemption, Exempt from Noise Regulations, provides an exemption to the provisions of the Noise Standards and states the following as exempt:

> *"Excessive, unnecessary or unusually loud noise as used in this chapter does not include noise or sound generated by the following:*
>
> *A. Cries for emergency assistance and warning calls;*
> *B. Radios, sirens, horns and bells on police, fire and other emergency response vehicles;*
> *C. Parades, fireworks displays and other special events or any other activity for which a permit has been obtained from the city, are exempted, provided there is* compliance with all conditions which have been noted in writing on the

[6] General Plan, Section 8: Health & Safety Element. 2007.

permit. Excessive, unnecessary or unusually loud noise produced as a result of noncompliance with any condition specified in the permit is not exempt from the requirements of this chapter;

D. Religious worship activities, including but not limited to, bells, organs, singing and preaching;

E. All mechanical devices, apparatus, or equipment which are utilized for the protection or salvage of agricultural crops. (Ord. 882 § 1, 1996: prior code § 3B-3)"

The General Plan provides guidelines for controlling the noise emanating from residential and commercial facilities and for planning new development. *Table 6-28: Hollister Maximum Allowable Ambient Noise Exposure by Land Use* provides noise level criteria to be used for determining the level of acceptability for various types of land uses.

The proposed project would cause a significant impact if it were to violate a local noise ordinance, regulation, or standard. For the project, there are two sets of criteria that must be met. The first is the Hollister Noise Standards, which specify a maximum property line noise level of 55 dBA at most Noise-Sensitive Land Use Types for residential related noise standards. The second is the OSHA worker safety standards, which have a level of 90 dBA, as previously discussed.

When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers at the property line.

Table 6-28: Hollister Maximum Allowable Ambient Noise Exposure by Land Use

Land Use Type	Noise Level (L_{dn})						
	0–55	56–60	61–65	66–70	71–75	75–80	> 81
Residential							
Hotels, Motels							
Schools, Libraries, Churches, Hospitals, Extended Care Facilities							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Mining, Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable. *Specified land use is satisfactory based on the assumption that any buildings involved are of normal, conventional construction, without any special noise insulation requirements.*

Conditionally Acceptable. *New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed insulation features have been included in the design.*

Unacceptable. *New construction or development should not be undertaken.*

6.12.2.1 Impact Assessment Methods

Potential sources of noise associated with the proposed project include the following:

- Construction Noise
- Operational Noise

Sound levels produced by these various sources are based on data from standard references, previous studies, and equipment manufacturers' data. Projected sound levels from these sources are then estimated using a point source attenuation model. With this model, noise from the source is assumed to attenuate at a rate of 6dB for each doubling of distance from geometry. Additional attenuation is assumed to result from molecular absorption and anomalous excess attenuation (Hoover and Keith 1996). For standard conditions of 59 °F, at 70% relative humidity, molecular absorption is taken to be 0.7 dBA per 1,000 feet and anomalous excess attenuation is assumed to be 1.0 dBA per 1,000 feet. To determine potential noise impacts, the distance needed for noise to attenuate to city noise-level standards for residential and commercial land uses of maximum allowable noise exposure 55 dBA to 70 dBA are assessed for each sensitive receptor.

6.12.3 Environmental Setting

6.12.3.1 Project Area Setting

The proposed project area is located on the western edge of the City of Hollister adjacent to San Juan Road. The proposed project area is an infill vacant urban parcel within an area characterized by residential and commercial land uses. San Juan Road/4th Street acts as an arterial roadway within the city and is located immediately adjacent to the southern boundary of the proposed project site.

The nearest residences are located immediately adjacent to the northern property boundary line. The nearest school, Calaveras Elementary, is approximately 1/2 mile to the northeast of the proposed project site.

The current noise environment surrounding the proposed project site consists of noise contributed by local traffic noise and occasional agricultural equipment operations in the area. The Hollister Airport operations also contribute a source of noise in the proposed project site. Noise measurements within the city along San Juan Road between Miller Road and Graf Road indicate CNEL 50 at 68 feet from the outer most lane.

6.12.4 Standards of Significance

Based on the following criteria from Appendix G of the state CEQA guidelines, a project may have a significant adverse impact on the environment if it would result in

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Be 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, if the project would expose people residing or working in the project area to excessive noise levels; or
- Be located within the vicinity of a private airstrip, if the project would expose people residing or working in the project area to excessive noise levels.

6.12.5 Impact Analysis

Table 6-29: Noise Initial Study Responses

WOULD THE PROJECT:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☑	☐
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☑	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐

WOULD THE PROJECT:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

6.12.5.1 Noise Level Standards

Impact NOI-1 **The proposed project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.**

Potential noise impacts from the Vista De Oro Mixed-Use development would largely stem from increased traffic on local roads, particularly on San Juan Road. Using a conservative assumption that Vista De Oro and other approved projects would increase traffic by 50%, the resulting decibel increase would be about 1.8 dBA, which would not be audible to existing residents. Further, considering that the volumes of traffic and noise from San Juan Road are already high, little change in existing noise levels would be expected.

Noise levels within the proposed project site and to the north of the development would actually decrease from current levels because of the shielding effects of the houses and commercial buildings that would reduce traffic noise. The activities of the mixed-use development, such as lawn mowing and leaf blowing, could potentially produce short-term noise impacts, but it is anticipated that the residential management or commercial management would have the authority to limit such activities to appropriate time periods. Noise sources from the project would be similar to existing sources of residential noise and therefore compatible. Estimated noise levels from construction activity are outline in *Table 6-30*.

Table 6-30: Estimated Noise Levels

Construction Equipment Noise Source	Typical Noise Level (dBA)	
	50 feet	100 feet
Pneumatic Tools	85	79
Truck (e.g., dump, water)	88	82
Concrete Mixer (truck)	85	79
Scraper	89	83
Bulldozer	85	89
Paver	89	83
Backhoe	80	74
Generator	81	75
Portable Air Compressor	81	75
Combined Equipment	109	103

Source: Federal Transit Agency, 1995.

No additional noise will be contributed to nearby schools (Calaveras Elementary) from the proposed project. Calaveras Elementary, the closest school to the proposed project site, is located over one 1/2 mile away. Pre-existing land uses, including numerous commercial, agricultural, and residential activities, as well as major roads such as Central Avenue, and Buena Vista Road, separate the proposed project from the school and no increases in ambient noise levels will occur from project activities. The nearest Hospital, Hazel Hawkins Memorial Hospital, is located over 3 miles from the proposed project site—a distance considered large enough to attenuate all noise generated from the project.

As discussed, the proposed project will not contribute new levels of noise that could impact sensitive land uses surrounding the project site. In addition, the project will comply with all regulations and standards for the City of Hollister regarding noise. The project site is located within a large area zoned for mixed-use land uses and noise levels will remain compatible with commercial and residential land uses as specified in the General Plan. The proposed project is compatible with the existing commercial and residential land uses in the area and will not create significant impacts.

As the Vista De Oro Mixed-Use Project design is finalized, engineering mitigation measures NOI-1 through NOI-8 will be incorporated as necessary to ensure project noise levels do not exceed the adopted standards of the City of Hollister at the surrounding land uses.

It is anticipated that the construction noise at the nearest off-site receptor would will be considered normally and conditionally acceptable for mixed-use land uses. Furthermore, the City's Municipal Code states that construction noise shall be limited between the hours of 7:00 AM and 6:00 PM. As such, by maintaining these hours of operation, construction at the proposed project's site would ensure that the noise levels fall within guidelines provided by the City's Municipal Code.

The proposed project would create an increase in ambient noise associated with the construction and operation of the proposed residential dwellings and commercial facilities.

Operational noise levels would be below City of Hollister specifications for land use compatibility as outlined in the Health and Safety Element of the General Plan. The project would potentially add to ambient noise levels currently found at residences nearest to the project (immediately north of the proposed project site); however, fugitive noises that reach those sensitive receptors would be at low levels (60 dBA or less), which would not result in violation of city's code/noise ordinance. Because the noise received from the construction site at the nearest residences is less than the city-approved CNEL, the proposed project's construction noise falls within the scope of "conditionally acceptable" noise levels. Conditionally acceptable noises require no more than "*detailed analysis of the noise reduction requirements…and noise insulation features are included in the design*." As such, with the aforementioned mitigation measures, the proposed project would be found to have less-than-significant noise effects.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM NOI-1 A silencer shall be installed in the exhaust systems for restaurants.

MM NOI-2 Pumps shall be housed in an acoustical enclosure.

MM NOI-3 Compressors shall be housed in an acoustical enclosure.

MM NOI-4 A noise barrier wall along the northern boundary shall be constructed and placed to minimize noise off site.

MM NOI-5 A telephone number shall be established by for use by the public to report any undesirable noise conditions associated with construction and operations. The telephone number shall be posted at the project site in a manner visible to passersby.

MM NOI-6 Proper muffler devices shall be installed on all power equipment and vehicles associated with the project.

MM NOI-7 All project-related noise complaints shall be documented, investigated, evaluated, and attempted to be resolved as follows: 1) A noise complaint resolution form shall be used to respond to each compliant; 2) Attempt shall be made to contact the person making the noise complaint within 24 hours; 3) An investigation shall be conducted to determine source of noise; and 4) Noise shall be reduced with all feasible measures upon a complaint.

MM NOI-8 Wherever feasible, Barriers or shields shall be erected near construction equipment considered major sources of noise (e.g., compressors, pneumatic tools, drills, and generators).

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

6.12.5.2 Ground-Borne Noise or Vibrations

Impact NOI-2	**The proposed project would not result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.**

The project would create an increase in ground-borne noise or vibrations associated with the construction and operation of the commercial facilities, residential dwellings, and swimming pool use. Even with the utilization of heavy equipment, ground-borne vibrations and heightened noise levels will be temporary and limited. As such, ground-borne vibration or noise that may result from the proposed project is considered to be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

6.12.5.3 Permanent Increase in Ambient Noise Levels

Impact NOI-3	**The proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.**

The operational noise levels of the proposed mixed-use development project are considered less than significant. The site consists of common equipment found on residential dwellings and commercial buildings such as air and heating fans, exhaust fans, pool pumps, etc., with a noise level of approximately 40–60 dB, as measured inside the enclosure for such equipment. However, the typical equipment would be enclosed in structures, which would reduce noise by up to 30 dB, bringing the outside noise level down to 10–30 dB.

Given these measures, the total cumulative noise level of the site is approximately 45–50 dB, under the city's conditionally acceptable mixed-use zone threshold of 55 dBA.

The proposed project site operations would produce noise levels below the standard of dB L_{dn}/CNEL, as outlined by the General Plan Noise Element. Such noise levels would not cause an increase in noise levels for the residential properties nearest to the proposed project. Due to the distance between the proposed mixed-use development project and the residences and the natural noise barriers (property line wall) between the proposed project and the residences, the proposed project would not add to the residences' pre-existing ambient noise level. Noise generated from the mixed-use development would not significantly change the pre-existing noise environment found at the residences and would result in less-than-significant impacts to the existing ambient environment.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

6.12.5.4 Temporary Increase in Ambient Noise Levels

Impact NOI-4	**The proposed project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.**

Noise calculations have suggested that the construction noise produced at the proposed project site would range around 90–110 dBA, which would be temporary and would occur intermittently throughout the construction phase (9–11 months). Construction noise levels would be limited between 7:00 AM and 6:00 PM as outlined in the City's Municipal Code. However, because of the distance to the nearest residential area, noise levels perceived at that area could be in the 55–60 dBA, placing the effect of the construction noise from the proposed project at the maximum noise level. Furthermore, because construction noise is temporary, it is considered less than significant. See *Table 6-30: Estimated Noise Levels* for likely construction noise levels to be generated by the proposed project. Overall, construction noise is considered short-term because it lasts only as long as the construction phase of site development. Construction activity is not expected to result in a significant noise impact because of the time-of-day restrictions and the required silencers on the engines.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

6.12.5.5 Airports

Impact NOI-5	**The proposed project would not be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.**

The proposed multi-use development project is not located within an airport land use plan area, or within 2 miles of a public airport. Therefore, there is no impact on an airport within 2 miles of the proposed project site, and no additional mitigation measures are required.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

6.12.5.6 Airstrips

Impact NOI-6	**The proposed project would not be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.**

The proposed project is not in the vicinity of a private airstrip. Therefore, there is no impact on an airstrip within 2 miles of the proposed project site, and no additional mitigation measures are required.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

6.13 POPULATION AND HOUSING

This section describes Population and housing in the City of Hollister area and analyzes the potential impacts on population and housing resources that may result from the proposed project. The discussion is based primarily on Information contained in the State of California Department of Finance, and Other available population and housing literature pertinent to the proposed project, and City of Hollister.

6.13.1 Background

The City of Hollister has been growing at a rapid rate over the last decade. The city's population grew by nearly 80% between 1990 and 2000. San Benito County's population has increased by 45%, the greatest percentage increase of growth among counties in the state. At an average annual rate of growth of 6% per year, the city has experienced a much higher growth rate than both San Benito County and the state of California as a whole. San Benito County has been growing at a rate of 3.8% per year, while the state growth rate has been 1.3% per year.

As of the 2000 U.S. Census, there were 13,234 jobs, 9,924 housing units, and a population of 34,413 people in Hollister. Growth over the next 20 years is expected to continue within the Hollister Planning Area, although at a slower rate than was experienced in recent years. AMBAG has developed projections for Hollister through the General Plan planning period of 2020. By the year 2020, AMBAG anticipates 7,800 additional jobs, 4,900 additional housing units, and a population increase of 19,000.

The construction period of the proposed mixed-use development project is expected to take approximately 9–11 months. Construction would provide job opportunities for approximately 75 construction workers. Operations of the proposed mixed-use commercial facilities would employ approximately 300 employees. It is estimated if the proposed project developed at a residential density of 10 residential dwelling units per acre, the residences would house approximately 240 people. If the proposed project implements the land use mitigation measure, which calls for residential density of 20 units per acre, then the residential population will be approximately 480 persons.

6.13.2 Methodology

Information on population and housing was obtained from the U.S. Census Bureau 2010 Census data and the California Department of Finance population projections for cities and counties.

6.13.3 Environmental Setting

6.13.3.1 Population

The January 2013 California Department of Finance estimated population for the City of Hollister was 36,589. According to the United States Department of Labor, Bureau of Labor Statistics, Local Area Unemployment Statistics, Hollister had an unemployment rate of 10.5% as last reported on December, 31 2014, compared to the national average of 5.8% for that same time period.

6.13.3.2 Housing

In 2013, the City of Hollister had a total of 10,553 housing units, of which 221 units (2.1%) were vacant. Rentals comprised 72% of the vacant housing units (159 units).

6.13.4 Standards of Significance

An impact to population would be considered significant if the proposed project would

- 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);
- Displace substantial numbers of existing residences, necessitating the construction of replacement residences elsewhere; or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

6.13.5 Impact Analysis

Table 6-31: Population and Housing Initial Study Responses

WOULD THE PROJECT:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

6.13.5.1 Induce Population Growth

Impact POP-1 **The proposed project would not 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).**

CONSTRUCTION

Construction of the proposed mixed-use development would not affect the population of the City of Hollister due to the construction workforce currently available within the City of Hollister, San Benito County, San Clara County, and nearby areas. Since the project is also within commuting distance of the greater San Francisco Bay and San Jose areas, no construction workers are expected to relocate as a result of project construction. Construction of the proposed project is not expected to increase the demand for housing. Therefore, the project

would not cause a significant increase in population in the City of Hollister or other communities near the proposed project.

OPERATIONS

The proposed project would employ 300 full-time employees at the proposed commercial facilities on the proposed project site. Some of these workers would be hired from outside the city; however, it is anticipated that the existing vacancy rates would accommodate any potential employees relocating from outside the Hollister area. The remaining staff employed would be local and would not require additional housing. It is anticipated new employees at the commercial facilities will also live in the residential dwelling units being developed on the proposed project site to take full benefit of the mixed-use development. The proposed project would not have a significant impact on the housing or population of the Hollister area. Therefore, no mitigation measures specific to the project would be necessary.

The proposed project is an infill development within the West Gateway and would not induce development within the area beyond that which has already been planned for. The proposed project may result in the construction of between 80 residential dwelling units as proposed or 280 residential dwelling units, the allowed maximum density under the General Plan designation and zoning classification. The proposed project would have a less-than-significant impact on population growth as construction of the facility would be only 9–11 months with a peak employment of 75 temporary construction workers, and the operation of the commercial facilities would require 300 permanent workers. As such, operation of the proposed project would result in a less than significant impact.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

6.13.5.2 Displacement of Houses

Impact POP-2	**The proposed project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.**

No housing exists on the proposed project area. Therefore, there would be no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

6.13.5.3 Displacement of People

Impact POP-3 The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

The proposed project would not displace people or necessitate the construction of replacement housing. Therefore, there would be no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

6.14 PUBLIC SERVICES AND FACILITIES

This chapter describes Existing public services and facilities and analyzes the project's potential effects on these resources that may occur with the implementation of the proposed project. Growth and development can directly impact the delivery of critical city services to residents, workers, and visitors. In the city, services are delivered across a sphere of influence of approximately 11.73 square miles. These services include police and fire protection, law enforcement, public works, planning, water and wastewater treatment, library, solid waste/recycling, and others. The location of development is guided by the City of Hollister 2005-2035 General Plan, which considers the spatial relationship of urban activities and the delivery of public services. The proposed project area was designated as a West Gateway Zone which includes mixed-use land uses.

6.14.1 Background

6.14.1.1 Regulatory Context

FEDERAL REGULATIONS

No federal regulations apply to the proposed Vista De Oro Mixed-Use Project's visual resource issues.

STATE REGULATIONS

Uniform Fire Code
The Uniform Fire Code (UFC) contains regulations pertaining to the construction and maintenance of buildings and uses of the premises. Topics addressed in the UFC include fire hydrants, fire department access, fire alarm systems, fire and explosion hazard safety, industrial processes, and many other generalized and fire-specific safety requirements for new and existing buildings. UFC is a companion publication to the UBC and contains standards of the American Society for Testing and Materials and of the National Fire Protection Association. The UBC is the primary guiding document that sets the standards for the built environment and is closely tied to the UFC to protect human life and safety. The UFC and UBC are widely accepted at the national level and adopted by individual states. California codes are nearly identical.

California Urban Water Management Planning Act
The California Urban Water Management Planning Act requires urban water suppliers to initiate planning strategies that make every effort to ensure the appropriate level of reliability in their water service sufficient to meet the needs of the various categories of customers during normal, dry, and multiple dry-water years.

California Integrated Waste Management Act
In 1989, AB 939, known as the Integrated Waste Management Act, was passed into law. The enactment of AB 939 established the California Integrated Waste Management Board (CIWMB), and set forth aggressive solid waste diversion requirements. Under AB 939, every city and county in California was required to reduce the volume of waste sent to landfills by 50%, through recycling, reuse, composting, and by other means. In July 2009, Senate Bill 63 was chaptered into law eliminating the CIWMB effective January 1, 2010. All CIWMB duties and responsibilities have been transferred to the new Department of Resources Recycling and Recovery (CalRecycle), under the Natural Resources Agency California Solid Waste Reuse and Recycling Access Act.

The California Solid Waste Reuse and Recycling Access Act of 1991 required each jurisdiction to adopt an ordinance by September 1, 1994, requiring any development project for which an application for a building permit is submitted to provide an adequate storage area for collection and removal of recyclable materials.

California's Building Code CCR, Title 24, Part 6

Title 24, Part 6 of the CBC describes California's energy efficiency standards for residential and nonresidential buildings. These standards were established in 1978 in response to a legislative mandate to reduce California's energy consumption and have been updated periodically to include new energy efficiency technologies and methods. Title 24 requires constructing according to energy efficient standards for all new construction, including new residential and non-residential buildings, additions, alternations, and buildings repairs.

State Preconstruction Notification and Agency Coordination

California laws require preconstruction notification and agency coordination to protect infrastructure from damage caused by construction activities. Contractor State License Board Enforcement Business and Professions Code 7110, AB 2719, AB 73 (Chapter 328), and Government Section Code Sections 4216–4216.9, requires that contractors must provide proper notification and coordination with appropriate groups before commencing construction activities. In addition, the applicant would obtain permits that address potential impacts on groups or agencies that use or own utilities affected by the proposed project.

Underground Service Alert

California state law (Government Code Sections 4216, 4216.2, 4216.9) requires that an excavator contact a regional notification center at least two days prior to excavation of any subsurface installations. The regional notification center for northern California is Underground Service Alert. Underground Service Alert, in turn, would notify the utilities that may have buried lines within 1,000 feet of the excavation. Representatives of the utilities are required to mark the specific locations of their facilities within the work area prior to the start of excavation. The excavator is required to probe and expose the underground facilities by hand prior to using power equipment.

LOCAL REGULATIONS

The General Plan community services and facilities element includes goals and policies for water supply, wastewater, stormwater, solid and hazardous waste, gas and electric services, law enforcement, fire protection, schools, communications systems, and libraries. See *Chapter 6.17: Utilities and Service Systems* of the General Plan for more details specific to utilities and service systems.

Relevant goals and policies from the General Plan related to community services and public facilities include the following:

> ***CSF1.1 Adequate Capabilities and Capacity of Local Public Services***
> Ensure that future growth does not exceed the capabilities and capacity of local public services such as wastewater collection and treatment, local water supply systems, fire and police protection, maintenance of streets and roads, local school systems, parks and recreational facilities, and landfill capacity, and ensure that public services meet federal and state standards and are available in a timely fashion.

CSF1.2 New Development Requirements for Public Services

Require new development applications to identify the impacts that the proposed development would have on the provision of public services, and approve those applications that can mitigate impacts or contribute a proportional fair share so that local public services can be maintained at an acceptable level.

CSF1.3 Performance Standards

Require all applicants proposing development projects within the Hollister Planning Area to meet performance standards for community services and facilities to be established in the Performance Standards Ordinance. Once adopted, require applications for new development to provide evidence that such development will meet all performance standards prior to approval, as provided by the Performance Standards Ordinance.

CSF1.4 Coordinate Facilities and Services Planning

Cooperate and coordinate with the County of San Benito, LAFCO and other local agencies in the provision of infrastructure and services within the Hollister Planning Area.

CSF1.5 Capital Improvements Maintenance and Replacement

Ensure that the city's Capital Improvement Program is coordinated with responsible districts and agencies and provides for ongoing, preventative maintenance of infrastructure facilities and the timely replacement of city equipment.

CSF1.6 Other Infrastructure Planning

Require the preparation of infrastructure master plans in areas outside the designated Sphere of Influence as a prerequisite to annexation. Such plans shall contain, but not be limited to, plans for sewer services, water service, storm drainage, traffic circulation, recreation facilities, school facilities and funding alternatives for police and fire services.

CSF1.7 Development Review Criteria for Public Services

Prior to granting approval, evaluate each new development in terms of the following criteria:

1. Would the proposed development share a common border with a property that has already been developed?
2. Would the proposed development be adequately served by infrastructure (water, sewer, streets, schools, parks, etc.), which is already in place or mitigated?
3. Would the proposed development be located within the existing service areas of local service providers (fire protection, police protection, solid waste disposal, schools, etc.), and not result in a reduction in their current capabilities?

CSF2.1 Sewer and Water Facilities

Coordinate with responsible districts and agencies to assure that sewer and water facility expansion and/or improvements meet federal and state standards and occur in a timely manner.

CSF2.2 Provision of Sanitary Sewerage Capacity for Commercial and Industrial Uses

Reserve sanitary sewerage capacity for future commercial and industrial uses.

CSF2.4 Local Water Supply System
Encourage development in those portions of the Hollister Planning Area which are already served by the local water supply systems or to which water supply systems can reasonably be extended.

CSF2.6 Provision of Water Service to New Development
Require developers who will require water service for their project to apply to the City of Hollister, the Sunnyslope County Water District and the San Benito County Water District, in that order, for service. Only if the proposed development is denied service by all three agencies can it then be allowed to use groundwater as a source of water.

CSF2.7 Water Conservation Measures
Encourage water-conserving practices and features in the design of structures and landscaping, and in the operation of businesses, homes and institutions, and increase the use of recycled water.

CSF3.1 Adequate Drainage Facilities
Require project developers to provide adequate storm drains for stormwater runoff. Review all proposed development projects to ensure that adequate provisions have been included to accommodate peak flows and that projects will not significantly impact downstream lands, and will avoid impacts on riparian vegetation.

CSF4.1 Providing Quality Education
Maintain a close, collaborative relationship with the school districts to maximize public benefit, and collaborate with schools, from preschools to the college level, in fostering educational programs to benefit the community.

CSF4.2 Community Use of School Facilities
Collaborate with schools to provide access to school facilities for neighborhood and community activities, and encourage joint planning with local school districts in determining the location of educational facilities. All new development shall be required to mitigate its fair share of the impact of such development on school facilities to the maximum extent permitted under state law.

CSF4.3 Coordination with Utility Providers
Promote the availability and adequate delivery of reliable, modern, and competitively priced utilities necessary for businesses to prosper, such as power, water and telecommunications.

CSF4.7 Police Services
Ensure that development within the Hollister Planning Area does not exceed the capability of the Hollister Police Department and the San Benito County Sheriff's Department to provide an adequate level of police protection.

CSF4.8 Fire Safety
Ensure that development within the Hollister Planning Area does not exceed the capability of the Hollister Fire Department and the San Benito County Fire Department to provide an adequate level of fire protection.

CSF4.10 Solid Waste Management
Coordinate with the County of San Benito in addressing solid waste management needs consistent with the Hollister General Plan.

6.14.2 Methodology

Potential effects on public services were determined by identifying existing services and considering the potential for interference with or increased requirements for such services that would occur as a result of project construction and/or operation of the proposed mixed-use urban development. Construction of the proposed Vista De Oro Mixed-Use Project is not expected to generate a need for police service or fire protection above existing levels of service since this is an infill urban development. Project construction and operation is not expected to be growth inducing.

Necessary agencies were contacted to obtain information regarding their existing and projected service capacity, as well as the projected impacts that would result from implementation of the proposed project. Wherever possible (i.e., for agencies that provided a demand factor or service ratio), quantifications were included to demonstrate specific demands.

6.14.3 Environmental Setting

The study area for the analysis of public services is the City of Hollister, which provides police and fire service to the proposed project site. San Benito County provides additional services to the general public located near to the proposed project site. The following sections describe the environmental setting for public services within the study area.

6.14.3.1 Fire Protection

The HFD started in 1875 as a volunteer department. In the middle of the 20th century, HFD moved from being a volunteer department to a paid (career) department. The department is led by a Fire Chief, who directly reports to the City Manager. The mission of the HFD is to provide a high level of life and property safety through fire control, fire prevention services, emergency medical services, and the mitigation of hazardous material incidents. This commitment is intended to safeguard the general economy and welfare of the community through several areas: administration, firefighting, fire prevention, training, and emergency communications.

The HFD currently is a two-house operation. It runs one Engine Company and one Truck Company, from Station 1, located at 110 5th Street. Station 2, located at 1200 Union Road, runs one Engine Company. Staffing levels include 8 full-time firefighters who are on duty each day. There are also 25 paid-call firefighters available. San Benito County has 2 full-time on duty and volunteers if called. The City of Hollister currently hires all firefighters from the reserve firefighter cadre. The HFD personnel are required to meet very specific and detailed training requirements so that the highest qualified persons are providing fire protection services to the Hollister community.

6.14.3.2 Police

The City of Hollister maintains an independent sworn police force to provide police services within the city limits of Hollister. The City of Hollister maintains mutual aid agreements with the San Benito Sheriff's Department and the CHP in the event that backup services are needed. The Hollister Police department serves all areas within the city limits (11.73 square miles). The Hollister Police Department currently has 32 sworn officers. The current officer to citizen ratio is about 1–1100, with an emergency response time between 3 and 5 minutes depending on time of day, location, and the number of requests for services. The Hollister Police Department business office is located at 395 Apollo Way. The Sheriff's Department is headquartered at 451 Fourth Street.

The Hollister Police Department's mission is to promote the quality of life in the City of Hollister by

- Working in partnership with the community to provide a safe and secure environment;
- Recognizing and respecting the diversity and uniqueness of the citizens of the community;
- Being sensitive and responsive to the public without bias or prejudice;
- Utilizing personnel and financial resources in an efficient and effective manner; and
- Responding to the ever-changing needs of the community.

6.14.3.3 Libraries

San Benito County provides public library services to the City of Hollister through the library (located on Fifth Street) and a bookmobile. The San Benito County Library creates an environment for connecting people and ideas by providing residents of all ages with resources to pursue their educational, civic, business, and personal interests. In addition, library outreach efforts target infants, children, and adults with a variety of volunteer-based literacy and reading enhancement programs. The proposed project is located approximately 1 mile from the San Benito County Library.

6.14.3.4 Solid Waste

Solid waste disposal in the City of Hollister is provided under contract via the Hollister Disposal Company. Solid waste is from the city is taken to the John Smith Landfill, which is the only permitted landfill (a Class III non-hazardous solid waste disposal facility) serving the Hollister area. The landfill is located on John Smith Road east of Fairview Road, just east of the City of Hollister. The landfill is owned by the San Benito County and is operated by Hollister Disposal Company, under contract with San Benito County.

6.14.3.5 Medical Facilities

The City of Hollister is provided medical facilities by the San Benito Healthcare District, which was formed in 1957 to manage and operate the Hazel Hawkins Memorial Hospital. Today, the San Benito Healthcare District manages and operates an additional three medical facilities in Hollister: Hazel Hawkins Community Health Clinic, Hazel Hawkins Mabie Health Care Center, and the Mabie First Street Health Care Center. Hazel Hawkins Memorial Hospital has an in-patient hospital and 24-hour emergency room facilities.

6.14.3.6 Schools

The Hollister School District serves students within the City of Hollister. There are currently six elementary schools and two middle schools within the District, along with the District Office that contains administrative, maintenance, food services, technology services, and warehousing facilities. Hollister School District is almost at capacity, especially for middle schools. The district serves a student population of about 5,500 students. Around 40% of Hollister students are English Learners. There are five elementary schools that serve students in grades K–5, one school that serves K–8, two middle schools that serve –8, a Dual Language Academy (grades K–6, Spanish/English) and an Accelerated Achievement Academy (grades 4–8). The Hollister Dual Language Academy became a California Distinguished School in 2012. The Accelerated Achievement Academy became a California Distinguished School in 2013. The nearest elementary school to the proposed project site is Calaveras School, located approximately 1/2 mile to the northeast of the proposed project.

The San Benito High School District operates the high school that services the City of Hollister. San Benito High School is located approximately 2 miles from the proposed project site off Monterey

Street. The high school has 120 classrooms to accommodate nearly 2,700 students and over 100 faculty and staff members.

6.14.3.7 Parks and Recreation

The Hollister Recreation Division plans, develops, programs, operates, and maintains all of the city's parks landscape districts, the city street tree and landscape medians programs, and recreational facilities and programs. The department is organized to serve age levels from kindergarten to senior citizens and has programs and services for the handicapped, non-English speaking, economically disadvantaged teens, and at-risk youth and young adults. The parks facility master plan for the City of Hollister indicates that Hollister currently provides approximately 4.1 acres of parks and recreational facilities per 1,000 residents. The closet park to the proposed project is the Calaveras school park (1/2 mile away), which provides approximately 7 acres of softball fields, basketball courts, a playground, an amphitheater, and barbecue facilities.

6.14.4 Standards of Significance

An impact to public services would be considered significant if the project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or
- Result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impact in order to maintain acceptable service ratios for any of the following public services:
  - Fire protection;
  - Police protection;
  - Schools;
  - Parks; or
  - Other public facilities.

6.14.5 Impact Analysis

Table 6-32: Public Services and Facilities Initial Study Responses

WOULD THE PROJECT:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire Protection?	☐	☐	☑	☐
b) Police Protection?	☐	☐	☑	☐
c) Schools?	☐	☐	☑	☐
d) Parks?	☐	☐	☑	☐
e) Other Public Facilities?	☐	☐	☑	☐

6.14.5.1 Government Facilities

Impact PSF-1 **The proposed project would not 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 fire protection, police protection, schools, parks, and other public facilities.**

The project would not result in a need for additional public services. Approximately 75 construction personnel would be employed during peak construction activities, with construction lasting up to 11 months. The operational phase of the proposed mixed-use development with commercial development would employ approximately 300 workers and would not have an impact on public facilities or services. Intergovernmental cooperative agreements would fully mitigate any direct or cumulative impacts on public services and facilities. In addition, construction phasing and traffic control plans (see Section 6.16: Transportation/Traffic) would mitigate any impacts on emergency service, school, and park accessibility to the surrounding community.

The proposed project would include development and approval of a security plan for the mixed-use development. In order to maintain security, the specifics of the plans would not be released to the public. Mixed-use development individual security parameters for the Vista De Oro Mixed-Use Project will contribute considerably to managing potential crime and work in concert with Hollister Police Department. With the implementation of security measures, the proposed project would result in a minimal increased likelihood that crime might occur, resulting in a negligible increase in demand on Hollister Police Department. No mitigation is required.

Fire Protection: Development of the project will result in an increased demand for fire protection. As required by the California Fire Code, the project will be required to include site specific design features such as ensuring appropriate emergency access, and requiring structures to be built with approved building materials. Conformance with this code reduces the risks associated with fire hazards. Based on the average household size of 2.85 persons per dwelling unit, and estimated employment of 300 persons within the commercial development, the project is anticipated to generate approximately 528 persons. Fire service is currently provided to the project site by the City Fire Department. The site plan includes access roads for complete access to all buildings in case of emergencies and mitigation measures LU1 – LU5 will provide access to all areas of the proposed project site. Therefore, the impacts on fire services from the project site are considered less than significant.

Development of the project will result in an increased demand for police protection. Law enforcement services for the project area are provided by the Hollister Police Department. The Police Department has indicated they are able to serve the project without any significant impacts to their Department as this area is already being patrolled and the project will be an infill urban development project. As such, impacts are less than significant.

Development of the project will result in an increased demand for schools within the Hollister School District K-8 and the San Benito High School District 9-12. It is estimated that residential component of the proposed project will result in approximately 36 school age children. Assuming an even distribution of children per grade it would result in an average of 3 students per grade level increase at each school district, which can be accommodated with current school facilities. The project is subject to developer fees at the time building permits are approved. These fees will contribute to the construction of facilities to house students from the project. As such, impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

6.15 RECREATION

This section addresses the potential impacts that the proposed project would have on the recreation needs of the city. This section discusses Potential impacts to recreation resources and open space in the vicinity of the proposed project. As a basis for evaluation, the affected environment section summarizes Existing conditions related to site characteristics and recreation providers.

6.15.1 Background

Recreation planning is a process that relates people's leisure time and activities to particular spaces. The responsibility for providing leisure opportunities is normally shared between the private sector and the public sector. Community recreation programs in Hollister cover a wide range of interests and activities including after school programs, community centers, concerts in the park, day camps, instruction classes, sports programs, teen activities, and volunteer opportunities. Parks and other recreation facilities in Hollister are under the jurisdiction of the Hollister Recreation Division.

6.15.2 Methodology

Information for this section was obtained from the General Plan EIR, and from Google maps. Site inspection of the proposed project area confirmed the existing conditions of the proposed project area and the surrounding land uses.

6.15.3 Environmental Setting

6.15.3.1 Regional Overview

The City of Hollister has a total of 16 parks that range in size from 1/2 acres to 15 acres. Recreational activities can also be found on the waterways in the region, which include the San Benito River; natural rivers and creeks; and manmade canals, channels, ditches, and reservoirs.

6.15.3.2 Study Area Setting

There are several parks and recreational facilities in the vicinity of the proposed project area. Specific facilities include the following:

- **Calaveras School Park.** Includes approximately 7 acres of softball fields, basketball courts, a playground, an amphitheater, and barbecue facilities.
- **Rancho San Justo Sports Complex.** Includes approximately 13 acres of softball and soccer fields, a football field, a 1/4-mile track, basketball courts, and sports lighting.
- **Dunne Park.** Includes gentle, grass covered hills offering room to play or picnic. Includes tennis courts, softball fields, playground, memorial rose garden, and barbecue pits, which are first-come, first-served.
- **Vista Park Hill.** Includes a softball field, playground, and barbecue facilities overlooking a nearly 360° view of the downtown Hollister area. Located near downtown Hollister.
- **Veteran's Memorial Softball Fields.** Located along Memorial Drive between Sunnyslope and Hillcrest Roads. Veteran's Memorial Park is a county park but is operated and maintained by user groups. The city operates two softball fields with night lights and a skate park at this site.

- **Cerra Vista School Park.** Includes approximately 7 acres with two playgrounds, a jogging course, two softball/soccer fields, basketball courts, and a fitness structure.
- **McCarthy Street Park.** Includes approximately 1.5 acres of turf and a multi-use basketball court. Located at San Andreas School on Alvarado Drive.
- **Marguerite Maze Sports Complex.** The sports complex is still under construction. The basketball, volleyball, softball, and soccer fields are completed. Two additional softball fields are under construction and will be lighted in the future.
- **John Z. Hernandez Memorial Park.** Includes a 1/4-acre park with a half-court basketball court and play equipment. Located on Central Avenue.
- **Las Brisas Park.** Includes an approximately 1-acre park with play area, picnic tables, and open turf area. Located on Las Brisas Drive between Hillcrest and Sunnyslope Roads.
- **Frank Klauer Memorial Park.** This 5-acre facility is located on Beverly Drive in the Sunnyslope Village Subdivision. The park is constructed around a stormwater retention basin and is primarily turf, with a toddler- and youth-oriented playground, as well as picnic tables and individual barbecue pits.
- **Hollister Community Center.** The Community Center is used for weddings, anniversaries, and company parties.
- **Hollister Skate Park.** The Skate Park is located on Memorial Drive adjacent to the Veterans Memorial Softball Fields. The Skate Park includes two 8-foot bowls, cemented rails, and ramps. Skateboarders are required to wear helmets and pads to ride in the skate park. Hours of operation are dawn to dusk.
- **Veterans' Memorial Building.** The Veterans' Memorial Building is located on San Benito Street and is one of Hollister's oldest historical buildings. The Veterans' Memorial Building can hold up to 1,000 people and contains a full service kitchen and bar.
- **Tony Aguirre Memorial Park.** Tony Aguirre Park is located in the Bridgeville Subdivision off Bridge Road. Tony Aguirre Park is 1 acre of playground facilities with open grass area.
- **Airport Park.** This park contains 1/2 acres pf turf and two barbeque pits.

6.15.4 Standards of Significance

An impact to recreation would be considered significant if the proposed project would:

- 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; and/or
- Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

6.15.5 Impact Analysis

Table 6-33: Recreation Initial Study Responses

WOULD THE PROJECT:	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
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?	☐	☐	☐	☑

6.15.5.1 Use of Parks and Recreational Facilities

Impact REC-1 The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities.

The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities. The proposed project will include recreational facilities for use of the residents of the proposed project which includes a clubhouse, plaza/ gathering place, and swimming pool, reducing the demand of proposed project residents utilization of other public recreation facilities. The parks and recreation master plan for Hollister indicates that Hollister currently provides approximately 4.1 acres of parks and recreational facilities per 1,000 residents. This is above the standard of 4.0 acres per 1,000 residents that is established by the plan. The increase in population by the proposed residential dwelling units or commercial buildings is not anticipated to cause the ratio of parkland to residents standard be exceeded. Therefore, there would be no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

6.15.5.2 Expansion of Recreational Facilities

Impact REC-2	**The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities.**

There are no other public facilities that have been identified that would require construction or expansion. The proposed project does not include public recreational facilities nor does it require the construction or expansion of public recreational facilities. Therefore, there would be no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

6.16 TRANSPORTATION/TRAFFIC

This section describes Transportation systems and the project's potential effects on transportation and existing traffic that may occur with implementation of the proposed project. This section presents Information on traffic and transportation as required by CEQA regulations. This section contains Information on the existing transportation system together with a discussion of the potential effects of the proposed project.

6.16.1 Background

6.16.1.1 Regulatory Context

All applicable laws, ordinances, regulations, and standards and their conformance measures are discussed below. Regulations, analysis methodologies, and transportation/circulation policies used to analyze the proposed project impacts were taken from the following agencies and their applicable documents. *Table 6-34: Laws, Ordinances, Regulations, and Standards* summarizes this information and provides agency contacts.

FEDERAL REGULATIONS

The Hazardous Materials Transportation Act of 1974, 49 CFR 397.9, is a federal law applicable to the proposed project. It directs the USDOT to establish criteria and regulations for the safe transportation of hazardous materials. There are no specific conformance measures necessary for this law.

Table 6-34: Laws, Ordinances, Regulations, and Standards

LORS	Document and Page	Applicability	Agency
Federal			
Transport of hazardous materials	Hazardous Materials Transportation Act of 1974	Requires transporters to adhere to established regulations.	U.S. Department of Transportation
State			
Transport oversized or excessive loads over state highways	California Vehicle Code Section 35780	Requires permit to transport oversized or excessive loads over state highways. Enforced by the California Highway Patrol.	Caltrans (North Region Permitting Department)
Transport hazardous materials on state or interstate highways	California Vehicle Code Section 31303(b)	Requires that the transportation of hazardous materials be on state or interstate highways that offer the shortest overall transit time possible.	California Highway Patrol
Transport hazardous materials on state or interstate highways	California Vehicle Code Section 31303(c)	Requires that the transportation of hazardous materials avoid, whenever practicable, places where crowds are assembled, and residential districts.	California Highway Patrol
Licensing of hazardous materials transporters	California Vehicle Code Section 32000.5	Requires that transporters of hazardous materials contact the California Highway Patrol to apply for and receive a Hazardous Material Transportation License.	California Highway Patrol
Encroachment permit (product pipeline)	California Streets and Highway Code, Division 2 Chapter 5.5 Sections 1460-1470	Requires an encroachment permit to make an opening or excavation for any purpose in a roadway.	City of Hollister Public Works Department and Engineering

STATE REGULATIONS

State laws that apply to the proposed project include the following:

- California Vehicle Code Section 35780: Requires approval for a permit to transport oversized or excessive loads over state highways. The project shall conform to Section 35780 by requiring that shippers obtain a single trip transportation permit for oversized loads, as required by Caltrans, for each vehicle.
- California Vehicle Code Section 31303(b): Requires that the transportation of hazardous materials occur on state or interstate highways offering the shortest overall transit time possible. The proposed project would conform to Section 31303(b) by requiring that shippers of hazardous materials use the shortest route possible to and from the proposed project site.
- California Vehicle Code Section 31303(c): Requires that the transporters of hazardous materials avoid, whenever practicable, congested thoroughfares, places where crowds are assembled, and residential districts. The proposed project would conform to Section 31303(c) by requiring transporters to use routes that avoid these areas, if possible.
- California Vehicle Code Section 32000.5: Requires that shippers of hazardous materials must contact the CHP to apply for and receive a Hazardous Material Transportation License. The proposed project would conform to Section 32000.5 by requiring hazardous materials transporters to be licensed when transporting to and from the proposed project site.
- California State Planning Law, Government Code Section 65302: Requires each city and county to adopt a general plan consisting of seven mandatory elements to guide its physical development. Section 65302 (b) requires that a circulation (transportation) element be one of the mandatory elements. The scope of a circulation element consists of the "*general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan*."

LOCAL REGULATIONS

The transportation element of the General Plan sets forth goals, policies, and implementation programs related to traffic issues in the City of Hollister. The proposed project would be consistent with the General Plan Transportation Element goals and policies due to the minimal amounts of construction and operational traffic associated with the proposed project. Furthermore, the proposed project would implement appropriate mitigation measures during construction to ensure that safe, reliable transportation is maintained within the city for automobiles as well as bicycle and pedestrian traffic.

The General Plan, Chapter 4 *Intersection Levels of Service Analysis,* addresses transportation and circulation standards and establishes a level of service (LOS) standard for signalized intersections at LOS C or better. The Circulation Element of the General Plan by policy C1.2 Sub-Standard Roads provides for an exception to the LOS C or better standard and states "*Determine the most practical (cost effective) means for bringing segments/intersections into compliance with the LOS standard when it has been determined that one more segments/intersections along the designated arterial system is operating at LOS D or worse (below the city standard)*."

In addition to General Plan requirements, the California Streets and Highways Code, Division 2, Chapter 5.5, Sections 1460–1470, requires an encroachment permit if there is an opening or

excavation for any purpose in any city streets. The project would conform to Section 1460-1470 by obtaining an encroachment permit from the City of Hollister Public Works Department prior to all construction related to circulation or parking facilities that abuts the public ROW.

Hollister Municipal Code

The proposed project will be subject to Title 17 Zoning, Chapter 17.18 Pedestrian, Bicycle, Parking and Loading Standards. Section 17.18.030, General Pedestrian, Bicycle, and Parking Regulations requires the proposed project to submit a Circulation Plan for Vehicular and Pedestrian Access & Parking.

6.16.1.2 Required Permits and Approvals

City of Hollister Public Works Department Encroachment Permit is required for all work within public ROWs.

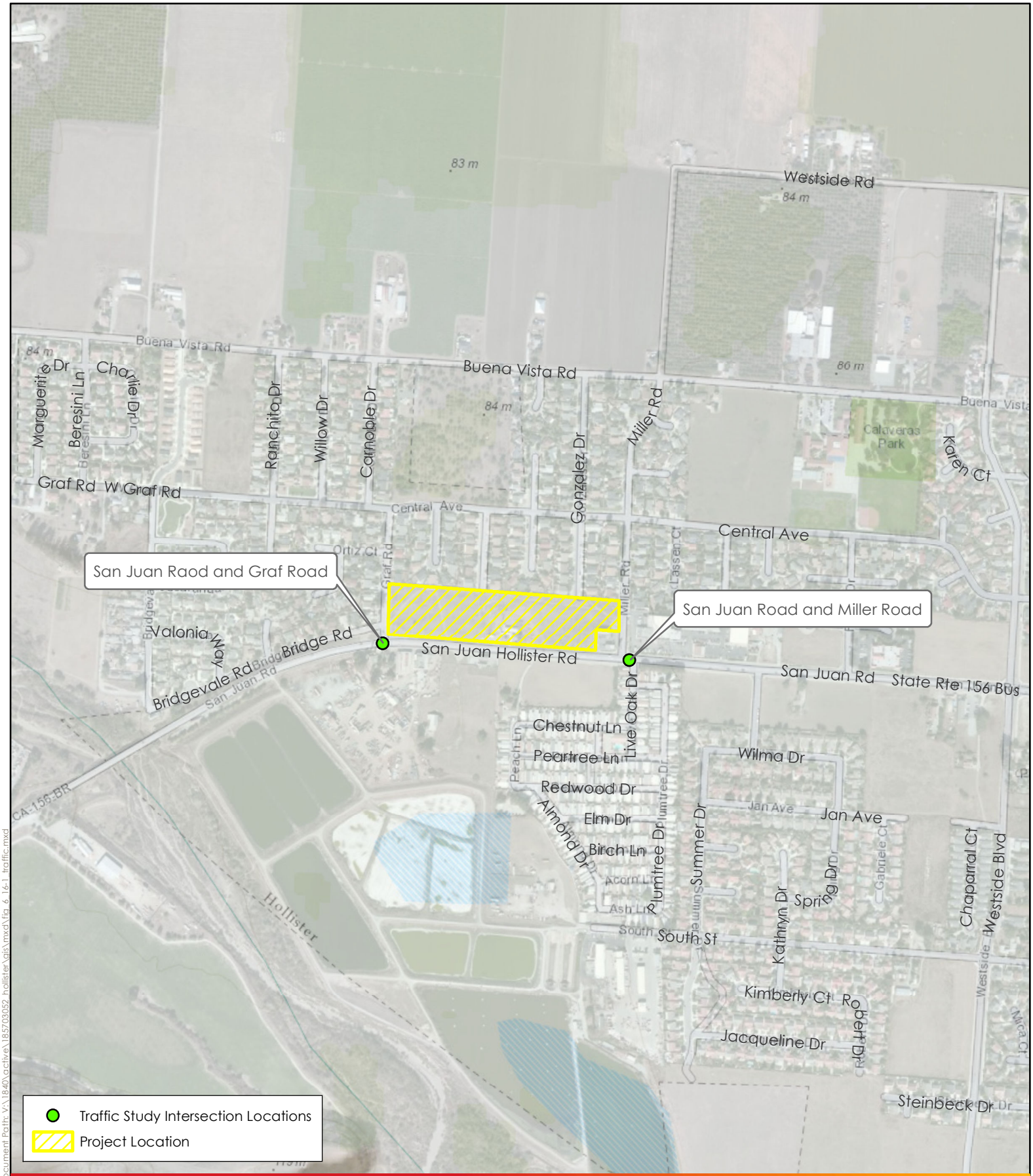
6.16.2 Methodology

6.16.2.1 Ground Transportation

To assess the potential of the proposed project-related traffic to impact local traffic congestion, the number of project-related trips through each key intersection and the intersection LOS were estimated for conditions before project construction, during construction, and during project operation. The trip-estimating methodology is based on the planning method in the *Highway Capacity Manual 2000*, and TIPS (trip generation software), which provides a general discussion of intersection operations that is used to define the overall LOS at a signalized intersection, given existing traffic volumes and projected project-related traffic. The planning method calculates a "sum of critical volumes" for the critical traffic-control phases of an intersection (phases for which there might be significant delay or obstruction), and a corresponding LOS. The critical volume is the volume of traffic that would cause a significant conflict with opposing traffic. This occurs where left-turning traffic obstructs through traffic at an intersection. The critical volume for an intersection as a whole is calculated as the number of vehicles turning left plus the number of through vehicles at a given intersection for each flow direction possible at that intersection.

Anderson & Associates collected peak hour critical turning movement counts on December 15, 2009, at intersections that might be impacted by the proposed project. *Figure 6.16-1: Traffic Study Intersections* shows the intersections that were analyzed. The City of Hollister and Caltrans provided information about the various combinations of signal phases (such as left-turn permissive, left-turn protected, etc.) for each key signalized intersection that was analyzed. Project-related impacts (e.g., LOS impacts) were not evaluated by roadway segment because current average daily traffic data was not available for several key roadways. For this analysis, it was not deemed necessary to perform a new traffic study as new development sufficient to cause a significant change to the traffic volumes indicated in the previous study has not occurred. Conditions and uses around the roadways and intersections concerned are nearly identical as at the time of the 2009 study; therefore, redundant studies have not been performed.

The impact analysis assumes average or better conditions of geometry and traffic (i.e., vehicle headways, lane widths, truck percentages, effects of parking and pedestrians, etc.). After observing the proposed project area and based on discussions with the city and Caltrans, the proposed project area's geometry and traffic were deemed average. The procedure does not explicitly deal with signal timing and does not necessarily relate to the amount of vehicle delay. The procedure assumes a random arrival of vehicles on all approaches (rather than the vehicle platoons that are usually created by coordinated signal systems).



Sources: Stantec 2015. Created By: K Gross. Updated: 4/3/2015. Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

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Stantec

N

0 1,000 Feet

1 inch = 698 feet

San Benito

Figure 6.16-1
Traffic Study Intersections

Vista De Oro Project - Hollister, California

In cases where signal-protected, left-turn phases are not provided at the intersection (i.e., a permissive left-turn intersection). The "filtering" left-turn capacity for permissive left-turn movements during the green-signal phase is calculated as follows:

Capacity = (1200 - Vo) × G/C
where
Capacity = Filtering left-turn capacity in vehicles per hour (vph) for permissive left-turn movements during the green light
Vo = Volume (vph) of opposing traffic, including through and right-turning vehicles
G/C = Portion of light cycle during which the left turns and the opposing traffic have a green light (G = green time, C = total cycle time)

On single-lane approaches, estimates of the critical volumes and protected/permissive phasing are sometimes problematic due to the variable permissive left-turn capacity and the sometimes-varying lane use during a cycle.

On multi-lane approaches with permissive left-turn phasing, through and right-turn vehicles generally tend to shift to the right lane(s) to avoid being blocked by same-direction left-turn vehicles that are waiting for gaps in the opposing traffic stream. This shift is accounted for in the methodology by a factor that adjusts the proportion of vehicles blocked or stopped at the intersection.

At narrow, single-lane approaches, however, one or a few left-turn vehicles may block the entire approach. Thus, the critical volume for a single-lane approach would depend on the width of the approach, the presence and location of on-street parking, the length of the green-light phase, the opposing traffic volume, and the proportion of left-turn vehicles in the traffic stream. For this analysis, it was assumed that all intersections with a single-lane approach would be wide enough to allow right-hand turns at the same time as left-hand turns.

The lowest critical volume (best LOS) for a single-lane approach is calculated as the highest combination of the through and right-turn volumes summed with the opposing left-turn volume. The highest critical volume (worst LOS) for a single-lane approach is calculated as the total of the approach volumes for both approaches. Separate right-turn phases are not considered in the critical volume calculation since right-turn movements in exclusive right turn-lanes are seldom a critical movement (especially where right turns on red are allowed).

A capacity analysis is necessary to evaluate the adequacy of traffic accommodating infrastructure elements such as lanes relative to the demand for such elements. An LOS analysis is one of the most commonly used tools to evaluate capacity.

According to *Traffic and Highway Engineering* (1988), LOS is defined as "*a qualitative measure of the operating conditions within a traffic system and how these conditions are perceived by drivers and passengers*."

According to the *Highway Capacity Manual* (2000) by the Transportation Research Board, LOS ratings are assigned as a function of control delay. *Table 6-35: Intersection Level of Service Definitions* shows critical average delay thresholds for each LOS, A through F (the average delay below which a given intersection remains at a given LOS). To define the LOS of an intersection with two-phase control, for example, given actual hourly traffic counts for the daily peak period of travel, one would add the left-turn volume to the opposing direction's through volume for all applicable travel directions at that intersection (for example, east-west, west-east, north-south,

south-north). If the resulting sum of critical volumes produces an average delay of 10 seconds or less, the LOS would be A. If a project were to add a volume of traffic to an intersection that would increase this sum of critical volumes and thus the average delay to more than 10 seconds, it would cause a change in LOS from A to B.

Table 6-35: Intersection Level of Service Definitions

Rating	Un-Signalized		Signalized	
	Delay (sec/veh)	Description	Delay (sec/veh)	Description
A	0 to 10	Long, frequent gaps.	0 to 10	Some slowing on green, but most vehicles do not stop.
B	10 to 15	Shorter, less frequent gaps, no more than one vehicle in queue.	10 to 20	Some vehicles stop, but the majority does not stop.
C	15 to 25	Less frequent gaps and typically approximately two vehicles in queue.	20 to 35	More vehicles stop, but many still pass through without stopping.
D	25 to 35	Less frequent gaps and typically two or three vehicles in queue.	35 to 55	Most vehicles stop.
E	35 to 50	Less frequent gaps and typically three or more vehicles in queue.	55 to 80	Almost all vehicles stop, but are able to clear the intersection within one cycle.
F	50+	Excessive delays waiting for suitable gaps, longer queues.	80+	All vehicles stop and some may not be able to clear the intersection within one cycle.

Source: Highway Capacity Manual, 2000

Based upon the proposed project construction and operations, it was determined that the peak AM traffic and peak PM traffic periods would be the appropriate study periods. For these peak hours, the following three scenarios were evaluated:

- **Existing:** Traffic counts and field observations of existing conditions were conducted and analyses were performed of the existing operating conditions in the area.
- **Existing plus construction:** This analysis incorporates the existing conditions as a background in addition to the projected traffic volumes during project construction.
- **Existing plus operation:** This analysis incorporates the traffic projected during operation of the facility in addition to the existing traffic as background traffic.

For this analysis, the traffic generated by the proposed project in the study area during construction and operation was assigned to the surrounding street system for a hypothetical return commute. The resulting trip numbers were then added to the existing critical volumes (based on Critical Turning Movement Counts of December 2009 and estimated for 2015) for each key intersection and compared with the LOS thresholds listed in *Table 6-35: Intersection Level of Service Definitions*.

The key analysis assumptions were as follows:

- No public transit to the proposed project site.
- The normal construction workday would begin at 7:00 AM and end at 3:30 PM. (The work site, however, would be active between 6:00 AM and 6:00 PM).
- All construction traffic would arrive during off-peak traffic periods.

Project trip generation was estimated for construction traffic and operations traffic based on Stantec's past experience in constructing mixed-use developments. The ability of any roadway network to accommodate anticipated traffic volumes is measured by comparing peak hour traffic volumes to roadway capacities. Thus, it is essential to determine the hourly traffic volumes to be generated by the proposed project and add them to the existing traffic volumes. It is estimated that during the construction phase of the proposed project, the peak AM hour trips generated would be 75 new vehicles entering the proposed project area, while during the construction peak PM hour, there would be 75 new vehicles exiting the proposed project area.

Peak hour traffic counts conducted by the Anderson & Associates traffic counters (December 2009) and Stantec peak traffic count estimates (March 2015) produced data on the existing total traffic volume of the study intersections (see *Table 6-36: Total Traffic Volumes and*). The data in this table shows the traffic generation from the proposed project. It also shows the existing LOS for all the measured intersections.

Table 6-36: Total Traffic Volumes and Level of Service

Intersection	Existing Traffic (vehicle trips)		Vista De Oro Mixed-Use Project (vehicle trips)		Traffic Increase	
	AM Peak (LOS)	PM Peak (LOS)	AM Peak	PM Peak	AM Peak	PM Peak
Miller Road and San Juan Road	874 (A)	1078 (A)	133	133	15%	12%
Graf Road and San Juan Road	723 (A)	891 (A)	133	133	18%	15%

6.16.3 Environmental Setting

6.16.3.1 Land Traffic and Transportation Conditions

ROADWAY SYSTEM

The following are the key roadways in the vicinity of the proposed project:

- **San Juan Road** – San Juan Road traverses in an east/west direction and abuts the southern boundary of the proposed project site. San Juan Road eastbound consists of one through-lane, one right turn pocket, and one left turn pocket. San Juan Road westbound consists of one through-lane, one right turn pocket, and one left turn pocket.
- **Miller Road** – Miller Road traverses in a north/south direction and abuts the eastern boundary of the proposed project site. Miller Road consists of one shared lane for through traffic as well as left and right turns.
- **Graf Road** – Graf Road traverses in a north/south direction and abuts the western boundary of the proposed project site. Graf Road consists of one shared lane for through traffic as well as left and right turns.

EXISTING INTERSECTION OPERATIONS

Of the two study locations, all intersections are currently signalized. However, in the near future Graf Road and San Juan Road Intersection will be converted to a roundabout.

6.16.3.2 Other Land Transportation Issues and Plans

This section describes other traffic- and transportation-related issues and plans important for the subsequent analysis of potential project impacts.

PUBLIC SAFETY

There are no road features or characteristics in the vicinity of the proposed project site that would affect public safety, nor are there any sub-standard bridges along the potential access routes. In addition, there are no city roadways that are subject to normal weather-related closures such as localized flooding or fog.

HAZARDOUS MATERIALS

The General Plan does not address hazardous materials transportation permits or routes. The plan called for designating routes in the future.

6.16.4 Standards of Significance

Criteria used in determining whether project-related traffic impacts are significant are consistent with standard industry practice and CCR Title 14, §15065. An impact to transportation/traffic would be considered significant if the project would

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system;
- Exceed, either individually or cumulatively, a level of standard service established by the county Congestion Management Agency for designated roads or highways;
- Result in a change in traffic patterns, including an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature or incompatible uses;
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or
- Conflict with adopted policies, plans, or programs supporting alternative transportation.

6.16.5 Impact Analysis

Table 6-37: Transportation/Traffic Initial Study Responses

WOULD THE PROJECT:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and 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 and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☑	☐
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?	☐	☐	☐	☑

Table 6-37: Transportation/Traffic Initial Study Responses

WOULD THE PROJECT:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
e) Result in inadequate 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?	☐	☐	☑	☐

6.16.5.1 Circulation System

Impact TRAN-1 The proposed project would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

There would be a temporary increase in traffic in the vicinity of the proposed project site during construction activities, resulting from the construction workers and trucks required during the construction process. Since the project is not expected to cause a change in the LOS for surrounding road segments likely to be used during construction or operation and a traffic control plan is required by the city encroachment permit for all work within the public ROW associated with mixed-use development, the proposed project would not result in a significant impact on existing traffic in the vicinity of the project site. The proposed temporary increase would not conflict with any such plan as required by the CEQA guidelines. As such, the increase in traffic would result in less-than-significant impacts. Furthermore, the increase in traffic volume will decline upon completion of the construction phase of the mixed-use project. The main access point to the proposed project site for construction activities would be from the entrance at the western edge of the site along Graf Road. Locked gates and construction perimeter fencing would control access into the proposed project site during construction. Vehicular traffic into and out of the proposed project site would be limited as much as practical to daylight hours during construction. There would be adequate internal circulation and parking. Laydown of materials during the construction period would take place on the project site.

With a peak construction force of approximately 75 employees, it is estimated that approximately 1 acre of land is required to accommodate the projected construction worker vehicles. Construction employee parking would be provided within the staging area on site. It is anticipated that all vehicles associated with construction activities would be parked on site, and, thus, would not impact on-street parking in the surrounding residential or commercial area.

During the operations phase of the mixed-use project, a very small number of vehicles (4) will be using driveways in order to access the project site. Assuming the 133 peak-hour vehicle trips that the proposed project will generate splits evenly, 66 vehicles added to the existing intersections at Miller/San Juan and Graf/San Juan at a peak hour will not degrade the LOS to a significant threshold of LOS C.

The traffic analysis conducted for the proposed project determined that the proposed project construction and operation activities would not impact the LOS at any of the intersections that were analyzed. Since the project is not expected to cause a change in the LOS for surrounding road segments likely to be used during construction and a traffic control plan is required by the city encroachment permit for all work within the public ROW associated with mixed-use development construction, the proposed project would not result in a significant impact on existing traffic in the vicinity of the proposed project site.

DELIVERY OF HAZARDOUS MATERIALS

In general, only small quantities of hazardous materials would be used during construction activities, and hazardous materials would be shipped by truck. This may consist of welding flux, paint, and various solvents. If this should become necessary, however, all applicable requirements would be met, including the use of transporters with a Hazardous Material Transportation License. Additionally, all deliveries would follow the city-designated truck route, which offers the shortest overall transit time possible and avoids congested thoroughfares, places where crowds are assembled, and residential districts, thereby ensuring that such deliveries do not conflict with a local plan, ordinance, or circulation element.

Transport of hazardous materials on city roadways would be limited in that the proposed project site is within 1 mile of the city limit.

OVERSIZE OR OVERWEIGHT SHIPMENTS

Certain components of the residential dwelling units or commercial facilities could be of such dimension and weight that special delivery may be required during construction. Oversize/overweight shipments are anticipated to be transported by heavy-load truck delivery. According to the city, there are no sub-standard bridges along any city roadways. Any necessary ground shipment exceeding the size and/or weight/load limits described would require a Single Trip Transportation Permit (State of California Vehicle Code, Sections 35780–35796). Appropriate permits would be obtained for all deliveries.

There is a potential for minor, short-term increases in motor vehicle hazards due to the operation of construction equipment because there may be temporary closures of the various city streets and detours necessary to complete construction. Using standard linear construction practices (i.e., warning signs and lights, cones, and reduce speed notices), however, would reduce these impacts to less than significant. Traffic control, including signage and flag persons, would be required on all road segments during construction. Overall, construction of the proposed mixed-use development is not anticipated to create long-term effects on the transportation system in the project vicinity. As discussed throughout this section, the proposed project will not cause a

significant increase in local traffic flows, and therefore, the effect on the local circulation system will be less than significant as a result of the implementation of the proposed project.

CONSTRUCTION GROUND TRANSPORTATION

Table 6-38: Trip Generation Summary - Construction Phase provides an estimate of the average and peak construction workforce vehicles and number of truck deliveries expected during project construction. Based on these estimates, Table 6-38 also presents a summary of the round trip generation for the project construction phase. For traffic impact analysis purposes, the truck trips have been converted to passenger car equivalent (PCE) trips by applying a factor of 2.0 to reflect the additional impact that large trucks have on street system operations beyond that of a normal passenger car. This factor is recommended in the appropriate tables in the 2000 Highway Capacity Manual. For the scheduled peak month of construction activity, the proposed project will generate a total of 220 actual one-way vehicle trips per day and approximately 260 PCE one-way trips per day as a measure of combined truck and passenger vehicle impact on the street system.

Table 6-38: Trip Generation Summary - Construction Phase

	Vehicle Daily Round Trips		Vehicle Daily One-Way Trips		PCE(1) Daily One-Way Trips		PCE Peak Hour(3)	
Traffic Source	**Average**	**Peak(2)**	**Average**	**Peak(2)**	**Average**	**Peak(2)**	**Average**	**Peak(2)**
Workers	75	90	150	180	150	180	60	75
Delivery Trucks	10	20	20	40	40	80	2	4
Total	85	110	170	220	190	260	62	79

(1) A PCE factor of 2.0 was applied to delivery trucks and heavy trucks.
(2) "Peak" refers to scheduled peak months of construction activity.
(3) Assumes 80% of workers and 10% of deliveries arrive or depart during peak traffic hour.

The peak number of construction employees required for the 9–11 month construction period for the proposed project is 90. For this project, it is assumed there will be no ride sharing (car-pooling) to the project construction site. In addition to the construction workers, there will be 10 tractor-trailer deliveries to the proposed project site each day for this 9–11 month period. For the analysis of traffic only, it was assumed that all construction employees, as well as truck deliveries, would occur only during the morning and evening peak hours. This approach illustrates the worst-case scenario for traffic associated with this project at the two most potentially affected intersections (San Juan at Graf and San Juan at Miller). Trip generation data used in this analysis is based on the applicant's extensive experience with the planning, permitting, and construction phases of mixed-use developments.

In reality, construction personnel tend to arrive at a project site at or near 6:00 AM, before the morning peak hour (7:15 AM to 8:15 AM). In addition, construction employees typically leave between 3:00 and 4:00 PM, which will correspond with Hollister's evening peak hour, which is also between 3:00 and 4:00 PM. Although the traffic analysis assumes no ride sharing, this project will likely have a significant amount of ride sharing. Therefore, this Initial Study incorporates conservative assumptions for planning purposes.

All intersections that construction traffic would transverse to the proposed project site identified above currently operate at LOS A in both AM and PM peak hours. LOS C is the threshold of significance outlined by the General Plan for purposes of CEQA evaluation and environmental

performance standard. Seventy-nine peak hour trips generated by the proposed project during the 9–11 month construction phase will not degrade the current LOS of intersections beyond LOS A, and thus will not create a significant impact on traffic during the construction period. The following mitigation measures have been proposed to manage construction traffic and ensure the proposed project construction traffic will not create a significant impact:

MULTI-USE DEVELOPMENT OPERATIONS GROUND TRANSPORTATION

The operations-generated traffic volumes were combined with the existing traffic volumes, and it was determined that 67 peak hour vehicle trips will be generated by the commercial land uses of 3.9 acres within the proposed project site as predicted by TIPS. Based on TIPS, it was determined that the residential land uses with 80 residential dwelling units will produce 66 peak hour vehicle trips. Based on TIPS, the proposed project will generate 133 peak hour vehicle trips. Utilizing the Highway Capacity Software (HCS+) McTrans, the proposed project peak-hour traffic volume cannot impact the LOS to a significant level. Capacity analyses were performed for the peak AM and PM hours for each of the traffic study intersections during the mixed-use development operation condition to determine traffic operating conditions during peak hours of the proposed project. All intersections would continue to operate at LOS levels above the threshold of significance (LOS C) set by the General Plan during operation of the proposed project. Stantec's analysis confirms the findings of the previous traffic study prepared for the proposed project site by Anderson & Associates (Appendix F).

ACCESS TO VISTA DE ORO MIXED-USE DEVELOPMENT

Access to the proposed project site would be provided by the unsignalized driveways as shown on the Vista De Oro site plan with one driveway off Miller Road, and one driveway off Graf Road. The Vista De Oro Project would have one unsignalized driveway off of San Juan Road which would be provided as a major commercial driveway. The West Gateway instructs that mixed-use development limits the entry and exit points to the proposed project to main roads. The proposed project has limited egress/ingress to the site in accordance with the design requirements outlined in the West Gateway.

The West Gateway Beautification Master Plan was adopted by the City Council and becomes the specific guidance document for transportation infrastructure and streetscape design standards for the project site. The Hollister General Plan Circulation Element design standards requirements stipulated for "Major Thoroughfare" (San Juan Road Street Classification) are superseded by the West Gateway Beautification Master Plan for the project site.
The proposed circulation plan for Vista De Oro would comply with the West Gateway Beautification Master Plan which calls for the signal at Miller Road and San Juan Road to remain, and for the signal at Graf Road to be replaced with a roundabout. Additionally the Vista De Oro Project driveway on Graf Road would not be signalized.

PARKING

Sufficient parking will be provided on site to accommodate the residences and commercial employees/patrons that would visit the retail and restaurants.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM TRAN-1 A traffic control plan shall be developed in coordination with the City of Hollister.

MM TRAN-2 Start and end times of the construction day shall be offset from identified peak traffic hours to mitigate traffic congestion on local streets and highways. Construction personnel shall typically arrive at the project site around 6:00 AM, before the morning peak hour (7:15 AM to 8:15 AM). Construction employees shall typically leave between 3:00 PM and 4:00 PM, consistent with the Hollister evening peak hour (3:00 PM and 4:00 PM).

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

6.16.5.2 Congestion Management Program

Impact TRAN-2 The proposed project would not conflict with an applicable congestion management program.

The city's design level of service is LOS C. Level of service on existing city intersections selected for impact analysis are now at or above the acceptable LOS C as specified by the General Plan Circulation Element. All roadway segments and intersections within the traffic impact study area currently operate at a LOS classification of A. Given the low volume of existing traffic on roads in the project vicinity, additional project traffic during project construction and operations would not cause an exceedance of LOS C on city roadways. Implementation of the proposed project would have a less-than-significant impact on LOS standards established by the city.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

6.16.5.3 Change in Air Traffic Patterns

Impact TRAN-3 The proposed project would not 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.

The proposed project will not result in a change in air traffic patterns, increase air traffic, or result in safety risks. The proposed project will have no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

6.16.5.4 Hazards Caused by a Design Feature

Impact TRAN-4 The proposed project would not substantially increase hazards due to a design feature.

The proposed project would create four new driveways. Access to the proposed project site would be provided by the unsignalized driveways as shown on the Vista De Oro site plan with one driveway off Miller Road, and one driveway off Graf Road. Two signalized driveways off San Juan Road will be provided as major commercial driveways. The proposed ingress/egress location would provide excellent sight distance with no obstructions of views.

These locations are ideal due to the distance from the signalized intersections and the future roundabout (Graf/San Juan), so as not to interfere with safe, unobstructed flow through those intersections. The ingress/egress for the proposed project site off San Juan Road will be signalized in accordance to the Circulation Element standards. Signalization of the major driveways will be done to manage critical turning movements of vehicles at the San Juan driveways for safety and capacity reasons. Mitigation measure TRAN-3 has been offered to reduce impacts from the operation of the mixed-use development on traffic.

During construction, the proposed project would use heavy construction equipment on local roadways and major arterials. The use of roadways by heavy construction equipment can result in damage to roads, which may increase hazards for the public. There is also the potential for tracking dust, soils, and other materials from graded construction sites onto public roads, which could increase hazards. Standard conditions and requirements in the city encroachment permit are expected to mitigate these impacts to less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM TRAN-3 The project's ingress/egress locations shall comply with the West Gateway Beautification Master Plan, which calls for the signal at Miller Road and San Juan Road to remain and for the signal at Graf Road to be replaced with a roundabout. The Vista De Oro project driveway on Graf Road would not be signalized.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

6.16.5.5 Emergency Access

Impact TRAN-5 The proposed project would not result in inadequate emergency access.

The proposed project would not alter any existing emergency access routes or change existing patterns of emergency access. The proposed project would not require closures of public roads, which could inhibit access by emergency vehicles. Increased project-related traffic would not cause a significant increase in congestion or affect the existing LOS on roads, which could indirectly affect emergency access. The proposed project circulation design includes the use of existing local access streets to all elements of the mixed-use development and paved access to all points within the mixed-use development, which would facilitate emergency access in the event of an emergency at the site. Furthermore, the mixed-use development design elements called for by the West Gateway and Mitigation Measures LU1 – LU5, includes adequate emergency access points. Therefore, this impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

6.16.5.6 Regional Transportation Plans

Impact TRAN-6	**The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.**

The proposed project is consistent with the goals and policies of the General Plan Circulation Element. The proposed project would contribute less than 15% of the peak volume of traffic of nearby intersections to the proposed project site. The Circulation Element also calls for maintaining a minimum LOS on all regional routes of significance of C, and the proposed project does not degrade any regional routes of significance beyond the adopted LOS standard. Furthermore, the Circulation Element calls for limited driveways on all major arterials, and the proposed project has limited ingress/egress to the proposed project site away from the proposed roundabout and signalized intersection. Thus, by following the General Plan Circulation Element, the proposed project will have a less-than-significant effect on the plan or other plans and policies.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

6.17 UTILITIES AND SERVICE SYSTEMS

This section assesses the existing public utilities and service systems that support the proposed project and identifies the potential impacts posed by the proposed project, and presents recommended mitigation where necessary. The public utilities and services analyzed in this section include: electricity, gas, water, wastewater, stormwater, telephone, and cable television. Each subsection describes the utility, the provider of the utility, and the infrastructure of the utility as it relates to the proposed project.

6.17.1 Background

6.17.1.1 Regulatory Context

FEDERAL REGULATIONS

Federal water, wastewater, and waste regulations have been provided and discussed in previous sections of this document (see *Section 6.8: Hazards and Hazardous Materials* and *Section 6.9: Hydrology and Water Quality*). As previously discussed, the primary wastewater regulation that will be applicable to the proposed project is the NPDES permitting regulation provided in the CWA. Additionally, the controlling federal law surrounding hazardous waste and waste disposal include CERCLA and RCRA (as discussed in *Section 6.8: Hazards and Hazardous Materials*).

STATE REGULATIONS

California law requires preconstruction notification and agency coordination to protect infrastructure from damage caused by construction activities. Contractor State License Board Enforcement Business and Professions Code 7110, AB 2719, AB 73 (Chapter 328), and Government Section Code Sections 4216–4216.9 require that contractors must provide proper notification and coordination with appropriate groups before commencing construction (i.e., digging) activities. In addition to coordinating activities and providing proper notification, the project applicant must obtain permits that address potential impacts on groups or agencies that use or own utilities affected by the proposed project.

California state law (Government Code Sections 4216, 4216.2, 4216.9) requires that an excavator contact a regional notification center at least two days prior to excavation of any subsurface installations. The center for northern California is Underground Service Alert. Any utility provider seeking to begin an excavation project can call Underground Service Alert's toll-free hotline. Underground Service Alert, in turn, will notify the utilities that may have buried lines within 1,000 feet of the excavation. Representatives of the utilities are required to mark the specific locations of their facilities within the work area prior to the start of excavation. The excavator is required to probe and expose the underground facilities by hand prior to using power equipment.

Assembly Bill 939

In 1989, the California legislature enacted AB 939 requiring all cities and counties in California to divert 50% of their solid waste from landfills by the end of 2000. This Act further required every city and county in California to prepare a Source Reduction and Recycling Element (SRRE), a report describing (1) the chief characteristics of each jurisdiction's waste; (2) existing waste-diversion programs and rates of waste diversion; and (3) the new or expanded programs the jurisdiction intended to implement to achieve the mandated rates of diversion.

LOCAL REGULATIONS

The proposed project is subject to the General Plan goals and policies listed below (the goals are listed as CSF—Community Services and Facilities):

CSF2.1 Sewer and Water Facilities
Coordinate with responsible districts and agencies to assure that sewer and water facility expansion and/or improvements meet federal and state standards and occur in a timely manner.

CSF2.2 Provision of Sanitary Sewerage Capacity for Commercial and Industrial Uses
Reserve sanitary sewerage capacity for future commercial and industrial uses.

CSF2.4 Local Water Supply System
Encourage development in those portions of the Hollister Planning Area that are already served by the local water supply systems or to which water supply systems can reasonably be extended.

CSF4.3 Coordination with Utility Providers
Promote the availability and adequate delivery of reliable, modern, and competitively priced utilities necessary for businesses to prosper, such as power, water, and telecommunications.

CSF 4.14 Telecommunications and Technology
Ensure that residents, schools, businesses, and organizations have access to reliable, modern, and cost-effective telecommunications.

6.17.2 Methodology

Assessment of the proposed project on utilities (water, wastewater, storm drainage, solid waste) and energy providers (electricity and natural gas) varies depending on the utility, but generally includes a comparison of the project generated demand against existing and anticipated resource supplies and/or conveyance capacity. Quantifications of demands and generations were included based on factors provided by the applicable agencies.

WATER SUPPLY

Water supply or conveyance impacts are typically evaluated by estimating water consumption factors associated with proposed project land use(s) or, unit demand factors per acre or gross square foot, as established by the City of Hollister. Because the proposed project is an infill project and is consistent with the General Plan and zoning, the proposed project site has already been provided the necessary water infrastructure and water supply to service the proposed mixed-use development.

SEWERS AND WASTEWATER CAPACITY

Assessment of impacts on sewers or wastewater treatment systems generally includes the comparison of the project-related, land use-based wastewater flow generation to the existing and projected wastewater treatment capacity of the local treatment plant. Because the proposed project is an infill project and is consistent with the General Plan and zoning, the

proposed project site has already been provided the necessary wastewater infrastructure to service the proposed mixed-use development.

STORMWATER SYSTEMS

Assessment of impacts to the storm drain system is based primarily on the determination of the contribution of the proposed project to stormwater runoff. These contributions are compared to existing conditions or the diversion and disruption of surface water flows in the event that flooding would occur.

SOLID WASTES

Impacts related to solid waste generally involve the estimation of the project-related, land use–based, solid waste generation, as compared to the capacity of the landfill(s) serving the proposed project site. Construction activities would result in a total estimated solid waste generation of 1,000 tons. The operational solid waste generated by the proposed mixed-use project is estimated at 1,342 tons per year, based on U.S. EPA estimates of the average person's solid waste generation per day of 4.38 pounds per person per day. The percent contribution to the permitted daily capacities of local landfills was then determined based on the solid waste generation.

ELECTRICITY AND NATURAL GAS

The determination of impacts on electricity and natural gas supplies depends on an estimation of demand generated by the proposed project uses, as compared to availability and capacity of existing supplies and the conveyance infrastructure.

6.17.3 Environmental Setting

6.17.3.1 Stormwater Drainage and Flood Controls

Stormwater and flood control issues were discussed at length in *Section 6.9: Hydrology and Water Quality*. According to the FEMA FIRM, the site is not located within a special flood hazard area. It is pertinent to note that San Benito River are listed as "water quality impaired" and therefore, discharge into any such water must be limited and/or closely monitored (the proposed project area may cause stormwater discharges into the San Benito River).

The city has developed a stormwater development standards plan (DSP). All stormwater within this complex drains to a stormwater system maintained by the City of Hollister. The City of Hollister DSP specifies a number of BMP requirements that are specific to each drainage zone and are applicable to the proposed project.

The proposed project's stormwater collection system will collect and convey runoff south to the San Benito River outfall. The collected water would infiltrate to an underground slotted pipe that would catch the flow and convey it to the city's stormwater system through a connection to the stormdrain that runs along San Juan Road. The stormwater infrastructure was sized to accommodate the stormwater flows from the proposed project.

6.17.3.2 Water Supply

The water purveyor for the proposed project is the City of Hollister. The proposed project will be serviced by the City of Hollister domestic service lines located in San Juan Road, Miller Road, and Graf Road. Domestic water connections to the commercial buildings and residential dwelling units will be made off the city lines on the surrounding streets to the proposed project

site. A water meter will be required at the point of connection. The size and details of this meter will be provided by the City of Hollister following the submission of a proposed layout. Additionally, the system will require several gate valves and a permanent blow-off apparatus for flushing and isolating the mains. City of Hollister has planned for the proposed mixed-use development and has developed the water infrastructure to meet the demand of the project's gallon-per-day peak flows for residential and commercial uses of potable water. In accordance with the 2008 HUA water and wastewater master plan, the proposed project water consumption rate was a planned demand for the water service zone in which the proposed project resides.

6.17.3.3 Wastewater Infrastructure

The City of Hollister domestic and industrial wastewater treatment plants provides secondary and tertiary treatment of municipal wastewater from throughout the city. The city treats domestic and industrial wastewater at the DWTP, located on the west side of the city, on the north side of Highway 156. The plant has a permitted capacity of 2.69 million gallons per day.

The City of Hollister's collection system consists of gravity pipelines and force mains ranging from 4 to 36 inches in diameter. Sewer service can be provided from several locations on all frontage roads as well as by three sewer service easements that cross the proposed project site. The applicant will be subject to a connection fee to pump wastewater to the sewage treatment plant.

6.17.3.4 Waste Removal

According to the John Smith Landfill, the city was compliant with meeting AB 939's 25% recycling requirement. Solid waste disposal within the City of Hollister is currently provided under contract via the Hollister Disposal Company. Solid waste is disposed of at the John Smith Landfill, which is the only permitted landfill (a Class III non-hazardous solid waste disposal facility) serving the Hollister area. The landfill is located on John Smith Road east of Fairview Road, east of the proposed project site. The landfill is owned by the County of San Benito and is operated by Hollister Disposal Company, under contract with the county.

In an effort to increase recycling and meet a 75% diversion goal the State of California, Department of Resources Recycling & Recovery known as CalRecycle, has enacted a new law that requires most businesses and multi-family complexes to provide recycling services. AB 341 required these recycling programs to be instituted by July 1, 2012. The proposed project will comply with AB 341 program.

6.17.3.5 Gas and Electrical Services

Electric and natural gas services are provided within the area of the proposed project site by Pacific Gas and Electric (PG&E). The General Plan goals require coordination efforts by the city with service providers in planning the expansion of gas and electrical facilities to meet the future needs of city residents (and businesses). PG&E has been contacted and has indicated that they can support the estimated proposed project load. The proposed project would utilize the existing 12.47 kV distribution line; however, if PG&E determines that the load is better served directly off other lines, then the proposed project would utilize the most appropriate line that meets both the project electrical needs and the PG&E distribution system. PG&E will be able to provide the necessary electrical load for the proposed project.

6.17.4 Standards of Significance

The state CEQA guidelines state that a project's impacts will normally be considered potentially significant if they violate any of the following criteria

- Exceed wastewater treatment requirements of the applicable RQQCB.
- 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.
- 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.
- Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.
- 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.
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Fail to comply with federal, state, and local statutes and regulations related to solid waste.

6.17.5 Impact Analysis

Table 6-39: Utilities and Service Systems Initial Study Responses

WOULD THE PROJECT:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	☑	☐
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?	☐	☐	☑	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☑	☐
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?	☐	☐	☐	☑
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☑	☐	☐

Table 6-39: Utilities and Service Systems Initial Study Responses

WOULD THE PROJECT:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid wastes?	☐	☐	☐	☑

6.17.5.1 Exceed Wastewater Treatment Standards

Impact UTL-1 **The proposed project would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.**

The City of Hollister has sufficient capacity to treat the wastewater from the proposed project. Furthermore, *Section 6.9: Hydrology and Water Quality* has adequately addressed BMPs that will be utilized in conjunction with the proposed project to mitigate any potential water treatment quality standards. Mitigation measure UTL-1 outlined above is designed to ensure no significant impact will result from operating the proposed commercial facilities (restaurants, gas station, etc.).

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM UTL-1 Effluent from commercial activity that does not meet the discharge specifications of the city shall be pretreated, stored in an effluent tank and pumped to the nearby industrial waste water treatment plant.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

6.17.5.2 Construction of New Wastewater Treatment Facilities

Impact UTL-2 **The proposed project would not 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 City of Hollister DWTP has sufficient capacity to treat wastewater from the proposed project. All wastewater will be discharged into the existing sewer lines located on the proposed project site or the surrounding roadways that will convey discharges into the City of Hollister DWTP for treatment processes. Data on Hollister's DWTP indicates that the facility possesses adequate capacity to treat wastewater from the proposed project. The applicant will be subject to a connection fee to use the treatment plant. Because the proposed project is within the planned

growth parameters of the city and the wastewater generated by the proposed project is minimal, the proposed project will have a less-than-significant impact on wastewater treatment facilities and operations.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

6.17.5.3 Construction of New Stormwater Drainage

Impact UTL-3	**The proposed project would not 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 city has developed a DSP. The city DSP specifies a number of BMP requirements that are specific to each drainage zone and are applicable to this project (as discussed in *Section 6.8: Hazards and Hazardous Materials*). As part of the stormwater runoff plan, the proposed project site would be subdivided into areas classified according to the means of handling drips, spills, and stormwater. The proposed stormwater collection system will collect and convey runoff south to the on-site bio retention system. The collected water would infiltrate to an underground slotted pipe that would catch the flow and convey it to the city stormwater infrastructure through a connection to the stormdrain that runs along San Juan Road. The proposed project will have a less-than-significant impact.

All stormwater within this project area drains to the City of Hollister stormwater outfall at the San Benito River. The proposed project will convey stormwater runoff to the on-site stormwater bio retention system prior to entering the city stormwater infrastructure. The collected water would infiltrate to an underground slotted pipe that would catch the flow and convey it to the city stormwater system through a connection to the stormdrain that runs along San Juan Road, Miller Road, and Graf Road. If a high level is reached in the on-site stormwater bio retention system, the collected water would overflow to the city stormdrain. The stormwater on-site bio retention system will meet all design criteria of the city's stormwater master plan and regulations. The proposed project will have a less than significant impact on the stormwater system of the city.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

6.17.5.4 Sufficient Water Supplies

Impact UTL-4 **The proposed project would not have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.**

The proposed residential development is for 80 multi-dwelling residential units, which will house approximately 240 people. Based on the city's historical multi-family unit's water design criteria and the gross developed acres on site, the average annual water demand from this development would be 58 acre-feet. The HUA Water and Wastewater Master Plan has planned for the water demand of this mixed-use (commercial and residential) development. It is estimated the commercial development will employ approximately 300 employees, who would require an average of about 19 acre-feet per year. The city is currently utilizing about 10,000 acre-feet of water annually. Total city groundwater supply safe yield is estimated at 54,000 acre-feet per year in a normal year. Surface water entitlements for from Hernandez Reservoir and Paicines Reservoir owned by SBCWD provide another water supply to the city at 17,200 acre-feet per year. The SBCWD can also purchase imported CVP surface water from the USBR. The current SBCWD contract with the USBR is for a total supply of 43,800 acre-feet per year, of which 35,550 acre-feet per year is for agricultural use and 8,250 acre-feet per year is for M&I use. The anticipated increase in demand of 77 acre-feet/year will be less than significant.

Additionally, construction activities would result in a total water demand of approximately 500,000 gallons for the proposed project. Due to the limited duration of construction activities and the relatively small water requirements of the construction phase of the project, no significant adverse impacts to water supply are expected to result. Potential water supply impacts due to construction will be limited to surface water runoff during excavation and construction of these elements of the infrastructure. Such construction impacts are small and can be controlled through BMPs and proper housekeeping at the construction site. Therefore, the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

6.17.5.5 Wastewater Treatment Provider

Impact UTL-5 **The proposed project would not 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.**

As discussed above, the proposed project will employ certain BMPs (designated in the city's DSP) to limit potential wastewater received by the local treatment facility plant. Through the implementation of these BMPs, the applicant will limit the proposed project's potential to

exceed permissible wastewater discharge levels, thereby ensuring that wastewater discharges do not overburden the existing wastewater treatment plant facilities. Furthermore, the amount of effluent resulting from the proposed project would not affect capacity at the DWTP. As such, the proposed project will have No Impact in the determination that the wastewater treatment provider lacks adequate capacity to service the project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

6.17.5.6 Landfill

Impact UTL-6	**The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.**

The term "solid waste" is defined at 40 CFR 261.2(a) (1) as follows: "*A solid waste is any discarded material that is not excluded by § 261.4(a) or that is not excluded by variance granted under §§ 260.30 and 260.31*." A solid waste can include solid materials, liquids, and contained gases. The definition of discarded material includes the following:

- Abandoned Material (including burned, disposed, or discarded materials)
- Recycled Material (including accumulated, stored, or treated materials)
- Inherently Waste-Like Material (materials managed as wastes)
- Military Munitions (as defined)

It is anticipated that the proposed project will utilize solid waste collection services currently provided to the City of Hollister. Additionally, the local landfill is not currently experiencing any shortage in available capacity based on the average daily refuse acceptance rate of 250 tons is 16 years. The proposed project is not predicted to generate an amount of solid waste that would significantly reduce the 16 years of permitted disposal capacity of the landfill, thus an expansion of the landfill for the propose project is not required. Based on the type of use proposed by the project (mixed-use residential/commercial development), it is not expected that the site will create substantial amounts of solid waste. In addition, the Hollister Municipal Code Tile 15 Section 15.04.0245, Building and Demolition Permits require approval of a solid waste diversion plan to divert a minimum of 50% of the construction waste from the proposed project.

Non-hazardous metal and non-metal waste can be hauled to local disposal centers for recycling. Hazardous wastes would be sent to a permitted treatment or disposal facility. Trenching and excavation spoils would be screened and separated for use as backfill materials at the site of origin to the maximum extent possible. Spoils unsuitable for backfill use would be disposed of in available county landfills. To further minimize the proposed project's contribution to landfill capacity, implementation of mitigation measure UTL-2 would reduce potential impacts to a less-than-significant level.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM UTL-2 An approved solid waste diversion and recycling plan shall be employed and developed in accordance with AB 341 (Solid Waste Diversion), which requires commercial construction efforts to recycle 50% of their industrial wastes. Such a plan shall be implemented in conjunction with Calrecycle.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

6.17.5.7 Solid Waste Regulations

Impact UTL-7 The proposed project would comply with federal, state, and local statutes and regulations related to solid wastes.

The proposed project will be designed, constructed, and operated within the parameters of applicable federal, state, and local solid waste regulations. Any necessary permit will be obtained from local, state, and federal agencies having jurisdiction over the proposed project. As such, no impact will occur with the construction and operation of the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

7.0 REFERENCES

7.1 PRINTED REFERENCES AND WEBSITES

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7.2 INTERVIEWS AND PHONE CONTACTS

Jill Morales, Assistant Planner, City of Hollister, Planning Division. Meeting with Jill Morales at Planning Division Counter, Hollister, CA

8.0 AGENCIES AND PERSONS CONTACTED

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APPENDIX A

PROPOSED MITIGATED NEGATIVE DECLARATION

APPENDIX A

Lead Agency: City of Hollister

Project Proponent: Al Saroyan II, AIA, Saroyan Masterbuilders

Project Location: Adjacent to San Juan Road between the intersections of Miller Road and Graf Road with San Juan Road, also identified as San Benito County Assessor Parcel Number 052-090-043, within the City of Hollister, California.

Project Description: In order for the proposed Vista De Oro Mixed-Use Project to be implemented, the following actions must first take place:

Tentative Subdivision Map Approval to subdivide one 8-acre parcel to create six (6) parcels of the following: Parcel 1 is approximately 1.0 acre for general commercial building; Parcel 2 is +/- 0.5 acre for fast food restaurant with drive-through; Parcel 3 is +/- 0.6 acre for fast food restaurant; Parcel 4 is +/- 0.7 acre for convenience store with gas pumps, Parcel 5 is +/- 0.9 acre for coffee shop with drive-through; and Parcel 6 is +/- 4.0 acres for multi-family residential housing.

Conditional Use Permit Approval to allow the development of a convenience store with gas pumps;

Master Sign Program Approval for mixed-use development in the West Gateway Zone;

Administrative Permit Review Approval for proposed restaurants with drive through;

Site and Architectural Review Approval for all new buildings proposed for the project site.

Saroyan is proposing the following mixed-use development within the West Gateway Zone:

Residential Land Uses

- 5 Multi-Family Residential Buildings with 80 dwelling units of approximately 73,820 square feet-Permitted in WG Zoning Classification
- 1 Community/Recreation Building/Manager's Living Unit/Office of approximately 2,257 square feet for Multi-Family Residential Buildings-Permitted in WG Zoning Classification

Commercial Land Uses

- 1 General Commercial Retail Building of 19,875 square feet-Permitted in WG Zoning Classification
- 1 Fast Food Restaurant of 3,200 square feet- Administrative Permit Review and approval by the Development Review

Committee (DRC) for compliance with standards without a public hearing in WG Zoning Classification

- 1 Fast Food Restaurant with Drive Thru of 3,200 square feet-Administrative Permit Review and approval by the Development Review Committee (DRC) for compliance with standards without a public hearing in WG Zoning Classification
- 1 convenience Store with Gas Pumps of 3,500 square feet-Conditional Use Permit in WG Zoning Classification
- 1 Coffee Shop with Drive Thru of 2,400 square feet-Administrative Permit Review and approval by the Development Review Committee (DRC) for compliance with standards without a public hearing in WG Zoning Classification
- Total Commercial Land Uses square footage of 32,175 square feet.

Parking Facilities

- Residential land uses will have 142 vehicle parking spaces and 20 bicycles parking spaces
- Commercial land uses will have 164 vehicle parking spaces (*See Figure* 3.2-1: Vista De Oro Mixed-Use Site Plan).

Subdivision Map

- Subdivision Map Approval to subdivide one 8-acre parcel to create six (6) parcels of the following: Parcel 1 is approximately 1.0 acre for general commercial building; Parcel 2 is +/- 0.5 acre for fast food restaurant with drive-through; Parcel 3 is +/- 0.6 acre for fast food restaurant; Parcel 4 is +/- 0.7 acre for convenience store with gas pumps, Parcel 5 is +/- 0.9 acre for coffee shop with drive-through; and Parcel 6 is +/- 4.0 acres for multi-family residential housing.

Incorporation by Reference:

This Mitigated Negative Declaration incorporates by reference in its entirety the text of the Initial Study prepared for the project.

CEQA Compliance:

The City prepared an IS/MND evaluation pursuant to California Environmental Quality Act ("CEQA" and "CEQA Guidelines," California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et. seq.) to determine whether the proposed Vista De Oro Mixed Use Project would present potential significant impacts and to determine whether such effects would require mitigation measures to limit the effect needed. This Final IS/MND for the Proposed Project has been prepared in accordance with CEQA, using Section 15070 which allows the Lead Agency to adopt an MND when: (a) The Initial Study shows that there is no substantial evidence … that the project may have a significant impact upon the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would

reduce potentially significant effects to a less-than-significant level." This document substantively conforms to the aforementioned CEQA requirements.

Impact Considerations from the Proposed Project:

The City utilized a CEQA checklist and the CEQA Guidelines to determine whether environmental impacts resulting from the Proposed Project were adequately addressed in Initial Study. It has been determined that for all resource areas, the Proposed Project would not result in any significant impacts that cannot be mitigated to a less-than-significant level with project specific mitigation measures. With the incorporation of the proposed mitigation measures, the City has found that the effect of any potentially significant impacts would be mitigated to a point that, clearly, no significant impacts would occur. Thus, there is no substantial evidence that the project as mitigated may have a significant effect on the environment. The Proposed Project mitigation measures are discussed in detail in Sections 3 and 6 of the IS.

Circulation:

The City has completed an environmental evaluation of the Proposed Project in accordance with Section 15073 of the CEQA Guidelines. The City has elected to circulate the checklist evaluation, via the Clearinghouse publication and publication on its website.

Substantial Evidence:

The evaluation provides evidence that the Proposed Project activities would not cause a new significant impact, and all proposed mitigation measures would be feasible.

Record of Proceedings:

The record upon which the City Council bases these findings and approvals consists of various documents and other materials. Jill Morales, Assistant Planner and Abraham Prado, Associate Planner at Hollister Development Services – Planning Division are the custodian of these documents.

Determination:

In accordance with CEQA, an Initial Study that evaluates the environmental effects of the Proposed Vista De Oro Mixed-Use Project has been prepared by the City. On the basis of the project's Initial Study, the City found that the Proposed Project may result in potentially significant impacts; however, all such impacts would be minimized to a less than significant impact with the adoption and implementation of the proposed mitigation measures found in the IS/MND.

Having considered the Proposed Vista De Oro Mixed-Use Project CEQA Evaluation, Environmental Technical Studies, and other information in the record of proceedings, the City Council hereby adopts the following findings regarding the Proposed Vista De Oro Mixed-Use Project in compliance with CEQA and the CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15070:

a. Pursuant to Section 15070, no new significant effects would occur; and
b. All project specific mitigation measures are sufficient to demonstrate that the Proposed Project will have no significant effects on the environment.

Therefore, preparation of an environmental impact report is not required.

ATTEST: 9/28/2015
Date

Jill Morales, Assistant Planner
Hollister Development Services – Planning Division

APPENDIX B

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Monitoring and Reporting Program

VISTA DE ORO MIXED-USE PROJECT

HOLLISTER DEVELOMENT SERVICES – PLANNING DIVISION

891 Mountain Ranch Road
San Andreas, California 95249
Phone (209) 754-6401

March 2015

MITIGATION MONITORING AND REPORTING PROGRAM
VISTA DE ORO MIXED-USE PROJECT

Appendix B

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1.0 Mitigation Monitoring and Reporting Program

1.1 INTRODUCTION

The purpose of the Mitigation, Monitoring, and Reporting Plan (MMRP) is to briefly identify mitigation measures that were provided in the Vista De Oro Mixed-Use Project Initial Study and Mitigated Negative Declaration and to describe the roles and responsibilities of government agencies in implementing and enforcing the adopted mitigation measures provided therein. The MMRP provides the recommended framework for monitoring and reporting on the implementation of mitigation measures as it would be handled by the California Environmental Quality Act Lead Agency: City of Hollister. While all adopted mitigation measures will be implemented by Saroyan Masterbuilders, several of the proposed measures will require oversight by varying public agencies.

Public Resources Code, section 21081.6, and Section 15097 of the CEQA guidelines require a public agency to adopt an MMRP when it approves an environmental review document under CEQA that identifies mitigation measures to reduce environmental effects that would otherwise be significant. It is the standard practice of the City of Hollister, pursuant to its statutory responsibility to protect the environment, to require that mitigation measures stipulated as conditions of approval be implemented properly, monitored, and compliance reported.

The City views the MMRP as a working guide to facilitate both the implementation of the mitigation measures by Saroyan Masterbuilders personnel and the monitoring, compliance and reporting activities of the City and any monitors it may designate. If the City adopts the recommended Mitigated Negative Declaration for the Proposed Project, it will also adopt this MMRP.

1.2 OVERVIEW OF THE MMRP

Saroyan Masterbuilders and its contractors will be required to comply with this MMRP in all respects in the effort to mitigated identified significant environmental impacts and rendering such impacts *less than significant*. In any instance where non-compliance occurs, the City designated environmental monitors will issue a warning to the construction supervisor and Saroyan's Project Manager. Any decisions to halt work due to non-compliance will be made by the Hollister City Council. The City's designated environmental monitors will keep records of any incidents on non-compliance with mitigation measures. Copies of these documents will be supplied to Saroyan Masterbuilders project managers and personnel. Compliance reports will be filed with the Hollister Development Services – Planning Division on a minimum of once every three months.

1.3 PROJECT MONITORING AND REPORTING PLAN

The MMRP table, which constitutes the monitoring and reporting program, includes the following:

- Identification of the mitigation measure.
- Identification of individuals or organizations responsible for monitoring and/or reporting.
- Identification of individuals or organizations responsible for verifying compliance.
- Identification of the phase of the permit process when each mitigation measure shall be initially implemented.
- Identification of the frequency and duration of required monitoring, if a measure requires continuous, frequent, monthly or annual monitoring.
- Identification of the performance criteria for determining the success of the mitigation measure, if appropriate.
- Identification of the effectiveness of the mitigation measure.

1.4 PROJECT MONITORING AND REPORTING RESPONSIBILITY

The Saroyan Masterbuilders will be responsible for ensuring compliance with mitigation applicable to the Proposed Project. Saroyan Masterbuilders Project Manager will prepare, or require preparation of, reports identifying compliance with mitigation measures. Once construction has begun and is underway, the Hollister Development Services – Planning Division will carry out monitoring of the mitigation measures associated with construction.

1.5 MITIGATION AND MONITORING PROGRAM

The table below provides a compilation of the mitigation measures identified in the Initial Study and Mitigated Negative Declaration for the Proposed Project. The purpose of the table is to provide the Hollister Development Services – Planning Division, its environmental monitors, and other regulatory agencies with a single, comprehensive list of mitigation measures and their associated effectiveness criteria, timing, and enforcing agencies or departments.

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
Aesthetics					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					

Appendix B

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
West Gateway Design Elements Compliance	**AES-1** Vista De Oro Mixed Use project structures shall meet all the requirements of Chapter 17.08 of the Hollister Municipal Code which includes standards for Mixed use development and supplemental standards for the West Gateway zoning district. Prior to issuance of Building Permits all structures will be verified for compliance with Chapter 17.08 Mass and Scale and Façade standards.	Provide Site Plan to meet the requirements of West Gateway Design Elements prior to submittal of building plans for building permits	Compliance with all Design Elements of the West Gateway Commercial Special Planning Area	Hollister Development Services Planning Division	Prior to building plans and grading plans submittal for City Building Permits
West Gateway Design Elements Compliance	**AES-2** Vista De Oro building elevations shall be required to incorporate the architectural elements of the West Gateway Special Planning Area (Spanish/Mediterranean Style): a. The elevations shall be revised to reflect the vernacular of the Mediterranean style of architecture and blend in with more recent developments in the West Gateway. b. Upper level stairwells shall be screened with translucent features from public view corridors. c. Upper decks and windows on the north side of Buildings shall integrate features to maintain privacy for the residences to the north. d. The decks facing San Juan Road shall be designed to screen items being stored on the balcony or patio.	Provide building elevations to meet the requirements of West Gateway Design Elements prior to submittal of building plans for building permits	Compliance with all Design Elements of the West Gateway Commercial Special Planning Area	Hollister Development Services Planning Division	Prior to building plans and grading plans submittal for City Building Permits
West Gateway Design Elements Compliance	**AES-3** Building elevations of three story structures shall step down to the north and south in accordance to the West Gateway Special Planning Area standards. In addition, second floors will be stepped back, or window treatments, entry placement and facade relief and other architectural treatments will be provided to establish a human scale in the streetscape and avoiding a monolithic street façade in accordance to the mixed use zoning ordinance standards in Chapter 17.08 of the Municipal Code.	Provide building elevations to meet the requirements of West Gateway Design Elements prior to submittal of building plans for building permits	Compliance with all Design Elements of the West Gateway Commercial Special Planning Area	Hollister Development Services Planning Division	Prior to building plans and grading plans submittal for City Building Permits

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
West Gateway Design Elements Compliance	**AES-4** Site plan shall be modified to establish a plaza/outdoor gathering place in accordance to 17.08.060 (B) of the Municipal Code.	Prepare a Plaza Design in collaboration with City Planning Division Staff	Create sense of place Desirable Public Gather Place Focal Point of Mixed-Use Development Orient all Pedestrian infrastructure to Plaza	Hollister Development Services Planning Division	Prior to building plans and grading plans submittal for City Building Permits
Light and Glare Urban Light Pollution	**AES-5** Hollister General Plan EIR calls for all new development to provide a lighting plan in Mitigation Measure 4.7-4-1. "In order to minimize light trespass and greater overall light levels in the city, new development and projects making significant parking lot improvements or proposing new lighting shall be required to prepare a lighting plan for review by City planning staff. Required design guidelines to include the following provisions for lighting plans: a. All light sources should be fully shielded from off-site view. b. All lights to be downcast except where it can be proved to not adversely affect other parcels. c. Escape of light to the atmosphere should be minimized. d. Low intensity, indirect light sources should be encouraged, except where other types of lighting is warranted for public safety reasons. e. On-demand lighting systems should be encouraged. f. Mercury, metal halide, and similar intense and bright lights should not be permitted except where their need is specifically approved and their source of light is restricted."	Provide Lighting Plan to Hollister Development Services – Planning Division	Focus and direct outdoor lighting Reduce light and glare spill over from project site	Hollister Development Services Planning Division	Prior to building plans and grading plans submittal for City Building Permits
Agricultural and Forestry Resources					

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
No Impacts Defined	None Required	None Required	None Required	None Required	None Required
Air Quality					
		VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING			
Construction Emissions	**AQ-1** Implementation of fugitive dust control measures mandated by MBAPCD Regulation.	Documentation required in quarterly compliance reports; Incorporate restrictions into contractor's bid package to limit impacts.	Reduction in Fugitive Dust.	Hollister Development Services Planning Division MBAPCD	Pre-Construction and Construction phase.
Construction Emissions.	**AQ-2** Suspend excavation and grading activity when sustained winds exceed 20 mph or when gusts exceed 25 mph.	Documentation required in quarterly compliance reports; Incorporate restrictions into contractor's bid package to limit impacts.	Reduction in Fugitive Dust.	Hollister Development Services Planning Division MBAPCD	Pre-Construction and Construction phase.
Construction Emissions.	**AQ-3** Install wheel washers for all exiting trucks, and equipment leaving the site.	Documentation required in quarterly compliance reports; Incorporate restrictions into contractor's bid package to limit impacts.	Reduction in Fugitive Dust.	Hollister Development Services Planning Division MBAPCD	Pre-Construction and Construction phase.
Construction Emissions.	**AQ-4** Use alternative fuel or catalyst equipped diesel construction	Documentation required in quarterly compliance reports; Incorporate restrictions into contractor's bid package to limit impacts.	Reduction in NO_X, CO, and CO_2 emissions throughout the construction	Hollister Development Services Planning Division MBAPCD	Pre-Construction and Construction phase.
Construction Emissions.	**AQ-5** Minimize idling time. (e.g., 10 minute maximum)	Documentation required in quarterly compliance reports; Incorporate restrictions into contractor's bid package to limit impacts.	Reduction in NO_X, CO, and CO_2 emissions throughout the construction	Hollister Development Services Planning Division MBAPCD	Pre-Construction and Construction phase.
Construction Emissions.	**AQ-6** Replace fossil-fueled equipment with electrically driven equivalents when**.**	Documentation required in quarterly compliance reports; Incorporate restrictions into contractor's bid package to limit impacts.	Reduction in NO_X, CO, and CO_2 emissions throughout the construction	Hollister Development Services Planning Division MBAPCD	Pre-Construction and Construction phase.

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
Construction Emissions.	**AQ-7** Limit or curtail construction activity during periods of high ambient pollution.	Documentation required in quarterly compliance reports; Incorporate restrictions into contractor's bid package to limit impacts.	Reduction in NO_X, CO, and CO_2 emissions throughout the construction	Hollister Development Services Planning Division MBAPCD	Pre-Construction and Construction phase.
Biological Resources					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					
Substantial Adverse Effect on Candidate, Special-Status or Sensitive Species.	**BIO-1** Pre-construction surveys for nesting raptors and birds protected by the Migratory Bird Treaty Act (MBTA) should be implemented between March 15th and September 1st prior to onset of project activities. If active nesting is detected, to the maximum extent practicable, a buffer zone from occupied nests should be maintained during physical ground disturbing activities.	Biologist to conduct pre-construction survey.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services Planning Division	Prior to Construction
Cultural Resources					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					
Disturbance of Cultural or Historical Resources, Skeletal Remains	**ARCH-1:** Pursuant to CEQA Guidelines 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, there will be no more excavation, and a qualified archaeologist or paleontologist shall be contacted to assess the significance of the find. If any find is determined to be significant, project proponents and the qualified archaeologist and/or paleontologist would meet to determine the appropriate avoidance.	Complete a Cultural Resources Records search for the project site prior to construction.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services Planning Division	Prior to Construction
Geology, Soils, and Seismicity					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
Unstable Soils potential for lateral spreading, subsidence, liquefaction or collapse. Expose people or structures to adverse effects	**GEO 1** Prior to issuance of a grading or building permit or approval of plans for grading, drainage or erosion control on the project site, Saroyan shall prepare a Geotechnical Soils Report with engineering recommendations to minimize impacts from seismic induced ground shaking, liquefaction, erosion, and soil expansion or contraction for all structures, utilities and paved surfaces. The recommendations from the report shall be incorporated into the improvements plans for grading, drainage, building foundations and plans, paving and erosion control. Prior to obtaining approvals for building permits and improvement plans, the City of Hollister Engineering and Building Departments, will review the plans for compliance with recommendations in the geotechnical report.	Prepare and submit Geotechnical Soils Report to the City of Hollister	Measure will leave the impacts as Less Than Significant. Geotechnical Soils Report will provide engineering design standards for foundations	Hollister Engineering Department Hollister Development Services Planning Division	Prior to submittal of building plans for City Building Permits and Grading Permits
Greenhouse Gas Emissions					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					
GHG Emission Reduction	**GHG-1** Use alternative fuel or catalyst-equipped diesel construction equipment	Documentation required in quarterly compliance reports; Incorporate restrictions into contractor's bid package to limit impacts.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services Planning Division MBAPCD	Pre-Construction and Construction phase.
GHG Emission Reduction	**GHG-2** Minimize idling time (e.g., 10-minute maximum)	Documentation required in quarterly compliance reports; Incorporate restrictions into contractor's bid package to limit impacts.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services Planning Division MBAPCD	Pre-Construction and Construction phase.
GHG Emission Reduction	**GHG-3** Replace fossil-fueled equipment with electrically driven equivalents when possible	Documentation required in quarterly compliance reports; Incorporate restrictions into contractor's bid package to limit impacts.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services Planning Division MBAPCD	Pre-Construction and Construction phase.
GHG Emission Reduction	**GHG-4** Reduce unnecessary idling usually needed to maintain climate control in the cab of trucks by offering electric power options	Documentation required in quarterly compliance reports; Incorporate restrictions into contractor's bid package to limit impacts.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services Planning Division MBAPCD	Pre-Construction and Construction phase.

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
GHG Emission Reduction	**GHG-5** Equip trucks with NO_x reduction catalyst systems (*See:* Section 6.3 for complete discussion). Through the implementation of these mitigation measures, the GHGs emitted from the proposed Vista De Oro Mixed-Use project will be found to be less than significant.	Documentation required in quarterly compliance reports; Incorporate restrictions into contractor's bid package to limit impacts.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services Planning Division MBAPCD	Pre-Construction and Construction phase.
Hazards and Hazardous Materials					
		VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING			
Significant Hazard to the Public or Environment through Reasonably Foreseeable Accident	**HM-1** Provide all employees at the gas station and restaurants with a required hazardous materials business plan that educates employees on handling and shipping of hazardous materials.	Train employees on handling and shipping of hazardous materials prior to commencement of operations; document annually. Provide annual follow-up training for employees; document annually.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services	Upon completion of construction. .
Significant Hazard to the Public or Environment through Reasonably Foreseeable Accident	**HM-2:** Design facilities with secondary containment for all USTs.	Complete design of tanks pursuant to local/state/federal regulations; inspect of tank at completion of construction and ensure compliance upon routine maintenance.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services	Design and Upon completion of construction.
Significant Hazard to the Public or Environment through Reasonably Foreseeable Accident	**HM-3:** Design all USTs with under-tank leak detection that will meet the requirements of American Petroleum Institute (API) 650.	Complete API 653 Inspection upon completion of construction and API 650 inspections as API Code requires.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services	Design and Upon completion of construction.

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
Hydrology and Water Quality					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					
Potential of project to pollute surface water.	**WQ-1:** Saroyan and/or contractor to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) and submit to SWRCB a Notice of Intent to discharge stormwater prior to beginning construction activities. The SWPPP must specify Best Management Practices that would minimize all construction pollutants from contracting stormwater, with the intent of keeping all products of erosion from moving off-site into receiving waters.	Submit SWPPP and Notice of Intent to SWRCB.	Measure will leave the impacts as Less than Significant.	SWRCB and Hollister Development Services	Design and Construction Phase
Potential of project to pollute surface water.	**WQ-2:** Spill prevention kits shall always be in close proximity when using hazardous materials (e.g.. crew trucks and other appropriate locations)	Provide spill prevention kits on site and document with Stockton Port District quarterly.	Measure will leave the impacts as Less than Significant.	Hollister Development Services	Construction and Operational Phase.
Potential of project to pollute surface water.	**WQ-3** For equipment that must be fueled on-site, containment shall be provided in such a manner that any accidental spill of fuel shall not be able to enter the water or contaminate sediments that may come in contact with water. All fueling done at the job site shall provide containment to the degree that any spill shall be unable to enter the City's storm drainage system, or damage river and wetland vegetation.	Saroyan Project Manager shall insure compliance and instruct all contractors on site regarding WQ-3.	Measure will leave the impacts as Less than Significant.	Hollister Development Services	Construction and Operational Phase.
Potential of project to pollute surface water.	**WQ-4** Saroyan will prepare a pollutant control plan that specifies logistics and schedule for construction activities that will minimize the potential for erosion and standard practices that include monitoring and maintenance of control measures.	Develop a pollutant control plan that specifies the use of BMPs throughout the construction phase. Provide a weekly inspection of the BMPs to ensure they are adequately implemented throughout the duration of construction.	Measure will leave the impacts as Less than Significant.	Hollister Development Services	Construction Phase.
Land Use and Planning					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
Physically divide an established community. Conflict with applicable land use plan, zoning code, and Hollister Special Planning Area Design Elements	**LU-1** Saroyan will prepare a site plan that respects the existing conscriptive easement by providing a minimum of twelve (12) feet set back from the property line and provide an all-weather surface to allow access and use of the prescriptive easement. City Planning Staff will verify Site Plan has incorporated the required easement and allowed the continued access along the property boundary line prior to issuance of building permits.	Show easement on Tentative Parcel Map for approval by City. Dedicate easement with Parcel Map Recordation	Measure will leave the impacts as Less than Significant.	Hollister Development Services	Design Phase prior to submittal of building plans for plan checking.
Physically divide an established community. Conflict with applicable land use plan, zoning code, and Hollister Special Planning Area Design Elements	**LU-2** Provide a dedicated access easement of twelve (12) feet along the northern property boundary of the proposed project site and reflect such easement on the Parcel Map to be prepared for the project. Record a legal description of the easement with the San Benito County Recorder's Office.	Show easement on Tentative Parcel Map for approval by City. Dedicate easement with Parcel Map Recordation	Measure will leave the impacts as Less than Significant.	Hollister Development Services	Design Phase prior to submittal of building plans for plan checking.
Conflict with applicable land use plan, zoning code, and Hollister Special Planning Area Design Elements	**LU-3** Saroyan shall provide a Site Plan consisting of multiple uses that are physically and functionally integrated and which are substantial enough to attract their own markets. The Site Plan shall maximize space through intensive land use and be oriented toward the pedestrian not vehicle mode of travel. Each component of the project must conform to an overarching, coherent plan which is documented and recorded with the City Planning Division.	Provide Site Plan and make findings of compliance with Design Element Requirements of t he West Gateway Zone for physically and functionally integrated.	Measure will leave the impacts as Less than Significant. Site Plan with pedestrian orientation, that is physically and functionally integrated.	Hollister Development Services	Design Phase prior to submittal of building plans for plan checking.

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
Conflict with applicable land use plan, zoning code, and Hollister Special Planning Area Design Elements	**LU-4** Saroyan shall incorporate a Public Plaza in the Site Plan and orient the internal circulation to the Public Plaza.	Prepare a Plaza Design in collaboration with City Planning Division Staff	Create sense of place Desirable Public Gather Place Focal Point of Mixed-Use Development Orient all Pedestrian infrastructure to Plaza	Hollister Development Services Planning Division	Prior to building plans and grading plans submittal for City Building Permits
Conflict with applicable land use plan, zoning code, and Hollister Special Planning Area Design Elements	**LU-5** Provide details for the final design of the Entry Feature that creates a unique place, feel authentic, and possess a variety of distinctive characteristics that draw the public to Vista De Oro. Details in final design of Entry Feature shall reflect Hollister Culture and built environment (early California Mission Style). Incorporate mature street trees, varying architectural styles and building facades, streetscape furniture, unique lamp posts and lighting, narrow street widths with on street parking, or any other design characteristic, successful in place making in mixed-use development in collaboration with the City Planning Division.	Prepare Detailed Design for Entry Feature in collaboration with City	Measure will leave the impacts as Less than Significant.	Hollister Development Services	Design Phase prior to submittal of building plans for plan checking.
Mineral Resources					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					
No Impacts Defined	None Required	None Required	None Required	None Required	None Required
Noise					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					
Noise Level Standards	**NOISE-1:** Installation of a silencer in the exhaust systems for restaurants.	Inspection upon completion of construction	Measure will reduce impact to less than significant level	Hollister Development Services	Upon completion of project construction

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
Noise Level Standards	**NOISE-2:** Pumps will be housed in acoustical enclosures.	Inspection upon completion of construction	Measure will reduce impact to less than significant level	Hollister Development Services	Upon completion of project construction
Noise Level Standards	**NOISE-3:** Compressors will be housed in acoustical enclosures.	Inspection upon completion of construction	Measure will reduce impact to less than significant level	Hollister Development Services	Upon completion of project construction
Noise Level Standards	**NOISE-4:** Noise barrier wall along the northern boundary will be constructed and placed to minimize noise off site.	Document in Design Phase.	Measure will reduce impact to less than significant level	Hollister Development Services	Upon completion of project construction
Noise Level Standards	**NOISE- 5:** Saroyan will establish a telephone number for use by public to report any undesirable noise conditions associated with construction and operations. Telephone number will be posted at the project site in a manner visible to passersby.	N/A	Ensures prompt response to potential impacts	Hollister Development Services	N/A
Noise Level Standards	**NOISE-6:** All power equipment and vehicles associated with the project will have proper muffler devices	Inspections to be performed in the event of noise complaints	Measure will reduce impact to less than significant level	Hollister Development Services	Throughout construction and operations
Noise Level Standards	**NOISE-7:** Saroyan will document, investigate, evaluate, and attempt to resolve all project related noise complaints. Saroyan will conduct the following: Use a Noise Complaint Resolution Form to respond to each compliant; Attempt to contact the person making the noise complaint in 24 hrs; Conduct investigation to determine source of noise; Reduce noise with all feasible measures upon a complaint.	Maintain and submit noise complaint report to the Port of Stockton monthly during construction.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services	Throughout Construction
Noise Level Standards	**NOISE-9:** Wherever feasible, erect barriers or shields near construction equipment (e.g., compressors, pneumatic tools, drills, generators) considered major sources of noise.	Erect barriers or shields near construction where feasible. Inspect upon completion of construction and annually thereafter; maintain complaint log for affected residents.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services	Throughout Construction
Population and Housing					

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
No Impacts Defined	None Required	None Required	None Required	None Required	None Required
Public Services					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					
No Impacts Defined	None Required	None Required	None Required	None Required	None Required
Recreation					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					
No Impacts Defined	None Required	None Required	None Required	None Required	None Required
Transportation/Traffic					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					

Impacts	Mitigation Measures	Monitoring/ Reporting Action	Criteria Effect	Monitoring Agency	Monitor/ Reporting Schedule
Substantially increase hazards due to design or access features or constraints.	**TRAN-1:** A traffic control plan will be developed in coordination with the City of Hollister	Submit Traffic Control Plan to the approval of the City of Hollister Engineering Department	Measure will leave the impacts as Less Than Significant.	City of Hollister Engineering Department	Construction Phase
Contribute to congestion at intersections and degrade the Level of Service.	**TRAN-2:** Start times and end times of the construction day will be offset from identified peak traffic hours to mitigate traffic congestion on local streets and highways. Construction personnel will typically arrive at the project site around 6:00 am., before morning peak hour (7:15 am to 8:15 am). Construction employees will typically leave between 4:00 pm and 5:00 pm, after the Hollister evening peak hour (3:00 pm and 4:00 pm).	Provide documentation that on monthly basis construction employee's work hours begin and end prior to peak hour traffic.	Measure will leave the impacts as Less Than Significant.	Hollister Development Services	Construction Phase
Contribute to congestion at intersections and degrade the Level of Service.	**TRAN-3:** The ingress/egress for the mixed-use development will be a right turn only entrance, and a right turn only exit off of San Juan Road.	Submit encroachment permit to Hollister Engineering Department for final approval	Measure will leave the impacts as Less Than Significant.	City of Hollister Engineering Department	Pre - Construction Phase and Construction Phase
Utilities and Service Systems					
VISTA DE ORO MIXED-USE PROJECT MITIGATION MONITORING					
Impact operations of regional water treatment facilities	**UTL-1** Effluent from commercial activity that does not meet the discharge specifications of the City will be pre-treated, stored in an effluent tank and pumped to the nearby industrial waste water treatment plant for treatment.	Effluent will be pre-treated, stored, and pumped in accordance to requirements of the Hollister Domestic Wastewater Treatment Plant.	Reduces impacts to less than Significant levels.	Hollister Utility Division	Construction and Operational Phase
Impact to regional solid waste recovery processing infrastructure	**UTL-5:** Employ an approved Solid Waste Diversion and Recycling Plan. Saroyan will develop a solid waste diversion and recycling plan in accordance with AB 341 (Solid Waste Diversion), which requires and commercial construction efforts to recycle fifty percent of their industrial wastes. Such a plan would be implemented in conjunction with Calrecycle.	Plans addressing solid waste recycling and handling will be filed with appropriate agencies.	Reduces impacts to less than Significant levels.	CalRecycle San Benito Integrated Waste Management Department Regional Agency	Design phase

APPENDIX C

AIR QUALITY MODELING

Vista_de_oro_hollister

Monterey Bay Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	52.97	1000sqft	1.22	52,970.00	0
Parking Lot	52.97	1000sqft	1.22	52,970.00	0
Fast Food Restaurant w/o Drive Thru	3.20	1000sqft	0.07	3,200.00	0
Fast Food Restaurant with Drive Thru	3.20	1000sqft	0.07	3,200.00	0
Fast Food Restaurant with Drive Thru	2.40	1000sqft	0.06	2,400.00	0
Health Club	2.26	1000sqft	0.05	2,257.00	0
Apartments Low Rise	80.00	Dwelling Unit	1.69	73,820.00	229
Convenience Market With Gas Pumps	3.50	1000sqft	0.08	3,500.00	0
Strip Mall	19.88	1000sqft	0.46	19,875.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2015
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - non-defalut values are based on project design

Construction Phase - non-default values are based on project design

Off-road Equipment -

Off-road Equipment - non-default values are based on project design

Off-road Equipment - non-default values are based on project design

Off-road Equipment - non-default values are based on project design

Off-road Equipment - non-default values are based on project design

Trips and VMT - non-default values are based on project design

Grading - non-default values are based on project design

Architectural Coating - non-default values are based on project design

Woodstoves - non-default values are based on project design

Area Coating - non-default values are based on project design

Vehicle Trips - non-default values are based on project design

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblConstructionPhase	NumDays	18.00	19.00
tblConstructionPhase	NumDays	230.00	85.00
tblConstructionPhase	NumDays	8.00	35.00
tblConstructionPhase	NumDays	18.00	15.00
tblConstructionPhase	NumDays	5.00	25.00
tblConstructionPhase	PhaseStartDate	12/5/2015	12/7/2015

tblConstructionPhase	PhaseStartDate	7/18/2015	7/20/2015
tblConstructionPhase	PhaseStartDate	5/30/2015	6/1/2015
tblConstructionPhase	PhaseStartDate	11/14/2015	11/16/2015
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	44.00	0.00
tblFireplaces	NumberNoFireplace	8.00	0.00
tblFireplaces	NumberWood	28.00	0.00
tblGrading	AcresOfGrading	13.13	8.00
tblLandUse	LandUseSquareFeet	2,260.00	2,257.00
tblLandUse	LandUseSquareFeet	80,000.00	73,820.00
tblLandUse	LandUseSquareFeet	19,880.00	19,875.00
tblLandUse	LotAcreage	5.00	1.69
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	7.00	5.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	7.00	6.00

tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblProjectCharacteristics	OperationalYear	2014	2015
tblTripsAndVMT	VendorTripNumber	32.00	20.00
tblTripsAndVMT	WorkerTripNumber	114.00	75.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	HO_TL	7.50	2.00
tblVehicleTrips	HS_TL	7.30	2.00
tblVehicleTrips	HW_TL	10.80	3.00

tblWoodstoves	NumberCatalytic	4.00	0.00
tblWoodstoves	NumberNoncatalytic	4.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	1.2544	1.9313	1.6417	2.0900e-003	0.2327	0.1133	0.3461	0.1158	0.1061	0.2219	0.0000	186.6939	186.6939	0.0384	0.0000	187.4995
Total	**1.2544**	**1.9313**	**1.6417**	**2.0900e-003**	**0.2327**	**0.1133**	**0.3461**	**0.1158**	**0.1061**	**0.2219**	**0.0000**	**186.6939**	**186.6939**	**0.0384**	**0.0000**	**187.4995**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	1.2541	1.9292	1.6403	2.0900e-003	0.2327	0.1132	0.3459	0.1158	0.1060	0.2218	0.0000	186.5295	186.5295	0.0383	0.0000	187.3342
Total	**1.2541**	**1.9292**	**1.6403**	**2.0900e-003**	**0.2327**	**0.1132**	**0.3459**	**0.1158**	**0.1060**	**0.2218**	**0.0000**	**186.5295**	**186.5295**	**0.0383**	**0.0000**	**187.3342**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.0191**	**0.1108**	**0.0865**	**0.0000**	**0.0000**	**0.1147**	**0.0376**	**0.0000**	**0.1225**	**0.0586**	**0.0000**	**0.0881**	**0.0881**	**0.1043**	**0.0000**	**0.0882**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0183	9.9200e-003	0.8423	4.0000e-005		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003	0.0000	1.3511	1.3511	1.4100e-003	0.0000	1.3808
Energy	0.0153	0.1367	0.0983	8.4000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	437.5490	437.5490	0.0158	5.4500e-003	439.5723
Mobile	7.1865	7.5758	48.9219	0.0295	1.6361	0.0682	1.7043	0.4383	0.0625	0.5008	0.0000	2,382.5402	2,382.5402	0.1963	0.0000	2,386.6618
Waste						0.0000	0.0000		0.0000	0.0000	37.0337	0.0000	37.0337	2.1886	0.0000	82.9948
Water						0.0000	0.0000		0.0000	0.0000	3.0929	20.0295	23.1224	0.3186	7.6900e-003	32.1958
Total	**8.2201**	**7.7223**	**49.8626**	**0.0304**	**1.6361**	**0.0833**	**1.7194**	**0.4383**	**0.0776**	**0.5159**	**40.1266**	**2,841.4698**	**2,881.5964**	**2.7207**	**0.0131**	**2,942.8054**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0183	9.9200e-003	0.8423	4.0000e-005		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003	0.0000	1.3511	1.3511	1.4100e-003	0.0000	1.3808
Energy	0.0153	0.1367	0.0983	8.4000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	437.5490	437.5490	0.0158	5.4500e-003	439.5723
Mobile	7.1865	7.5758	48.9219	0.0295	1.6361	0.0682	1.7043	0.4383	0.0625	0.5008	0.0000	2,382.5402	2,382.5402	0.1963	0.0000	2,386.6618
Waste						0.0000	0.0000		0.0000	0.0000	37.0337	0.0000	37.0337	2.1886	0.0000	82.9948
Water						0.0000	0.0000		0.0000	0.0000	3.0929	20.0295	23.1224	0.3185	7.6800e-003	32.1908
Total	**8.2201**	**7.7223**	**49.8626**	**0.0304**	**1.6361**	**0.0833**	**1.7194**	**0.4383**	**0.0776**	**0.5159**	**40.1266**	**2,841.4698**	**2,881.5964**	**2.7207**	**0.0131**	**2,942.8005**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.8378e-003**	**0.0761**	**1.6787e-004**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/27/2015	5/29/2015	5	25	
2	Grading	Grading	6/1/2015	7/17/2015	5	35	
3	Building Construction	Building Construction	7/20/2015	11/13/2015	5	85	
4	Paving	Paving	11/16/2015	12/4/2015	5	15	
5	Architectural Coating	Architectural Coating	12/7/2015	12/31/2015	5	19	

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	2	6.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Excavators	1	6.00	162	0.38
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	5.00	226	0.29
Building Construction	Forklifts	2	4.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Welders	1	6.00	46	0.45
Paving	Cement and Mortar Mixers	2	4.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	2	6.00	130	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	75.00	20.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

Acres of Grading: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1129	0.0000	0.1129	0.0621	0.0000	0.0621	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0306	0.3341	0.2513	2.3000e-004		0.0176	0.0176		0.0162	0.0162	0.0000	21.4564	21.4564	6.4100e-003	0.0000	21.5909
Total	**0.0306**	**0.3341**	**0.2513**	**2.3000e-004**	**0.1129**	**0.0176**	**0.1305**	**0.0621**	**0.0162**	**0.0783**	**0.0000**	**21.4564**	**21.4564**	**6.4100e-003**	**0.0000**	**21.5909**

3.2 Site Preparation - 2015

Unmitigated Construction Off-Site

Acres of Grading: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3500e-003	1.0100e-003	9.1400e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0100e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.9665	0.9665	7.0000e-005	0.0000	0.9681
Total	**2.3500e-003**	**1.0100e-003**	**9.1400e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0100e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.9665**	**0.9665**	**7.0000e-005**	**0.0000**	**0.9681**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1129	0.0000	0.1129	0.0621	0.0000	0.0621	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0306	0.3337	0.2510	2.2000e-004		0.0176	0.0176		0.0162	0.0162	0.0000	21.4309	21.4309	6.4000e-003	0.0000	21.5652
Total	**0.0306**	**0.3337**	**0.2510**	**2.2000e-004**	**0.1129**	**0.0176**	**0.1305**	**0.0621**	**0.0162**	**0.0783**	**0.0000**	**21.4309**	**21.4309**	**6.4000e-003**	**0.0000**	**21.5652**

3.2 Site Preparation - 2015

Mitigated Construction Off-Site

Acres of Grading: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3500e-003	1.0100e-003	9.1400e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0100e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.9665	0.9665	7.0000e-005	0.0000	0.9681
Total	**2.3500e-003**	**1.0100e-003**	**9.1400e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0100e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.9665**	**0.9665**	**7.0000e-005**	**0.0000**	**0.9681**

3.3 Grading - 2015

Unmitigated Construction On-Site

Acres of Grading: 8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0833	0.0000	0.0833	0.0439	0.0000	0.0439	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0456	0.4854	0.3183	3.5000e-004		0.0270	0.0270		0.0249	0.0249	0.0000	33.3572	33.3572	9.9600e-003	0.0000	33.5664
Total	**0.0456**	**0.4854**	**0.3183**	**3.5000e-004**	**0.0833**	**0.0270**	**0.1103**	**0.0439**	**0.0249**	**0.0688**	**0.0000**	**33.3572**	**33.3572**	**9.9600e-003**	**0.0000**	**33.5664**

3.3 Grading - 2015

Unmitigated Construction Off-Site

Acres of Grading: 8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2700e-003	1.8300e-003	0.0166	2.0000e-005	1.8100e-003	2.0000e-005	1.8300e-003	4.8000e-004	2.0000e-005	5.0000e-004	0.0000	1.7591	1.7591	1.3000e-004	0.0000	1.7619
Total	**4.2700e-003**	**1.8300e-003**	**0.0166**	**2.0000e-005**	**1.8100e-003**	**2.0000e-005**	**1.8300e-003**	**4.8000e-004**	**2.0000e-005**	**5.0000e-004**	**0.0000**	**1.7591**	**1.7591**	**1.3000e-004**	**0.0000**	**1.7619**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0833	0.0000	0.0833	0.0439	0.0000	0.0439	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0455	0.4848	0.3179	3.5000e-004		0.0270	0.0270		0.0248	0.0248	0.0000	33.3176	33.3176	9.9500e-003	0.0000	33.5264
Total	**0.0455**	**0.4848**	**0.3179**	**3.5000e-004**	**0.0833**	**0.0270**	**0.1103**	**0.0439**	**0.0248**	**0.0687**	**0.0000**	**33.3176**	**33.3176**	**9.9500e-003**	**0.0000**	**33.5264**

3.3 Grading - 2015

Mitigated Construction Off-Site

Acres of Grading: 8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2700e-003	1.8300e-003	0.0166	2.0000e-005	1.8100e-003	2.0000e-005	1.8300e-003	4.8000e-004	2.0000e-005	5.0000e-004	0.0000	1.7591	1.7591	1.3000e-004	0.0000	1.7619
Total	**4.2700e-003**	**1.8300e-003**	**0.0166**	**2.0000e-005**	**1.8100e-003**	**2.0000e-005**	**1.8300e-003**	**4.8000e-004**	**2.0000e-005**	**5.0000e-004**	**0.0000**	**1.7591**	**1.7591**	**1.3000e-004**	**0.0000**	**1.7619**

3.4 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1032	0.8226	0.5181	7.7000e-004		0.0564	0.0564		0.0536	0.0536	0.0000	69.4175	69.4175	0.0158	0.0000	69.7501
Total	**0.1032**	**0.8226**	**0.5181**	**7.7000e-004**		**0.0564**	**0.0564**		**0.0536**	**0.0536**	**0.0000**	**69.4175**	**69.4175**	**0.0158**	**0.0000**	**69.7501**

3.4 Building Construction - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0272	0.0984	0.1664	2.0000e-004	5.4400e-003	1.6900e-003	7.1400e-003	1.5500e-003	1.5600e-003	3.1100e-003	0.0000	18.2787	18.2787	1.7000e-004	0.0000	18.2823
Worker	0.0599	0.0257	0.2330	3.2000e-004	0.0254	2.8000e-004	0.0256	6.7400e-003	2.6000e-004	7.0000e-003	0.0000	24.6461	24.6461	1.8700e-003	0.0000	24.6854
Total	**0.0870**	**0.1241**	**0.3994**	**5.2000e-004**	**0.0308**	**1.9700e-003**	**0.0328**	**8.2900e-003**	**1.8200e-003**	**0.0101**	**0.0000**	**42.9248**	**42.9248**	**2.0400e-003**	**0.0000**	**42.9677**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1031	0.8216	0.5175	7.7000e-004		0.0563	0.0563		0.0535	0.0535	0.0000	69.3349	69.3349	0.0158	0.0000	69.6671
Total	**0.1031**	**0.8216**	**0.5175**	**7.7000e-004**		**0.0563**	**0.0563**		**0.0535**	**0.0535**	**0.0000**	**69.3349**	**69.3349**	**0.0158**	**0.0000**	**69.6671**

3.4 Building Construction - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0272	0.0984	0.1664	2.0000e-004	5.4400e-003	1.6900e-003	7.1400e-003	1.5500e-003	1.5600e-003	3.1100e-003	0.0000	18.2787	18.2787	1.7000e-004	0.0000	18.2823
Worker	0.0599	0.0257	0.2330	3.2000e-004	0.0254	2.8000e-004	0.0256	6.7400e-003	2.6000e-004	7.0000e-003	0.0000	24.6461	24.6461	1.8700e-003	0.0000	24.6854
Total	**0.0870**	**0.1241**	**0.3994**	**5.2000e-004**	**0.0308**	**1.9700e-003**	**0.0328**	**8.2900e-003**	**1.8200e-003**	**0.0101**	**0.0000**	**42.9248**	**42.9248**	**2.0400e-003**	**0.0000**	**42.9677**

3.5 Paving - 2015

Unmitigated Construction On-Site

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0130	0.1349	0.0840	1.2000e-004		8.1400e-003	8.1400e-003		7.5000e-003	7.5000e-003	0.0000	11.5376	11.5376	3.3800e-003	0.0000	11.6086
Paving	3.2000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0162**	**0.1349**	**0.0840**	**1.2000e-004**		**8.1400e-003**	**8.1400e-003**		**7.5000e-003**	**7.5000e-003**	**0.0000**	**11.5376**	**11.5376**	**3.3800e-003**	**0.0000**	**11.6086**

3.5 Paving - 2015

Unmitigated Construction Off-Site

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8200e-003	1.2100e-003	0.0110	1.0000e-005	1.1900e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1598	1.1598	9.0000e-005	0.0000	1.1617
Total	**2.8200e-003**	**1.2100e-003**	**0.0110**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.1598**	**1.1598**	**9.0000e-005**	**0.0000**	**1.1617**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0129	0.1347	0.0839	1.2000e-004		8.1300e-003	8.1300e-003		7.4900e-003	7.4900e-003	0.0000	11.5239	11.5239	3.3700e-003	0.0000	11.5947
Paving	3.2000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0161**	**0.1347**	**0.0839**	**1.2000e-004**		**8.1300e-003**	**8.1300e-003**		**7.4900e-003**	**7.4900e-003**	**0.0000**	**11.5239**	**11.5239**	**3.3700e-003**	**0.0000**	**11.5947**

3.5 Paving - 2015

Mitigated Construction Off-Site

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8200e-003	1.2100e-003	0.0110	1.0000e-005	1.1900e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1598	1.1598	9.0000e-005	0.0000	1.1617
Total	**2.8200e-003**	**1.2100e-003**	**0.0110**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.1598**	**1.1598**	**9.0000e-005**	**0.0000**	**1.1617**

3.6 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9544					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8600e-003	0.0244	0.0181	3.0000e-005		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	2.4256	2.4256	3.2000e-004	0.0000	2.4322
Total	**0.9582**	**0.0244**	**0.0181**	**3.0000e-005**		**2.1000e-003**	**2.1000e-003**		**2.1000e-003**	**2.1000e-003**	**0.0000**	**2.4256**	**2.4256**	**3.2000e-004**	**0.0000**	**2.4322**

3.6 Architectural Coating - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-003	1.7600e-003	0.0160	2.0000e-005	1.7400e-003	2.0000e-005	1.7600e-003	4.6000e-004	2.0000e-005	4.8000e-004	0.0000	1.6895	1.6895	1.3000e-004	0.0000	1.6922
Total	**4.1000e-003**	**1.7600e-003**	**0.0160**	**2.0000e-005**	**1.7400e-003**	**2.0000e-005**	**1.7600e-003**	**4.6000e-004**	**2.0000e-005**	**4.8000e-004**	**0.0000**	**1.6895**	**1.6895**	**1.3000e-004**	**0.0000**	**1.6922**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9544					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8600e-003	0.0244	0.0181	3.0000e-005		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	2.4227	2.4227	3.2000e-004	0.0000	2.4293
Total	**0.9582**	**0.0244**	**0.0181**	**3.0000e-005**		**2.1000e-003**	**2.1000e-003**		**2.1000e-003**	**2.1000e-003**	**0.0000**	**2.4227**	**2.4227**	**3.2000e-004**	**0.0000**	**2.4293**

3.6 Architectural Coating - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-003	1.7600e-003	0.0160	2.0000e-005	1.7400e-003	2.0000e-005	1.7600e-003	4.6000e-004	2.0000e-005	4.8000e-004	0.0000	1.6895	1.6895	1.3000e-004	0.0000	1.6922
Total	**4.1000e-003**	**1.7600e-003**	**0.0160**	**2.0000e-005**	**1.7400e-003**	**2.0000e-005**	**1.7600e-003**	**4.6000e-004**	**2.0000e-005**	**4.8000e-004**	**0.0000**	**1.6895**	**1.6895**	**1.3000e-004**	**0.0000**	**1.6922**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	7.1865	7.5758	48.9219	0.0295	1.6361	0.0682	1.7043	0.4383	0.0625	0.5008	0.0000	2,382.5402	2,382.5402	0.1963	0.0000	2,386.6618
Unmitigated	7.1865	7.5758	48.9219	0.0295	1.6361	0.0682	1.7043	0.4383	0.0625	0.5008	0.0000	2,382.5402	2,382.5402	0.1963	0.0000	2,386.6618

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	527.20	572.80	485.60	416,588	416,588
Convenience Market With Gas Pumps	2,959.60	5,069.16	4137.28	801,988	801,988
Fast Food Restaurant w/o Drive Thru	2,291.20	2,227.20	1600.00	1,446,005	1,446,005
Fast Food Restaurant with Drive Thru	1,587.58	2,310.50	1736.70	671,526	671,526
Fast Food Restaurant with Drive Thru	1,190.69	1,732.87	1302.53	503,645	503,645
Health Club	74.42	47.17	60.41	46,433	46,433
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	881.08	835.76	406.15	488,944	488,944
Total	9,511.78	12,795.44	9,728.67	4,375,129	4,375,129

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	3.00	2.00	2.00	44.00	18.80	37.20	86	11	3
Convenience Market With Gas	3.00	3.00	3.00	0.80	80.20	19.00	14	21	65
Fast Food Restaurant w/o Drive	3.00	3.00	3.00	1.50	79.50	19.00	51	37	12
Fast Food Restaurant with Drive	3.00	3.00	3.00	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	3.00	3.00	3.00	2.20	78.80	19.00	29	21	50
Health Club	3.00	3.00	3.00	16.90	64.10	19.00	52	39	9
Parking Lot	3.00	3.00	3.00	0.00	0.00	0.00	0	0	0
Parking Lot	3.00	3.00	3.00	0.00	0.00	0.00	0	0	0
Strip Mall	3.00	3.00	3.00	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.464859	0.039088	0.210752	0.165462	0.051917	0.007362	0.015753	0.027922	0.002976	0.002213	0.008136	0.000842	0.002718

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	286.0097	286.0097	0.0129	2.6800e-003	287.1108
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	286.0097	286.0097	0.0129	2.6800e-003	287.1108
NaturalGas Mitigated	0.0153	0.1367	0.0983	8.4000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	151.5392	151.5392	2.9000e-003	2.7800e-003	152.4615
NaturalGas Unmitigated	0.0153	0.1367	0.0983	8.4000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	151.5392	151.5392	2.9000e-003	2.7800e-003	152.4615

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	862518	4.6500e-003	0.0397	0.0169	2.5000e-004		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003	0.0000	46.0272	46.0272	8.8000e-004	8.4000e-004	46.3073
Convenience Market With Gas Pumps	8715	5.0000e-005	4.3000e-004	3.6000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4651	0.4651	1.0000e-005	1.0000e-005	0.4679
Fast Food Restaurant w/o Drive Thru	675328	3.6400e-003	0.0331	0.0278	2.0000e-004		2.5200e-003	2.5200e-003		2.5200e-003	2.5200e-003	0.0000	36.0381	36.0381	6.9000e-004	6.6000e-004	36.2574
Fast Food Restaurant with Drive Thru	506496	2.7300e-003	0.0248	0.0209	1.5000e-004		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003	0.0000	27.0286	27.0286	5.2000e-004	5.0000e-004	27.1931
Fast Food Restaurant with Drive Thru	675328	3.6400e-003	0.0331	0.0278	2.0000e-004		2.5200e-003	2.5200e-003		2.5200e-003	2.5200e-003	0.0000	36.0381	36.0381	6.9000e-004	6.6000e-004	36.2574
Health Club	61864.4	3.3000e-004	3.0300e-003	2.5500e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.3013	3.3013	6.0000e-005	6.0000e-005	3.3214
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	49488.8	2.7000e-004	2.4300e-003	2.0400e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.6409	2.6409	5.0000e-005	5.0000e-005	2.6570
Total		**0.0153**	**0.1367**	**0.0983**	**8.3000e-004**		**0.0106**	**0.0106**		**0.0106**	**0.0106**	**0.0000**	**151.5392**	**151.5392**	**2.9000e-003**	**2.7800e-003**	**152.4615**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	862518	4.6500e-003	0.0397	0.0169	2.5000e-004		3.2100e-003	3.2100e-003		3.2100e-003	3.2100e-003	0.0000	46.0272	46.0272	8.8000e-004	8.4000e-004	46.3073
Convenience Market With Gas Pumps	8715	5.0000e-005	4.3000e-004	3.6000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4651	0.4651	1.0000e-005	1.0000e-005	0.4679
Fast Food Restaurant w/o Drive Thru	675328	3.6400e-003	0.0331	0.0278	2.0000e-004		2.5200e-003	2.5200e-003		2.5200e-003	2.5200e-003	0.0000	36.0381	36.0381	6.9000e-004	6.6000e-004	36.2574
Fast Food Restaurant with Drive Thru	506496	2.7300e-003	0.0248	0.0209	1.5000e-004		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003	0.0000	27.0286	27.0286	5.2000e-004	5.0000e-004	27.1931
Fast Food Restaurant with Drive Thru	675328	3.6400e-003	0.0331	0.0278	2.0000e-004		2.5200e-003	2.5200e-003		2.5200e-003	2.5200e-003	0.0000	36.0381	36.0381	6.9000e-004	6.6000e-004	36.2574
Health Club	61864.4	3.3000e-004	3.0300e-003	2.5500e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.3013	3.3013	6.0000e-005	6.0000e-005	3.3214
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	49488.8	2.7000e-004	2.4300e-003	2.0400e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.6409	2.6409	5.0000e-005	5.0000e-005	2.6570
Total		**0.0153**	**0.1367**	**0.0983**	**8.3000e-004**		**0.0106**	**0.0106**		**0.0106**	**0.0106**	**0.0000**	**151.5392**	**151.5392**	**2.9000e-003**	**2.7800e-003**	**152.4615**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	294537	85.6841	3.8700e-003	8.0000e-004	86.0140
Convenience Market With Gas Pumps	40915	11.9026	5.4000e-004	1.1000e-004	11.9485
Fast Food Restaurant w/o Drive Thru	109728	31.9211	1.4400e-003	3.0000e-004	32.0440
Fast Food Restaurant with Drive Thru	109728	31.9211	1.4400e-003	3.0000e-004	32.0440
Fast Food Restaurant with Drive Thru	82296	23.9409	1.0800e-003	2.2000e-004	24.0330
Health Club	20380.7	5.9290	2.7000e-004	6.0000e-005	5.9518
Parking Lot	46613.6	27.1209	1.2300e-003	2.5000e-004	27.2253
Strip Mall	232339	67.5900	3.0600e-003	6.3000e-004	67.8502
Total		**286.0097**	**0.0129**	**2.6700e-003**	**287.1108**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	294537	85.6841	3.8700e-003	8.0000e-004	86.0140
Convenience Market With Gas Pumps	40915	11.9026	5.4000e-004	1.1000e-004	11.9485
Fast Food Restaurant w/o Drive Thru	109728	31.9211	1.4400e-003	3.0000e-004	32.0440
Fast Food Restaurant with Drive Thru	109728	31.9211	1.4400e-003	3.0000e-004	32.0440
Fast Food Restaurant with Drive Thru	82296	23.9409	1.0800e-003	2.2000e-004	24.0330
Health Club	20380.7	5.9290	2.7000e-004	6.0000e-005	5.9518
Parking Lot	46613.6	27.1209	1.2300e-003	2.5000e-004	27.2253
Strip Mall	232339	67.5900	3.0600e-003	6.3000e-004	67.8502
Total		**286.0097**	**0.0129**	**2.6700e-003**	**287.1108**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0183	9.9200e-003	0.8423	4.0000e-005		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003	0.0000	1.3511	1.3511	1.4100e-003	0.0000	1.3808
Unmitigated	1.0183	9.9200e-003	0.8423	4.0000e-005		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003	0.0000	1.3511	1.3511	1.4100e-003	0.0000	1.3808

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1547					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8365					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0271	9.9200e-003	0.8423	4.0000e-005		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003	0.0000	1.3511	1.3511	1.4100e-003	0.0000	1.3808
Total	**1.0183**	**9.9200e-003**	**0.8423**	**4.0000e-005**		**4.5100e-003**	**4.5100e-003**		**4.5100e-003**	**4.5100e-003**	**0.0000**	**1.3511**	**1.3511**	**1.4100e-003**	**0.0000**	**1.3808**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1547					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8365					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0271	9.9200e-003	0.8423	4.0000e-005		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003	0.0000	1.3511	1.3511	1.4100e-003	0.0000	1.3808
Total	**1.0183**	**9.9200e-003**	**0.8423**	**4.0000e-005**		**4.5100e-003**	**4.5100e-003**		**4.5100e-003**	**4.5100e-003**	**0.0000**	**1.3511**	**1.3511**	**1.4100e-003**	**0.0000**	**1.3808**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	23.1224	0.3185	7.6800e-003	32.1908
Unmitigated	23.1224	0.3186	7.6900e-003	32.1958

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	5.21232 / 3.28603	13.2043	0.1704	4.1200e-003	18.0587
Convenience Market With Gas Pumps	0.259254 / 0.158898	0.6521	8.4700e-003	2.0000e-004	0.8936
Fast Food Restaurant w/o Drive Thru	0.971308 / 0.0619984	1.9002	0.0317	7.6000e-004	2.8027
Fast Food Restaurant with Drive Thru	1.69979 / 0.108497	3.3254	0.0555	1.3300e-003	4.9047
Health Club	0.133664 / 0.0819228	0.3362	4.3700e-003	1.1000e-004	0.4607
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.47256 / 0.902538	3.7041	0.0481	1.1600e-003	5.0755
Total		**23.1224**	**0.3186**	**7.6800e-003**	**32.1958**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	5.21232 / 3.28603	13.2043	0.1703	4.1100e-003	18.0560
Convenience Market With Gas Pumps	0.259254 / 0.158898	0.6521	8.4700e-003	2.0000e-004	0.8934
Fast Food Restaurant w/o Drive Thru	0.971308 / 0.0619984	1.9002	0.0317	7.6000e-004	2.8022
Fast Food Restaurant with Drive Thru	1.69979 / 0.108497	3.3254	0.0555	1.3300e-003	4.9038
Health Club	0.133664 / 0.0819228	0.3362	4.3700e-003	1.1000e-004	0.4606
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.47256 / 0.902538	3.7041	0.0481	1.1600e-003	5.0747
Total		**23.1224**	**0.3185**	**7.6700e-003**	**32.1908**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	37.0337	2.1886	0.0000	82.9948
Mitigated	37.0337	2.1886	0.0000	82.9948

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	36.8	7.4701	0.4415	0.0000	16.7409
Convenience Market With Gas Pumps	10.52	2.1355	0.1262	0.0000	4.7857
Fast Food Restaurant w/o Drive Thru	36.86	7.4823	0.4422	0.0000	16.7682
Fast Food Restaurant with Drive Thru	64.51	13.0950	0.7739	0.0000	29.3466
Health Club	12.88	2.6145	0.1545	0.0000	5.8593
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	20.87	4.2364	0.2504	0.0000	9.4941
Total		**37.0337**	**2.1886**	**0.0000**	**82.9948**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	36.8	7.4701	0.4415	0.0000	16.7409
Convenience Market With Gas Pumps	10.52	2.1355	0.1262	0.0000	4.7857
Fast Food Restaurant w/o Drive Thru	36.86	7.4823	0.4422	0.0000	16.7682
Fast Food Restaurant with Drive Thru	64.51	13.0950	0.7739	0.0000	29.3466
Health Club	12.88	2.6145	0.1545	0.0000	5.8593
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	20.87	4.2364	0.2504	0.0000	9.4941
Total		**37.0337**	**2.1886**	**0.0000**	**82.9948**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Vista_de_oro_hollister

Monterey Bay Unified APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	52.97	1000sqft	1.22	52,970.00	0
Parking Lot	52.97	1000sqft	1.22	52,970.00	0
Fast Food Restaurant w/o Drive Thru	3.20	1000sqft	0.07	3,200.00	0
Fast Food Restaurant with Drive Thru	3.20	1000sqft	0.07	3,200.00	0
Fast Food Restaurant with Drive Thru	2.40	1000sqft	0.06	2,400.00	0
Health Club	2.26	1000sqft	0.05	2,257.00	0
Apartments Low Rise	80.00	Dwelling Unit	1.69	73,820.00	229
Convenience Market With Gas Pumps	3.50	1000sqft	0.08	3,500.00	0
Strip Mall	19.88	1000sqft	0.46	19,875.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2015
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - non-defalut values are based on project design

Construction Phase - non-default values are based on project design

Off-road Equipment -

Off-road Equipment - non-default values are based on project design

Off-road Equipment - non-default values are based on project design

Off-road Equipment - non-default values are based on project design

Off-road Equipment - non-default values are based on project design

Trips and VMT - non-default values are based on project design

Grading - non-default values are based on project design

Architectural Coating - non-default values are based on project design

Woodstoves - non-default values are based on project design

Area Coating - non-default values are based on project design

Vehicle Trips - non-default values are based on project design

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblConstructionPhase	NumDays	18.00	19.00
tblConstructionPhase	NumDays	230.00	85.00
tblConstructionPhase	NumDays	8.00	35.00
tblConstructionPhase	NumDays	18.00	15.00
tblConstructionPhase	NumDays	5.00	25.00
tblConstructionPhase	PhaseStartDate	12/5/2015	12/7/2015

tblConstructionPhase	PhaseStartDate	7/18/2015	7/20/2015
tblConstructionPhase	PhaseStartDate	5/30/2015	6/1/2015
tblConstructionPhase	PhaseStartDate	11/14/2015	11/16/2015
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	44.00	0.00
tblFireplaces	NumberNoFireplace	8.00	0.00
tblFireplaces	NumberWood	28.00	0.00
tblGrading	AcresOfGrading	13.13	8.00
tblLandUse	LandUseSquareFeet	2,260.00	2,257.00
tblLandUse	LandUseSquareFeet	80,000.00	73,820.00
tblLandUse	LandUseSquareFeet	19,880.00	19,875.00
tblLandUse	LotAcreage	5.00	1.69
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	7.00	5.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	7.00	6.00

tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblProjectCharacteristics	OperationalYear	2014	2015
tblTripsAndVMT	VendorTripNumber	32.00	20.00
tblTripsAndVMT	WorkerTripNumber	114.00	75.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	HO_TL	7.50	2.00
tblVehicleTrips	HS_TL	7.30	2.00
tblVehicleTrips	HW_TL	10.80	3.00

tblWoodstoves	NumberCatalytic	4.00	0.00
tblWoodstoves	NumberNoncatalytic	4.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	101.3682	27.8528	22.9619	0.0303	9.1153	1.5459	10.5260	4.9871	1.4223	6.2850	0.0000	2,908.9631	2,908.9631	0.6357	0.0000	2,922.3126
Total	**101.3682**	**27.8528**	**22.9619**	**0.0303**	**9.1153**	**1.5459**	**10.5260**	**4.9871**	**1.4223**	**6.2850**	**0.0000**	**2,908.9631**	**2,908.9631**	**0.6357**	**0.0000**	**2,922.3126**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	101.3678	27.8273	22.9508	0.0303	9.1153	1.5445	10.5247	4.9871	1.4210	6.2838	0.0000	2,907.3113	2,907.3113	0.6351	0.0000	2,920.6487
Total	**101.3678**	**27.8273**	**22.9508**	**0.0303**	**9.1153**	**1.5445**	**10.5247**	**4.9871**	**1.4210**	**6.2838**	**0.0000**	**2,907.3113**	**2,907.3113**	**0.6351**	**0.0000**	**2,920.6487**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**3.6501e-004**	**0.0914**	**0.0487**	**0.0330**	**0.0000**	**0.0919**	**0.0124**	**0.0000**	**0.0914**	**0.0189**	**0.0000**	**0.0568**	**0.0568**	**0.0912**	**0.0000**	**0.0569**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.6480	0.0794	6.7387	3.5000e-004		0.0361	0.0361		0.0361	0.0361	0.0000	11.9149	11.9149	0.0125	0.0000	12.1763
Energy	0.0839	0.7489	0.5388	4.5800e-003		0.0580	0.0580		0.0580	0.0580		915.3063	915.3063	0.0175	0.0168	920.8767
Mobile	55.5827	54.6294	415.8367	0.2000	11.2933	0.4745	11.7678	3.0177	0.4349	3.4527		17,645.2775	17,645.2775	1.4917		17,676.6038
Total	**61.3145**	**55.4576**	**423.1142**	**0.2049**	**11.2933**	**0.5685**	**11.8618**	**3.0177**	**0.5290**	**3.5467**	**0.0000**	**18,572.4987**	**18,572.4987**	**1.5217**	**0.0168**	**18,609.6568**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.6480	0.0794	6.7387	3.5000e-004		0.0361	0.0361		0.0361	0.0361	0.0000	11.9149	11.9149	0.0125	0.0000	12.1763
Energy	0.0839	0.7489	0.5388	4.5800e-003		0.0580	0.0580		0.0580	0.0580		915.3063	915.3063	0.0175	0.0168	920.8767
Mobile	55.5827	54.6294	415.8367	0.2000	11.2933	0.4745	11.7678	3.0177	0.4349	3.4527		17,645.2775	17,645.2775	1.4917		17,676.6038
Total	**61.3145**	**55.4576**	**423.1142**	**0.2049**	**11.2933**	**0.5685**	**11.8618**	**3.0177**	**0.5290**	**3.5467**	**0.0000**	**18,572.4987**	**18,572.4987**	**1.5217**	**0.0168**	**18,609.6568**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/27/2015	5/29/2015	5	25	
2	Grading	Grading	6/1/2015	7/17/2015	5	35	
3	Building Construction	Building Construction	7/20/2015	11/13/2015	5	85	
4	Paving	Paving	11/16/2015	12/4/2015	5	15	
5	Architectural Coating	Architectural Coating	12/7/2015	12/31/2015	5	19	

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	2	6.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Excavators	1	6.00	162	0.38
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	5.00	226	0.29
Building Construction	Forklifts	2	4.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Welders	1	6.00	46	0.45
Paving	Cement and Mortar Mixers	2	4.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	2	6.00	130	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	75.00	20.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

Acres of Grading: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.0331	0.0000	9.0331	4.9653	0.0000	4.9653			0.0000			0.0000
Off-Road	2.4503	26.7288	20.1031	0.0180		1.4098	1.4098		1.2970	1.2970		1,892.1284	1,892.1284	0.5649		1,903.9908
Total	**2.4503**	**26.7288**	**20.1031**	**0.0180**	**9.0331**	**1.4098**	**10.4430**	**4.9653**	**1.2970**	**6.2624**		**1,892.1284**	**1,892.1284**	**0.5649**		**1,903.9908**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2189	0.0883	0.7785	9.9000e-004	0.0822	8.9000e-004	0.0830	0.0218	8.1000e-004	0.0226		84.8711	84.8711	6.4700e-003		85.0070
Total	**0.2189**	**0.0883**	**0.7785**	**9.9000e-004**	**0.0822**	**8.9000e-004**	**0.0830**	**0.0218**	**8.1000e-004**	**0.0226**		**84.8711**	**84.8711**	**6.4700e-003**		**85.0070**

3.2 Site Preparation - 2015

Mitigated Construction On-Site

Acres of Grading: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.0331	0.0000	9.0331	4.9653	0.0000	4.9653			0.0000			0.0000
Off-Road	2.4480	26.7042	20.0846	0.0180		1.4085	1.4085		1.2959	1.2959	0.0000	1,890.3924	1,890.3924	0.5644		1,902.2440
Total	**2.4480**	**26.7042**	**20.0846**	**0.0180**	**9.0331**	**1.4085**	**10.4417**	**4.9653**	**1.2959**	**6.2612**	**0.0000**	**1,890.3924**	**1,890.3924**	**0.5644**		**1,902.2440**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2189	0.0883	0.7785	9.9000e-004	0.0822	8.9000e-004	0.0830	0.0218	8.1000e-004	0.0226		84.8711	84.8711	6.4700e-003		85.0070
Total	**0.2189**	**0.0883**	**0.7785**	**9.9000e-004**	**0.0822**	**8.9000e-004**	**0.0830**	**0.0218**	**8.1000e-004**	**0.0226**		**84.8711**	**84.8711**	**6.4700e-003**		**85.0070**

3.3 Grading - 2015

Unmitigated Construction On-Site

Acres of Grading: 8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7590	0.0000	4.7590	2.5088	0.0000	2.5088			0.0000			0.0000
Off-Road	2.6042	27.7380	18.1856	0.0200		1.5448	1.5448		1.4212	1.4212		2,101.1461	2,101.1461	0.6273		2,114.3190
Total	**2.6042**	**27.7380**	**18.1856**	**0.0200**	**4.7590**	**1.5448**	**6.3037**	**2.5088**	**1.4212**	**3.9300**		**2,101.1461**	**2,101.1461**	**0.6273**		**2,114.3190**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2846	0.1148	1.0120	1.2800e-003	0.1068	1.1500e-003	0.1080	0.0283	1.0500e-003	0.0294		110.3325	110.3325	8.4100e-003		110.5091
Total	**0.2846**	**0.1148**	**1.0120**	**1.2800e-003**	**0.1068**	**1.1500e-003**	**0.1080**	**0.0283**	**1.0500e-003**	**0.0294**		**110.3325**	**110.3325**	**8.4100e-003**		**110.5091**

3.3 Grading - 2015

Mitigated Construction On-Site

Acres of Grading: 8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7590	0.0000	4.7590	2.5088	0.0000	2.5088			0.0000			0.0000
Off-Road	2.6018	27.7125	18.1690	0.0200		1.5434	1.5434		1.4199	1.4199	0.0000	2,099.2184	2,099.2184	0.6267		2,112.3792
Total	**2.6018**	**27.7125**	**18.1690**	**0.0200**	**4.7590**	**1.5434**	**6.3023**	**2.5088**	**1.4199**	**3.9287**	**0.0000**	**2,099.2184**	**2,099.2184**	**0.6267**		**2,112.3792**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2846	0.1148	1.0120	1.2800e-003	0.1068	1.1500e-003	0.1080	0.0283	1.0500e-003	0.0294		110.3325	110.3325	8.4100e-003		110.5091
Total	**0.2846**	**0.1148**	**1.0120**	**1.2800e-003**	**0.1068**	**1.1500e-003**	**0.1080**	**0.0283**	**1.0500e-003**	**0.0294**		**110.3325**	**110.3325**	**8.4100e-003**		**110.5091**

3.4 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4290	19.3551	12.1900	0.0182		1.3266	1.3266		1.2603	1.2603		1,800.4622	1,800.4622	0.4108		1,809.0892
Total	**2.4290**	**19.3551**	**12.1900**	**0.0182**		**1.3266**	**1.3266**		**1.2603**	**1.2603**		**1,800.4622**	**1,800.4622**	**0.4108**		**1,809.0892**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7170	2.3445	4.9333	4.7100e-003	0.1316	0.0402	0.1719	0.0374	0.0370	0.0744		471.9674	471.9674	4.4700e-003		472.0612
Worker	1.6418	0.6624	5.8387	7.3900e-003	0.6161	6.6600e-003	0.6228	0.1634	6.0500e-003	0.1695		636.5336	636.5336	0.0485		637.5525
Total	**2.3587**	**3.0068**	**10.7720**	**0.0121**	**0.7477**	**0.0469**	**0.7946**	**0.2008**	**0.0430**	**0.2439**		**1,108.5009**	**1,108.5009**	**0.0530**		**1,109.6137**

3.4 Building Construction - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4268	19.3373	12.1788	0.0182		1.3254	1.3254		1.2591	1.2591	0.0000	1,798.8104	1,798.8104	0.4104		1,807.4295
Total	**2.4268**	**19.3373**	**12.1788**	**0.0182**		**1.3254**	**1.3254**		**1.2591**	**1.2591**	**0.0000**	**1,798.8104**	**1,798.8104**	**0.4104**		**1,807.4295**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7170	2.3445	4.9333	4.7100e-003	0.1316	0.0402	0.1719	0.0374	0.0370	0.0744		471.9674	471.9674	4.4700e-003		472.0612
Worker	1.6418	0.6624	5.8387	7.3900e-003	0.6161	6.6600e-003	0.6228	0.1634	6.0500e-003	0.1695		636.5336	636.5336	0.0485		637.5525
Total	**2.3587**	**3.0068**	**10.7720**	**0.0121**	**0.7477**	**0.0469**	**0.7946**	**0.2008**	**0.0430**	**0.2439**		**1,108.5009**	**1,108.5009**	**0.0530**		**1,109.6137**

3.5 Paving - 2015

Unmitigated Construction On-Site

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7273	17.9815	11.1976	0.0164		1.0852	1.0852		0.9996	0.9996		1,695.7404	1,695.7404	0.4964		1,706.1651
Paving	0.4262					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.1534**	**17.9815**	**11.1976**	**0.0164**		**1.0852**	**1.0852**		**0.9996**	**0.9996**		**1,695.7404**	**1,695.7404**	**0.4964**		**1,706.1651**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4378	0.1766	1.5570	1.9700e-003	0.1643	1.7800e-003	0.1661	0.0436	1.6100e-003	0.0452		169.7423	169.7423	0.0129		170.0140
Total	**0.4378**	**0.1766**	**1.5570**	**1.9700e-003**	**0.1643**	**1.7800e-003**	**0.1661**	**0.0436**	**1.6100e-003**	**0.0452**		**169.7423**	**169.7423**	**0.0129**		**170.0140**

3.5 Paving - 2015

Mitigated Construction On-Site

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7257	17.9650	11.1873	0.0164		1.0842	1.0842		0.9987	0.9987	0.0000	1,694.1847	1,694.1847	0.4960		1,704.5998
Paving	0.4262					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.1519**	**17.9650**	**11.1873**	**0.0164**		**1.0842**	**1.0842**		**0.9987**	**0.9987**	**0.0000**	**1,694.1847**	**1,694.1847**	**0.4960**		**1,704.5998**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4378	0.1766	1.5570	1.9700e-003	0.1643	1.7800e-003	0.1661	0.0436	1.6100e-003	0.0452		169.7423	169.7423	0.0129		170.0140
Total	**0.4378**	**0.1766**	**1.5570**	**1.9700e-003**	**0.1643**	**1.7800e-003**	**0.1661**	**0.0436**	**1.6100e-003**	**0.0452**		**169.7423**	**169.7423**	**0.0129**		**170.0140**

3.6 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	100.4581					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177
Total	**100.8647**	**2.5703**	**1.9018**	**2.9700e-003**		**0.2209**	**0.2209**		**0.2209**	**0.2209**		**281.4481**	**281.4481**	**0.0367**		**282.2177**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5035	0.2031	1.7905	2.2700e-003	0.1889	2.0400e-003	0.1910	0.0501	1.8600e-003	0.0520		195.2036	195.2036	0.0149		195.5161
Total	**0.5035**	**0.2031**	**1.7905**	**2.2700e-003**	**0.1889**	**2.0400e-003**	**0.1910**	**0.0501**	**1.8600e-003**	**0.0520**		**195.2036**	**195.2036**	**0.0149**		**195.5161**

3.6 Architectural Coating - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	100.4581					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4062	2.5680	1.9000	2.9700e-003		0.2207	0.2207		0.2207	0.2207	0.0000	281.1898	281.1898	0.0366		281.9587
Total	**100.8644**	**2.5680**	**1.9000**	**2.9700e-003**		**0.2207**	**0.2207**		**0.2207**	**0.2207**	**0.0000**	**281.1898**	**281.1898**	**0.0366**		**281.9587**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5035	0.2031	1.7905	2.2700e-003	0.1889	2.0400e-003	0.1910	0.0501	1.8600e-003	0.0520		195.2036	195.2036	0.0149		195.5161
Total	**0.5035**	**0.2031**	**1.7905**	**2.2700e-003**	**0.1889**	**2.0400e-003**	**0.1910**	**0.0501**	**1.8600e-003**	**0.0520**		**195.2036**	**195.2036**	**0.0149**		**195.5161**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	55.5827	54.6294	415.8367	0.2000	11.2933	0.4745	11.7678	3.0177	0.4349	3.4527		17,645.2775	17,645.2775	1.4917		17,676.6038
Unmitigated	55.5827	54.6294	415.8367	0.2000	11.2933	0.4745	11.7678	3.0177	0.4349	3.4527		17,645.2775	17,645.2775	1.4917		17,676.6038

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	527.20	572.80	485.60	416,588	416,588
Convenience Market With Gas Pumps	2,959.60	5,069.16	4137.28	801,988	801,988
Fast Food Restaurant w/o Drive Thru	2,291.20	2,227.20	1600.00	1,446,005	1,446,005
Fast Food Restaurant with Drive Thru	1,587.58	2,310.50	1736.70	671,526	671,526
Fast Food Restaurant with Drive Thru	1,190.69	1,732.87	1302.53	503,645	503,645
Health Club	74.42	47.17	60.41	46,433	46,433
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	881.08	835.76	406.15	488,944	488,944
Total	9,511.78	12,795.44	9,728.67	4,375,129	4,375,129

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	3.00	2.00	2.00	44.00	18.80	37.20	86	11	3
Convenience Market With Gas	3.00	3.00	3.00	0.80	80.20	19.00	14	21	65
Fast Food Restaurant w/o Drive	3.00	3.00	3.00	1.50	79.50	19.00	51	37	12
Fast Food Restaurant with Drive	3.00	3.00	3.00	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	3.00	3.00	3.00	2.20	78.80	19.00	29	21	50
Health Club	3.00	3.00	3.00	16.90	64.10	19.00	52	39	9
Parking Lot	3.00	3.00	3.00	0.00	0.00	0.00	0	0	0
Parking Lot	3.00	3.00	3.00	0.00	0.00	0.00	0	0	0
Strip Mall	3.00	3.00	3.00	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.464859	0.039088	0.210752	0.165462	0.051917	0.007362	0.015753	0.027922	0.002976	0.002213	0.008136	0.000842	0.002718

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0839	0.7489	0.5388	4.5800e-003		0.0580	0.0580		0.0580	0.0580		915.3063	915.3063	0.0175	0.0168	920.8767
NaturalGas Unmitigated	0.0839	0.7489	0.5388	4.5800e-003		0.0580	0.0580		0.0580	0.0580		915.3063	915.3063	0.0175	0.0168	920.8767

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	2363.06	0.0255	0.2178	0.0927	1.3900e-003		0.0176	0.0176		0.0176	0.0176		278.0073	278.0073	5.3300e-003	5.1000e-003	279.6992
Convenience Market With Gas Pumps	23.8767	2.6000e-004	2.3400e-003	1.9700e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8090	2.8090	5.0000e-005	5.0000e-005	2.8261
Fast Food Restaurant w/o Drive Thru	1850.21	0.0200	0.1814	0.1524	1.0900e-003		0.0138	0.0138		0.0138	0.0138		217.6722	217.6722	4.1700e-003	3.9900e-003	218.9969
Fast Food Restaurant with Drive Thru	1387.66	0.0150	0.1361	0.1143	8.2000e-004		0.0103	0.0103		0.0103	0.0103		163.2542	163.2542	3.1300e-003	2.9900e-003	164.2477
Fast Food Restaurant with Drive Thru	1850.21	0.0200	0.1814	0.1524	1.0900e-003		0.0138	0.0138		0.0138	0.0138		217.6722	217.6722	4.1700e-003	3.9900e-003	218.9969
Health Club	169.491	1.8300e-003	0.0166	0.0140	1.0000e-004		1.2600e-003	1.2600e-003		1.2600e-003	1.2600e-003		19.9402	19.9402	3.8000e-004	3.7000e-004	20.0615
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	135.586	1.4600e-003	0.0133	0.0112	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003		15.9513	15.9513	3.1000e-004	2.9000e-004	16.0483
Total		**0.0839**	**0.7489**	**0.5388**	**4.5800e-003**		**0.0580**	**0.0580**		**0.0580**	**0.0580**		**915.3063**	**915.3063**	**0.0175**	**0.0168**	**920.8767**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	0.0238767	2.6000e-004	2.3400e-003	1.9700e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8090	2.8090	5.0000e-005	5.0000e-005	2.8261
Fast Food Restaurant w/o Drive Thru	1.85021	0.0200	0.1814	0.1524	1.0900e-003		0.0138	0.0138		0.0138	0.0138		217.6722	217.6722	4.1700e-003	3.9900e-003	218.9969
Fast Food Restaurant with Drive Thru	1.38766	0.0150	0.1361	0.1143	8.2000e-004		0.0103	0.0103		0.0103	0.0103		163.2542	163.2542	3.1300e-003	2.9900e-003	164.2477
Fast Food Restaurant with Drive Thru	1.85021	0.0200	0.1814	0.1524	1.0900e-003		0.0138	0.0138		0.0138	0.0138		217.6722	217.6722	4.1700e-003	3.9900e-003	218.9969
Health Club	0.169491	1.8300e-003	0.0166	0.0140	1.0000e-004		1.2600e-003	1.2600e-003		1.2600e-003	1.2600e-003		19.9402	19.9402	3.8000e-004	3.7000e-004	20.0615
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.135586	1.4600e-003	0.0133	0.0112	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003		15.9513	15.9513	3.1000e-004	2.9000e-004	16.0483
Apartments Low Rise	2.36306	0.0255	0.2178	0.0927	1.3900e-003		0.0176	0.0176		0.0176	0.0176		278.0073	278.0073	5.3300e-003	5.1000e-003	279.6992
Total		**0.0839**	**0.7489**	**0.5388**	**4.5800e-003**		**0.0580**	**0.0580**		**0.0580**	**0.0580**		**915.3063**	**915.3063**	**0.0175**	**0.0168**	**920.8767**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.6480	0.0794	6.7387	3.5000e-004		0.0361	0.0361		0.0361	0.0361	0.0000	11.9149	11.9149	0.0125	0.0000	12.1763
Unmitigated	5.6480	0.0794	6.7387	3.5000e-004		0.0361	0.0361		0.0361	0.0361	0.0000	11.9149	11.9149	0.0125	0.0000	12.1763

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8477					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.5837					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2166	0.0794	6.7387	3.5000e-004		0.0361	0.0361		0.0361	0.0361		11.9149	11.9149	0.0125		12.1763
Total	**5.6480**	**0.0794**	**6.7387**	**3.5000e-004**		**0.0361**	**0.0361**		**0.0361**	**0.0361**	**0.0000**	**11.9149**	**11.9149**	**0.0125**	**0.0000**	**12.1763**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8477					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.5837					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2166	0.0794	6.7387	3.5000e-004		0.0361	0.0361		0.0361	0.0361		11.9149	11.9149	0.0125		12.1763
Total	**5.6480**	**0.0794**	**6.7387**	**3.5000e-004**		**0.0361**	**0.0361**		**0.0361**	**0.0361**	**0.0000**	**11.9149**	**11.9149**	**0.0125**	**0.0000**	**12.1763**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Vista_de_oro_hollister

Monterey Bay Unified APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	52.97	1000sqft	1.22	52,970.00	0
Parking Lot	52.97	1000sqft	1.22	52,970.00	0
Fast Food Restaurant w/o Drive Thru	3.20	1000sqft	0.07	3,200.00	0
Fast Food Restaurant with Drive Thru	3.20	1000sqft	0.07	3,200.00	0
Fast Food Restaurant with Drive Thru	2.40	1000sqft	0.06	2,400.00	0
Health Club	2.26	1000sqft	0.05	2,257.00	0
Apartments Low Rise	80.00	Dwelling Unit	1.69	73,820.00	229
Convenience Market With Gas Pumps	3.50	1000sqft	0.08	3,500.00	0
Strip Mall	19.88	1000sqft	0.46	19,875.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2015
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - non-defalut values are based on project design

Construction Phase - non-default values are based on project design

Off-road Equipment -

Off-road Equipment - non-default values are based on project design

Off-road Equipment - non-default values are based on project design

Off-road Equipment - non-default values are based on project design

Off-road Equipment - non-default values are based on project design

Trips and VMT - non-default values are based on project design

Grading - non-default values are based on project design

Architectural Coating - non-default values are based on project design

Woodstoves - non-default values are based on project design

Area Coating - non-default values are based on project design

Vehicle Trips - non-default values are based on project design

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblConstructionPhase	NumDays	18.00	19.00
tblConstructionPhase	NumDays	230.00	85.00
tblConstructionPhase	NumDays	8.00	35.00
tblConstructionPhase	NumDays	18.00	15.00
tblConstructionPhase	NumDays	5.00	25.00
tblConstructionPhase	PhaseStartDate	12/5/2015	12/7/2015

tblConstructionPhase	PhaseStartDate	7/18/2015	7/20/2015
tblConstructionPhase	PhaseStartDate	5/30/2015	6/1/2015
tblConstructionPhase	PhaseStartDate	11/14/2015	11/16/2015
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	44.00	0.00
tblFireplaces	NumberNoFireplace	8.00	0.00
tblFireplaces	NumberWood	28.00	0.00
tblGrading	AcresOfGrading	13.13	8.00
tblLandUse	LandUseSquareFeet	2,260.00	2,257.00
tblLandUse	LandUseSquareFeet	80,000.00	73,820.00
tblLandUse	LandUseSquareFeet	19,880.00	19,875.00
tblLandUse	LotAcreage	5.00	1.69
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	7.00	5.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	7.00	6.00

tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblProjectCharacteristics	OperationalYear	2014	2015
tblTripsAndVMT	VendorTripNumber	32.00	20.00
tblTripsAndVMT	WorkerTripNumber	114.00	75.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CC_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CNW_TL	7.30	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	CW_TL	9.50	3.00
tblVehicleTrips	HO_TL	7.50	2.00
tblVehicleTrips	HS_TL	7.30	2.00
tblVehicleTrips	HW_TL	10.80	3.00

tblWoodstoves	NumberCatalytic	4.00	0.00
tblWoodstoves	NumberNoncatalytic	4.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	101.2675	27.8296	20.8435	0.0308	9.1153	1.5459	10.5260	4.9871	1.4223	6.2850	0.0000	2,951.9809	2,951.9809	0.6357	0.0000	2,965.3304
Total	**101.2675**	**27.8296**	**20.8435**	**0.0308**	**9.1153**	**1.5459**	**10.5260**	**4.9871**	**1.4223**	**6.2850**	**0.0000**	**2,951.9809**	**2,951.9809**	**0.6357**	**0.0000**	**2,965.3304**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	101.2672	27.8041	20.8250	0.0308	9.1153	1.5445	10.5247	4.9871	1.4210	6.2838	0.0000	2,950.3290	2,950.3290	0.6351	0.0000	2,963.6664
Total	**101.2672**	**27.8041**	**20.8250**	**0.0308**	**9.1153**	**1.5445**	**10.5247**	**4.9871**	**1.4210**	**6.2838**	**0.0000**	**2,950.3290**	**2,950.3290**	**0.6351**	**0.0000**	**2,963.6664**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**3.6537e-004**	**0.0914**	**0.0885**	**0.0650**	**0.0000**	**0.0919**	**0.0124**	**0.0000**	**0.0914**	**0.0189**	**0.0000**	**0.0560**	**0.0560**	**0.0912**	**0.0000**	**0.0561**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.6480	0.0794	6.7387	3.5000e-004		0.0361	0.0361		0.0361	0.0361	0.0000	11.9149	11.9149	0.0125	0.0000	12.1763
Energy	0.0839	0.7489	0.5388	4.5800e-003		0.0580	0.0580		0.0580	0.0580		915.3063	915.3063	0.0175	0.0168	920.8767
Mobile	47.6377	48.9472	270.2939	0.2064	11.2933	0.4581	11.7514	3.0177	0.4198	3.4376		18,446.4689	18,446.4689	1.4881		18,477.7197
Total	**53.3696**	**49.7754**	**277.5714**	**0.2114**	**11.2933**	**0.5521**	**11.8454**	**3.0177**	**0.5139**	**3.5316**	**0.0000**	**19,373.6901**	**19,373.6901**	**1.5181**	**0.0168**	**19,410.7727**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.6480	0.0794	6.7387	3.5000e-004		0.0361	0.0361		0.0361	0.0361	0.0000	11.9149	11.9149	0.0125	0.0000	12.1763
Energy	0.0839	0.7489	0.5388	4.5800e-003		0.0580	0.0580		0.0580	0.0580		915.3063	915.3063	0.0175	0.0168	920.8767
Mobile	47.6377	48.9472	270.2939	0.2064	11.2933	0.4581	11.7514	3.0177	0.4198	3.4376		18,446.4689	18,446.4689	1.4881		18,477.7197
Total	**53.3696**	**49.7754**	**277.5714**	**0.2114**	**11.2933**	**0.5521**	**11.8454**	**3.0177**	**0.5139**	**3.5316**	**0.0000**	**19,373.6901**	**19,373.6901**	**1.5181**	**0.0168**	**19,410.7727**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/27/2015	5/29/2015	5	25	
2	Grading	Grading	6/1/2015	7/17/2015	5	35	
3	Building Construction	Building Construction	7/20/2015	11/13/2015	5	85	
4	Paving	Paving	11/16/2015	12/4/2015	5	15	
5	Architectural Coating	Architectural Coating	12/7/2015	12/31/2015	5	19	

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	2	6.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Excavators	1	6.00	162	0.38
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	5.00	226	0.29
Building Construction	Forklifts	2	4.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Welders	1	6.00	46	0.45
Paving	Cement and Mortar Mixers	2	4.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	2	6.00	130	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	75.00	20.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

Acres of Grading: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.0331	0.0000	9.0331	4.9653	0.0000	4.9653			0.0000			0.0000
Off-Road	2.4503	26.7288	20.1031	0.0180		1.4098	1.4098		1.2970	1.2970		1,892.1284	1,892.1284	0.5649		1,903.9908
Total	**2.4503**	**26.7288**	**20.1031**	**0.0180**	**9.0331**	**1.4098**	**10.4430**	**4.9653**	**1.2970**	**6.2624**		**1,892.1284**	**1,892.1284**	**0.5649**		**1,903.9908**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1751	0.0705	0.7404	1.0400e-003	0.0822	8.9000e-004	0.0830	0.0218	8.1000e-004	0.0226		90.1191	90.1191	6.4700e-003		90.2549
Total	**0.1751**	**0.0705**	**0.7404**	**1.0400e-003**	**0.0822**	**8.9000e-004**	**0.0830**	**0.0218**	**8.1000e-004**	**0.0226**		**90.1191**	**90.1191**	**6.4700e-003**		**90.2549**

3.2 Site Preparation - 2015

Mitigated Construction On-Site

Acres of Grading: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.0331	0.0000	9.0331	4.9653	0.0000	4.9653			0.0000			0.0000
Off-Road	2.4480	26.7042	20.0846	0.0180		1.4085	1.4085		1.2959	1.2959	0.0000	1,890.3924	1,890.3924	0.5644		1,902.2440
Total	**2.4480**	**26.7042**	**20.0846**	**0.0180**	**9.0331**	**1.4085**	**10.4417**	**4.9653**	**1.2959**	**6.2612**	**0.0000**	**1,890.3924**	**1,890.3924**	**0.5644**		**1,902.2440**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1751	0.0705	0.7404	1.0400e-003	0.0822	8.9000e-004	0.0830	0.0218	8.1000e-004	0.0226		90.1191	90.1191	6.4700e-003		90.2549
Total	**0.1751**	**0.0705**	**0.7404**	**1.0400e-003**	**0.0822**	**8.9000e-004**	**0.0830**	**0.0218**	**8.1000e-004**	**0.0226**		**90.1191**	**90.1191**	**6.4700e-003**		**90.2549**

3.3 Grading - 2015

Unmitigated Construction On-Site

Acres of Grading: 8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7590	0.0000	4.7590	2.5088	0.0000	2.5088			0.0000			0.0000
Off-Road	2.6042	27.7380	18.1856	0.0200		1.5448	1.5448		1.4212	1.4212		2,101.1461	2,101.1461	0.6273		2,114.3190
Total	**2.6042**	**27.7380**	**18.1856**	**0.0200**	**4.7590**	**1.5448**	**6.3037**	**2.5088**	**1.4212**	**3.9300**		**2,101.1461**	**2,101.1461**	**0.6273**		**2,114.3190**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2277	0.0916	0.9625	1.3600e-003	0.1068	1.1500e-003	0.1080	0.0283	1.0500e-003	0.0294		117.1548	117.1548	8.4100e-003		117.3314
Total	**0.2277**	**0.0916**	**0.9625**	**1.3600e-003**	**0.1068**	**1.1500e-003**	**0.1080**	**0.0283**	**1.0500e-003**	**0.0294**		**117.1548**	**117.1548**	**8.4100e-003**		**117.3314**

3.3 Grading - 2015

Mitigated Construction On-Site

Acres of Grading: 8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7590	0.0000	4.7590	2.5088	0.0000	2.5088			0.0000			0.0000
Off-Road	2.6018	27.7125	18.1690	0.0200		1.5434	1.5434		1.4199	1.4199	0.0000	2,099.2184	2,099.2184	0.6267		2,112.3792
Total	**2.6018**	**27.7125**	**18.1690**	**0.0200**	**4.7590**	**1.5434**	**6.3023**	**2.5088**	**1.4199**	**3.9287**	**0.0000**	**2,099.2184**	**2,099.2184**	**0.6267**		**2,112.3792**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2277	0.0916	0.9625	1.3600e-003	0.1068	1.1500e-003	0.1080	0.0283	1.0500e-003	0.0294		117.1548	117.1548	8.4100e-003		117.3314
Total	**0.2277**	**0.0916**	**0.9625**	**1.3600e-003**	**0.1068**	**1.1500e-003**	**0.1080**	**0.0283**	**1.0500e-003**	**0.0294**		**117.1548**	**117.1548**	**8.4100e-003**		**117.3314**

3.4 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4290	19.3551	12.1900	0.0182		1.3266	1.3266		1.2603	1.2603		1,800.4622	1,800.4622	0.4108		1,809.0892
Total	**2.4290**	**19.3551**	**12.1900**	**0.0182**		**1.3266**	**1.3266**		**1.2603**	**1.2603**		**1,800.4622**	**1,800.4622**	**0.4108**		**1,809.0892**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5878	2.2333	2.9842	4.7100e-003	0.1316	0.0396	0.1712	0.0374	0.0364	0.0738		475.6258	475.6258	4.3600e-003		475.7174
Worker	1.3135	0.5286	5.5528	7.8400e-003	0.6161	6.6600e-003	0.6228	0.1634	6.0500e-003	0.1695		675.8929	675.8929	0.0485		676.9118
Total	**1.9013**	**2.7620**	**8.5370**	**0.0126**	**0.7477**	**0.0463**	**0.7940**	**0.2008**	**0.0425**	**0.2433**		**1,151.5187**	**1,151.5187**	**0.0529**		**1,152.6292**

3.4 Building Construction - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4268	19.3373	12.1788	0.0182		1.3254	1.3254		1.2591	1.2591	0.0000	1,798.8104	1,798.8104	0.4104		1,807.4295
Total	**2.4268**	**19.3373**	**12.1788**	**0.0182**		**1.3254**	**1.3254**		**1.2591**	**1.2591**	**0.0000**	**1,798.8104**	**1,798.8104**	**0.4104**		**1,807.4295**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5878	2.2333	2.9842	4.7100e-003	0.1316	0.0396	0.1712	0.0374	0.0364	0.0738		475.6258	475.6258	4.3600e-003		475.7174
Worker	1.3135	0.5286	5.5528	7.8400e-003	0.6161	6.6600e-003	0.6228	0.1634	6.0500e-003	0.1695		675.8929	675.8929	0.0485		676.9118
Total	**1.9013**	**2.7620**	**8.5370**	**0.0126**	**0.7477**	**0.0463**	**0.7940**	**0.2008**	**0.0425**	**0.2433**		**1,151.5187**	**1,151.5187**	**0.0529**		**1,152.6292**

3.5 Paving - 2015

Unmitigated Construction On-Site

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7273	17.9815	11.1976	0.0164		1.0852	1.0852		0.9996	0.9996		1,695.7404	1,695.7404	0.4964		1,706.1651
Paving	0.4262					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.1534**	**17.9815**	**11.1976**	**0.0164**		**1.0852**	**1.0852**		**0.9996**	**0.9996**		**1,695.7404**	**1,695.7404**	**0.4964**		**1,706.1651**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3503	0.1410	1.4808	2.0900e-003	0.1643	1.7800e-003	0.1661	0.0436	1.6100e-003	0.0452		180.2381	180.2381	0.0129		180.5098
Total	**0.3503**	**0.1410**	**1.4808**	**2.0900e-003**	**0.1643**	**1.7800e-003**	**0.1661**	**0.0436**	**1.6100e-003**	**0.0452**		**180.2381**	**180.2381**	**0.0129**		**180.5098**

3.5 Paving - 2015

Mitigated Construction On-Site

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7257	17.9650	11.1873	0.0164		1.0842	1.0842		0.9987	0.9987	0.0000	1,694.1847	1,694.1847	0.4960		1,704.5998
Paving	0.4262					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.1519**	**17.9650**	**11.1873**	**0.0164**		**1.0842**	**1.0842**		**0.9987**	**0.9987**	**0.0000**	**1,694.1847**	**1,694.1847**	**0.4960**		**1,704.5998**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3503	0.1410	1.4808	2.0900e-003	0.1643	1.7800e-003	0.1661	0.0436	1.6100e-003	0.0452		180.2381	180.2381	0.0129		180.5098
Total	**0.3503**	**0.1410**	**1.4808**	**2.0900e-003**	**0.1643**	**1.7800e-003**	**0.1661**	**0.0436**	**1.6100e-003**	**0.0452**		**180.2381**	**180.2381**	**0.0129**		**180.5098**

3.6 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	100.4581					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177
Total	**100.8647**	**2.5703**	**1.9018**	**2.9700e-003**		**0.2209**	**0.2209**		**0.2209**	**0.2209**		**281.4481**	**281.4481**	**0.0367**		**282.2177**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4028	0.1621	1.7029	2.4000e-003	0.1889	2.0400e-003	0.1910	0.0501	1.8600e-003	0.0520		207.2738	207.2738	0.0149		207.5863
Total	**0.4028**	**0.1621**	**1.7029**	**2.4000e-003**	**0.1889**	**2.0400e-003**	**0.1910**	**0.0501**	**1.8600e-003**	**0.0520**		**207.2738**	**207.2738**	**0.0149**		**207.5863**

3.6 Architectural Coating - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	100.4581					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4062	2.5680	1.9000	2.9700e-003		0.2207	0.2207		0.2207	0.2207	0.0000	281.1898	281.1898	0.0366		281.9587
Total	**100.8644**	**2.5680**	**1.9000**	**2.9700e-003**		**0.2207**	**0.2207**		**0.2207**	**0.2207**	**0.0000**	**281.1898**	**281.1898**	**0.0366**		**281.9587**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4028	0.1621	1.7029	2.4000e-003	0.1889	2.0400e-003	0.1910	0.0501	1.8600e-003	0.0520		207.2738	207.2738	0.0149		207.5863
Total	**0.4028**	**0.1621**	**1.7029**	**2.4000e-003**	**0.1889**	**2.0400e-003**	**0.1910**	**0.0501**	**1.8600e-003**	**0.0520**		**207.2738**	**207.2738**	**0.0149**		**207.5863**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	47.6377	48.9472	270.2939	0.2064	11.2933	0.4581	11.7514	3.0177	0.4198	3.4376		18,446.4689	18,446.4689	1.4881		18,477.7197
Unmitigated	47.6377	48.9472	270.2939	0.2064	11.2933	0.4581	11.7514	3.0177	0.4198	3.4376		18,446.4689	18,446.4689	1.4881		18,477.7197

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	527.20	572.80	485.60	416,588	416,588
Convenience Market With Gas Pumps	2,959.60	5,069.16	4137.28	801,988	801,988
Fast Food Restaurant w/o Drive Thru	2,291.20	2,227.20	1600.00	1,446,005	1,446,005
Fast Food Restaurant with Drive Thru	1,587.58	2,310.50	1736.70	671,526	671,526
Fast Food Restaurant with Drive Thru	1,190.69	1,732.87	1302.53	503,645	503,645
Health Club	74.42	47.17	60.41	46,433	46,433
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	881.08	835.76	406.15	488,944	488,944
Total	9,511.78	12,795.44	9,728.67	4,375,129	4,375,129

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	3.00	2.00	2.00	44.00	18.80	37.20	86	11	3
Convenience Market With Gas	3.00	3.00	3.00	0.80	80.20	19.00	14	21	65
Fast Food Restaurant w/o Drive	3.00	3.00	3.00	1.50	79.50	19.00	51	37	12
Fast Food Restaurant with Drive	3.00	3.00	3.00	2.20	78.80	19.00	29	21	50
Fast Food Restaurant with Drive	3.00	3.00	3.00	2.20	78.80	19.00	29	21	50
Health Club	3.00	3.00	3.00	16.90	64.10	19.00	52	39	9
Parking Lot	3.00	3.00	3.00	0.00	0.00	0.00	0	0	0
Parking Lot	3.00	3.00	3.00	0.00	0.00	0.00	0	0	0
Strip Mall	3.00	3.00	3.00	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.464859	0.039088	0.210752	0.165462	0.051917	0.007362	0.015753	0.027922	0.002976	0.002213	0.008136	0.000842	0.002718

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0839	0.7489	0.5388	4.5800e-003		0.0580	0.0580		0.0580	0.0580		915.3063	915.3063	0.0175	0.0168	920.8767
NaturalGas Unmitigated	0.0839	0.7489	0.5388	4.5800e-003		0.0580	0.0580		0.0580	0.0580		915.3063	915.3063	0.0175	0.0168	920.8767

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	2363.06	0.0255	0.2178	0.0927	1.3900e-003		0.0176	0.0176		0.0176	0.0176		278.0073	278.0073	5.3300e-003	5.1000e-003	279.6992
Convenience Market With Gas Pumps	23.8767	2.6000e-004	2.3400e-003	1.9700e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8090	2.8090	5.0000e-005	5.0000e-005	2.8261
Fast Food Restaurant w/o Drive Thru	1850.21	0.0200	0.1814	0.1524	1.0900e-003		0.0138	0.0138		0.0138	0.0138		217.6722	217.6722	4.1700e-003	3.9900e-003	218.9969
Fast Food Restaurant with Drive Thru	1387.66	0.0150	0.1361	0.1143	8.2000e-004		0.0103	0.0103		0.0103	0.0103		163.2542	163.2542	3.1300e-003	2.9900e-003	164.2477
Fast Food Restaurant with Drive Thru	1850.21	0.0200	0.1814	0.1524	1.0900e-003		0.0138	0.0138		0.0138	0.0138		217.6722	217.6722	4.1700e-003	3.9900e-003	218.9969
Health Club	169.491	1.8300e-003	0.0166	0.0140	1.0000e-004		1.2600e-003	1.2600e-003		1.2600e-003	1.2600e-003		19.9402	19.9402	3.8000e-004	3.7000e-004	20.0615
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	135.586	1.4600e-003	0.0133	0.0112	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003		15.9513	15.9513	3.1000e-004	2.9000e-004	16.0483
Total		**0.0839**	**0.7489**	**0.5388**	**4.5800e-003**		**0.0580**	**0.0580**		**0.0580**	**0.0580**		**915.3063**	**915.3063**	**0.0175**	**0.0168**	**920.8767**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	0.0238767	2.6000e-004	2.3400e-003	1.9700e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8090	2.8090	5.0000e-005	5.0000e-005	2.8261
Fast Food Restaurant w/o Drive Thru	1.85021	0.0200	0.1814	0.1524	1.0900e-003		0.0138	0.0138		0.0138	0.0138		217.6722	217.6722	4.1700e-003	3.9900e-003	218.9969
Fast Food Restaurant with Drive Thru	1.38766	0.0150	0.1361	0.1143	8.2000e-004		0.0103	0.0103		0.0103	0.0103		163.2542	163.2542	3.1300e-003	2.9900e-003	164.2477
Fast Food Restaurant with Drive Thru	1.85021	0.0200	0.1814	0.1524	1.0900e-003		0.0138	0.0138		0.0138	0.0138		217.6722	217.6722	4.1700e-003	3.9900e-003	218.9969
Health Club	0.169491	1.8300e-003	0.0166	0.0140	1.0000e-004		1.2600e-003	1.2600e-003		1.2600e-003	1.2600e-003		19.9402	19.9402	3.8000e-004	3.7000e-004	20.0615
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.135586	1.4600e-003	0.0133	0.0112	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003		15.9513	15.9513	3.1000e-004	2.9000e-004	16.0483
Apartments Low Rise	2.36306	0.0255	0.2178	0.0927	1.3900e-003		0.0176	0.0176		0.0176	0.0176		278.0073	278.0073	5.3300e-003	5.1000e-003	279.6992
Total		**0.0839**	**0.7489**	**0.5388**	**4.5800e-003**		**0.0580**	**0.0580**		**0.0580**	**0.0580**		**915.3063**	**915.3063**	**0.0175**	**0.0168**	**920.8767**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.6480	0.0794	6.7387	3.5000e-004		0.0361	0.0361		0.0361	0.0361	0.0000	11.9149	11.9149	0.0125	0.0000	12.1763
Unmitigated	5.6480	0.0794	6.7387	3.5000e-004		0.0361	0.0361		0.0361	0.0361	0.0000	11.9149	11.9149	0.0125	0.0000	12.1763

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8477					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.5837					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2166	0.0794	6.7387	3.5000e-004		0.0361	0.0361		0.0361	0.0361		11.9149	11.9149	0.0125		12.1763
Total	**5.6480**	**0.0794**	**6.7387**	**3.5000e-004**		**0.0361**	**0.0361**		**0.0361**	**0.0361**	**0.0000**	**11.9149**	**11.9149**	**0.0125**	**0.0000**	**12.1763**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8477					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.5837					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2166	0.0794	6.7387	3.5000e-004		0.0361	0.0361		0.0361	0.0361		11.9149	11.9149	0.0125		12.1763
Total	**5.6480**	**0.0794**	**6.7387**	**3.5000e-004**		**0.0361**	**0.0361**		**0.0361**	**0.0361**	**0.0000**	**11.9149**	**11.9149**	**0.0125**	**0.0000**	**12.1763**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

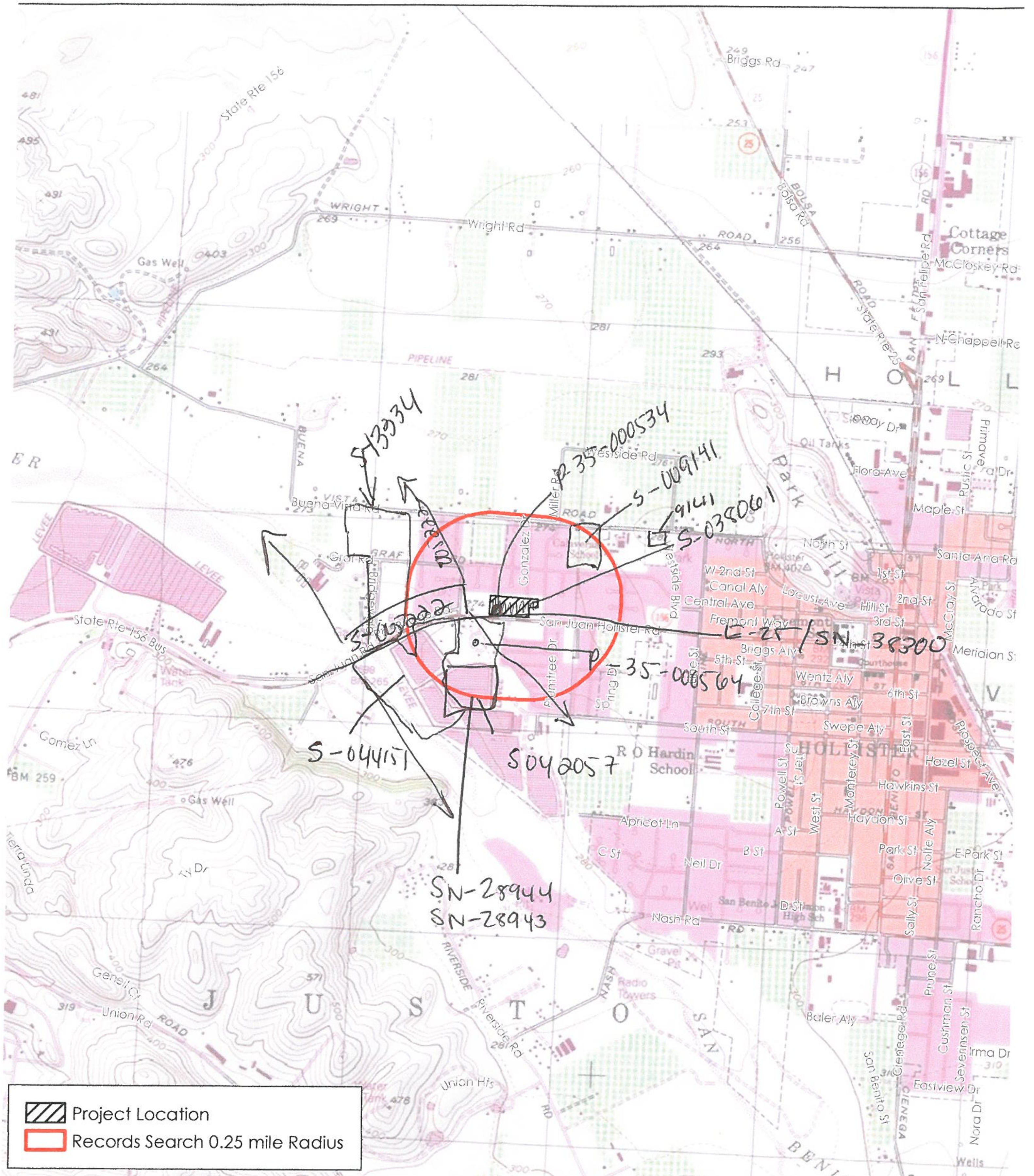
9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

APPENDIX D

CULTURAL RESOURCES DOCUMENTATION



Sources: Stantec 2015. Created By: I. Gross. Updated: 2/24/2015. Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet; Projection: Lambert Conformal Conic; Datum: North American 1983 Service Layer Credits: Copyright© 2011 National Geographic Society, i-cubed

Stantec

0 2,000 Feet

Scale 1:24,000

Hollister Quad
T 12S
R 5E

Sections 28 & 33
Chris# 131

1857 0305a

Records Search Area

Vista Del Oro Project
Hollister, California

S-38061

DETERMINATION OF ELIGIBILITY AND EFFECT FOR THE HOLLISTER FAMILY APARTMENTS PROJECT, CITY OF HOLLISTER, CALIFORNIA

USDA100607B

RECEIVED
JUN 10 2011
NEPA

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January 2010
(Job #09-137)

INTRODUCTION

The project involves the construction of a 65-unit apartment complex for families in the City of Hollister, San Benito County, California. The potential use of federal funds in the project may require that a NEPA environmental review be conducted on the project site.

The 4.49 acre project site is located on the north side of San Juan Road in the City of Hollister. Miller Road forms a portion of the eastern boundary of the tract. The neighborhood is primarily residential in nature, and the site currently includes an older residence located along San Juan Road.

The project area is located in Hollister on a portion of the San Justo land grant, mapped on the Hollister United States Geological Survey 7.5 minute topographic quadrangle (Map 1).

Melinda A. Peak, senior historian/archeologist with Peak & Associates, Inc. served as principal investigator for the study with archeologist Michael Lawson completing the field survey (resumes, Appendix 1).

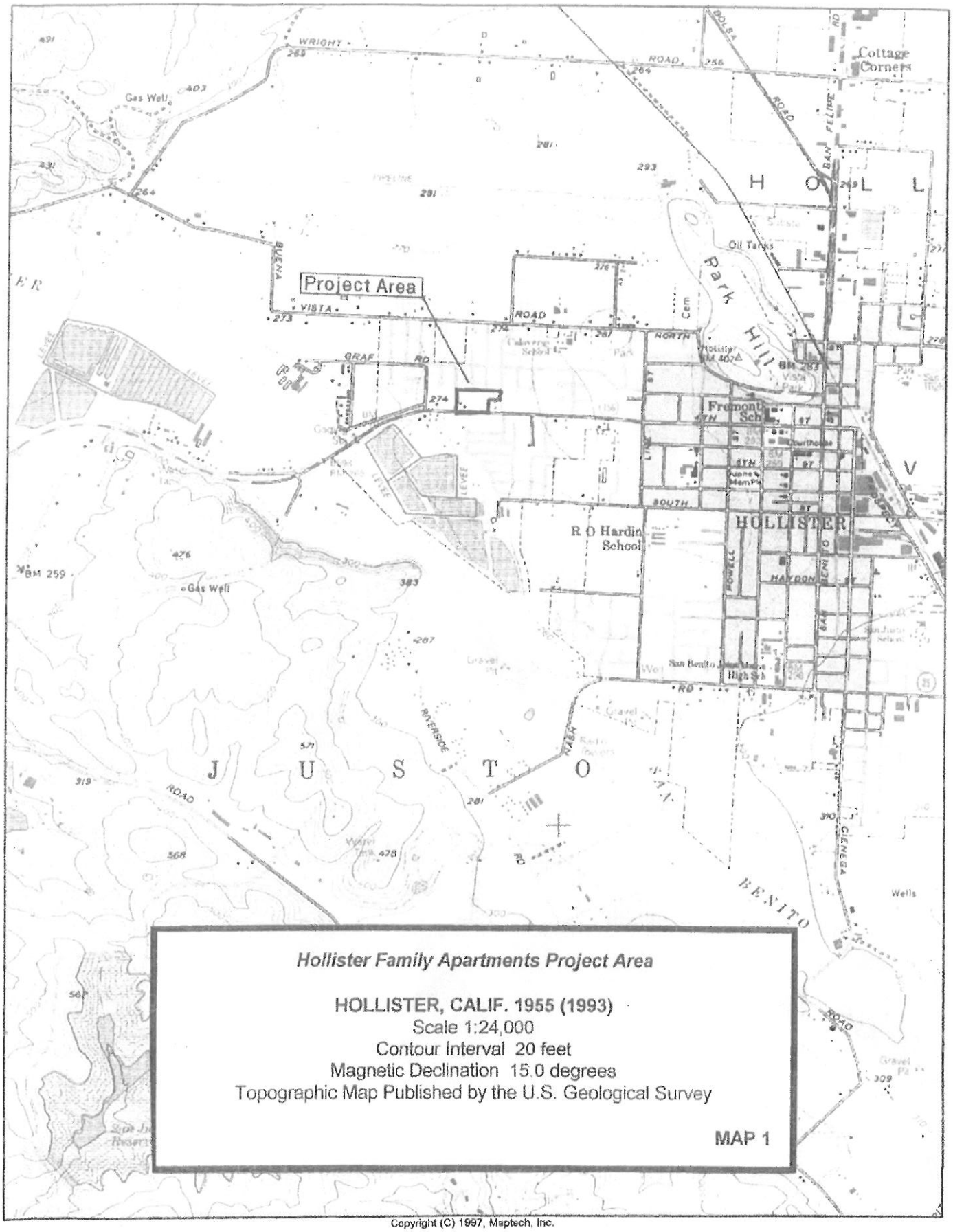
REGULATORY CONTEXT

The Section 106 review process is implemented using a five step procedure: 1) identification and evaluation of historic properties; 2) assessment of the effects of the undertaking on properties that are eligible for the National Register; 3) consultation with the State Historic Preservation Office (SHPO) and other agencies for the development of a memorandum of agreement (MOA) that addresses the treatment of historic properties; 4) receipt of Advisory Council on Historic Preservation comments on the MOA or results of consultation; and 5) the project implementation according to the conditions of the MOA.

The Section 106 compliance process may not consist of all the steps above, depending on the situation. For example, if identification and evaluation result in the documented conclusion that no properties included in or eligible for inclusion are present, the process ends with the identification and evaluation step.

FRAMEWORK FOR EVALUATION

Decisions regarding management of cultural resources hinge on determinations of their significance (36 CFR 60.2). As part of this decision-making process the National Park Service has identified components which must be considered in the evaluation process, including:



Hollister Family Apartments Project Area

HOLLISTER, CALIF. 1955 (1993)
Scale 1:24,000
Contour Interval 20 feet
Magnetic Declination 15.0 degrees
Topographic Map Published by the U.S. Geological Survey

MAP 1

Copyright (C) 1997, Maptech, Inc.

- criteria for significance;
- historic context; and
- integrity.

Criteria for Significance

Significance of cultural resources is measured against the National Register criteria for evaluation:

> The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and,
>
> (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> (b) that are associated with the lives of persons significant in our past; or
>
> (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> (d) that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

Historic Context

The historic context is a narrative statement "that groups information about a series of historic properties based on a shared theme, specific time period, and geographical area." To evaluate resources in accordance with federal guidelines, these sites must be examined to determine whether they are examples of a defined "property type". The property type is a "grouping of individual properties based on shared physical or associative characteristics". Through this evaluation, each site is viewed as a representative of a class of similar properties rather than as a unique phenomenon.

A well-developed historical context helps determine the association between property types and broad patterns of American history. Once this linkage is established, each resource's potential to address specific research issues can be explicated.

Integrity

For a property to be eligible for listing in the National Register it must meet one of the criteria for significance (36 CFR 60.4 [a, b, c, or d]) and retain integrity. Integrity is defined as "the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic or prehistoric period".

The following discussion is derived from National Register Bulletin 15 ("How to Apply the National Register Criteria for Evaluation").

Within the concept of integrity, there are seven aspects or qualities that define integrity in various combinations. The seven aspects are: location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property will possess several or usually most of these aspects. The retention of specific aspects is necessary for a property to convey this significance. Determining which of the seven aspects are important involves knowing why, where and when the property is significant.

The prescribed steps in assessing integrity are as follows:

- define the essential physical features that must be present for a property to represent its significance;
- determine whether the essential physical features are visible enough to convey their significance;
- determine whether the property needs to be compared with similar properties; and,
- determine, based on the significance and essential physical features, which aspects of integrity are particularly vital to the property being nominated and if they are present.

Ultimately, the question of integrity is answered by whether or not the property retains the identity for which it is significant.

All properties change over time. It is not necessary for a property to retain all its historic physical features or characteristics. However, the property must retain the essential physical features that enable it to convey its historic identity. The essential physical features are those features that define why a property is significant.

A property's historic significance depends on certain aspects of integrity. Determining which of the aspects is most important to a particular property requires an understanding of the property's significance and its essential physical features. For example, a property's historic significance can be related to its association with an important event, historical pattern or person. A property that is significant for its historic association is eligible for listing if it retains the essential physical features

that made up its character or appearance during the period of its association with the important event, historical pattern, or person.

A property important for association with an event, historical pattern, or person ideally might retain some features of all seven aspects of integrity. Integrity of design and workmanship, however, might not be as important to the significance, and would not be relevant if the property were an archeological site. A basic integrity test for a property associated with an important event or person is whether a historical contemporary would recognize the property as it exists today. For archeological sites that are eligible under criteria A and B, the seven aspects of integrity can be applied in much the same way as they are to buildings, structures, or objects.

In sum, the assessment of a resource's National Register eligibility hinges on meeting two conditions:

- the site must possess the potential to be eligible for listing in the National Register under one of the evaluation criteria either individually or as a contributing element of a district based on the historic context that is established; and

- the site must possess sufficient integrity, i.e. it must retain the qualities that make it eligible for the National Register.

For the National Register, "a district possesses a significant concentration, linkage, or continuity of ... objects united historically or aesthetically by plan or physical development." The identity of a district derives from the relationship of its resources, which can be an arrangement of functionally related properties.

California Register of Historical Resources

For the purposes of CEQA, an historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources. When a project will impact a site, it needs to be determined whether the site is an historical resource, which is defined as any site which:

(A.) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and

(B) Meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. Has yielded, or may be likely to yield, information important in prehistory or history.

CULTURAL SETTING

Ethnographic Background

Ancestors of the Ohlone people moved into the San Francisco and Monterey Bay areas from the Delta of the San Joaquin and Sacramento rivers about A.D. 500. The designation "Costanoan," which was originally applied to this group by anthropologists and others, derives from the Spanish term for coastal people and was not used by the Indian people. Ohlone territory extended from the Carquinez Strait in the northeast to just south of Chalome Creek in the southeast and from San Francisco to the Sur River along the Coast. This vast territory was broken into eight different language based zones. These eight branches of the Costanoan linguistic family were separate languages, not dialects.

The project location lies in the territory of the Mutsun. The Mutsun Costanoan occupied the land along the Pajaro River drainage. It is estimated that their population was approximately 2,700 in 1770. They situated their permanent villages on high ground above seasonal marshes that were inundated by high water for a few months of the year. Access to fresh drinking water was a criterion for selecting a village location.

The basic political unit of the Ohlone, like many Californian Native Americans, was the tribelet, a group of people who spoke a common language and lived in a contiguous area centered on a main village. Territorial boundaries of tribelets were defined by physiographic features. Tribelet chiefs might be either men or women. The office was inherited patrilineally, usually passing from father to son. When there were no male heirs the position went to the man's sister or daughter. A person's ascension to the office of chief required approval of the community. The chief was responsible for feeding visitors, providing for the impoverished, directing ceremonial activities, caring for captive grizzly bears and coyote, and directing hunting, fishing, gathering, and warfare expeditions. In all these matters the chief acted as the leader of a council of elders. The chief and council served mainly as advisors to the community (Levy 1978:487).

The Ohlone had mixed relations with various peoples. Wars were waged both among the various Costanoan tribelets and with Esselen, Salinan, and Northern Valley Yokuts. At the same time, however, they augmented the wealth of locally-available resources by trading with the Plains Miwok, Sierra Miwok, and Yokuts. The Ohlone supplied mussels, abalone shells, salt, and dried

abalone to the Yokuts, bows to the Plains Miwok, and Olivella shells to the Sierra Miwok. In return, they received piñon nuts from the Yokuts and probably clam shell disk beads from the Miwok (Levy 1978:488-489, 493).

The Ohlone followed a seasonal round of subsistence activities, gathering plant and animal foods and materials for baskets and other manufactures. They insured a sustained yield of plant and animal foods by careful management of the land. Large mammals consumed by the Ohlone included black-tailed deer, Roosevelt elk, antelope, grizzly bear, mountain lion, sea lion, and whale. The most effective method of hunting deer was stalking by individual hunters. Other mammals eaten included dog, wildcat, skunk, raccoon, brush rabbit, cottontail, jackrabbit, tree squirrel, ground squirrel, woodrat, mouse, and mole. Some of the types of fowl they ate include the Canadian goose, snow goose, pintail mallard, and the mourning dove. In addition to animals, the Ohlone also ate seeds including acorns and buckeye and berries including blackberries, strawberries, and wild grapes among others (Levy 1978:491).

Religion and ceremony played important roles in life and death. The Ohlone observed rituals at important life events such as birth, puberty, and death. Treatment of the dead varied, with northern groups reportedly cremating their dead except when there were no kinsman to gather wood for a funeral pyre, in which case the corpse was buried (Kroeber 1925:469; Levy 1978:490). The southern groups, Rumsen and Chalon, buried their dead.

Shamans controlled the weather and could cause rain to start or stop. They cured disease by cutting the skin of the patient, sucking out the disease objects and exhibiting them to onlookers. Shamans also used herbs in curing disease and conducted performances to insure good crops of acorns, an abundance of fish, or the stranding of whales (Levy 1978:490).

Spanish explorers of coastal California between 1767 and 1776 described the Costanoans living a traditional existence. Between 1770 and 1797, the Franciscans established seven missions in Ohlone territory and effectively changed the Indian way of life. Unwilling recruits to the missions resisted control by Franciscans. In 1793, a runaway neophyte named Charquin began a three-year struggle during which tribes in the northeast Bay Area engaged in sporadic warfare with the Spanish.

The Ohlone also mounted resistance against Mission San Jose in 1800 (Castillo 1978:103). Levy (1978:486) reports that "mission baptismal records demonstrate that the last Costanoan tribelets living an aboriginal existence had disappeared by 1810." By 1832 the Costanoan population had decreased to one-fifth or less than its pre-contact size. After the Mexican government secularized the missions (between 1834 and 1836), some Ohlone returned to traditional religious and subsistence practices while others worked on Mexican ranchos. Former mission residents formed multi-tribal Indian communities in Pleasanton and other locations within their traditional territory. Although the Ohlone languages were probably extinct by 1935, it has been estimated that more than 200 persons of Ohlone descent were living in 1973 (Levy 1978:487).

Historical Background

The project sites are on lands of Rancho Justo, first awarded in 1844 to Jose Castro, and later transferred to Francisco Pacheco in July 1844. In 1855, the ranch was sold to W.W. Hollister and Flint, Bixby and Company. These men had brought a flock of sheep from the East, and turned the area into a sheep ranch. Later, diversified farming and fruit-raising replaced grazing in the western section of the rancho lands.

In 1868, the San Justo Homestead Association was formed by a group of 50 farmers. They purchased the eastern part of the rancho contacting 21,000 acres from Colonel Hollister for $400,000. Most of the land was divided into 50 homestead lots, one for each member. In the middle of the tract, one hundred acres was preserved for a townsite. The town was laid out in blocks, lots and streets, now the center of Hollister.

It seemed to be a waste of time to go all the way to Monterey to conduct legal business at the County offices. A new county was formed, and in 1874 Hollister became the county seat of the newly organized San Benito County (Hoover, Rensch and Rensch 1970:312-315).

RESEARCH

A record search was conducted for the project area at the Northwest Information Center of the California Historical Resources Information System in December 2009 (RS#09-762; Appendix 2). There are no recorded prehistoric or historic sites in or near the project area.

The project area has never been surveyed.

NATIVE AMERICAN CONSULTATION

A letter was sent to the Native American Heritage Commission (NAHC) requesting a check of the Sacred Lands files. The check of December 29, 2009 failed to reveal any properties listed as Sacred Lands (Appendix 3).

The NAHC did provide a list of individuals and groups to contact regarding the property. Letters requesting information were sent on December 30, 2009 to: Jakki Kehl; Valentin Lopez, Edward Ketchum, Jean-Marie Feyling, and Irene Zwerlein of the Amah/Mutsun; Ann Marie Sayers, Indian Canyon Mutsun Band of Coastanoan; and Ramona Garibay, Trina Marine Ruano Family (sample letter, Appendix 3). No replies have been received to date.

FIELD ASSESSMENT

Michael Lawson completed a field survey of the project site on December 26, 2009, with a complete inspection of the proposed project site using five meter wide transects. Ground visibility was good throughout. Where the surveyor felt it was necessary, small holes were dug to examine the sediments. There is no evidence of prehistoric period cultural resources within the project area.

1480 San Juan Road, Hollister (PA-09-22)

There are two buildings within the Project Area, a residence and a garage. Both buildings are located in the southwest corner of the Project Area in a complex. Both buildings appear on the 1955 edition of the USGS Hollister topographic quadrangle. The residence and garage were recorded as a single entity and assigned the temporary designation PA-09-22.

The residence is single story, irregular-shaped, and has a hipped roof with close eaves. The roof is covered with asphalt shingles and the sides are covered with shiplap boards. The windows are mixed with modern aluminum and double sash, divided horizontally. They are surrounded by plain trim and a slipsill.

The garage is single story, rectangular-shaped, and has a gable roof with close eaves. The roof is covered with rolled asphalt and the sides, like the residence, is sided with shiplap boards. The windows, also like the residence, are double sash, divided horizontally and are surrounded with plain trim and a slipsill. There is a garage door on the west facing facade.

The residence is Minimal Traditional Style, popular from 1935 to 1950 (McAlester and McAlester 1996). Both the residence and garage appear to have been constructed at the same date, 1942, according to the building records.

SITE EVALUATION

The Minimal Traditional Style residence is not a particularly nice example of this common form. Homes such as these were constructed during the Depression, and then in great numbers in California following the immediate post war period when building materials were scarce and demand for housing high.

The residence and garage do not appear to have been associated with events that have made a significant contribution to the broad patterns of our history, and form simply a family residential complex [NRHP Criterion A or CRHR Criterion B(1)]. Nor does it appear to be associated with individuals significant in our past [NRHP Criterion B or CRHR Criterion B(2)]. The 1942 era residence and garage do not embody any distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possess high artistic values, or represents a significant and distinguishable entity [NRHP Criterion C or CRHR Criterion B(3)]. This

residence and garage are relatively modern, and have not yielded, or would be likely to yield, information important in history [NRHP Criterion D or CRHR Criterion B(4)].

PA-09-22 does not appear to qualify as an eligible historical property/resource for either the NRHP or CRHR.

EFFECTS OF THE PROPOSED PROJECT

As a result of the identification and evaluation efforts, an agency official may find that there are no historic properties present or there are historic properties present but the undertaking will have no effect upon them as defined in Section 800.16 (i).

If the agency official finds there are historic properties that may be affected by the undertaking, the agency official shall apply the criteria of adverse effect. "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association" (Section 800.5 (a)).

There are three possible findings:

- **Finding of no historic properties affected:** There is no effect of any kind on the historic properties.
- **Finding of no adverse effect:** There could be an effect, but the effect would not be harmful to the characteristics that qualify the property for inclusion in the National Register; or
- **Adverse effect:** There could be an effect, and that effect could diminish the integrity of such characteristics.

There were no historic properties recorded within the project area. With regard to Section 106 of the NHPA, it is recommended that the agency seek concurrence from the California SHPO with a finding of "no historic properties affected" per § 800.4(d) (1).

For the purposes of CEQA, we conclude that there will be no impact to important cultural resources from implementation of the project.

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Levy, Richard S.

1978 Costanoan. In *California,* edited by Robert F Heizer, pp. 485-495. Handbook of North American Indians. vol. 8, William G. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Moratto, Michael J.

1984 *California Archaeology*. Academic Press, Inc., New York.

APPENDIX 1

Resumes

PEAK & ASSOCIATES, INC.
RESUME

MELINDA A. PEAK
Senior Historian/Archeologist
3941 Park Drive, Suite 20 #329
El Dorado Hills, CA 95762
(916) 939-2405

January 2009

PROFESSIONAL EXPERIENCE

Ms. Peak has served as the principal investigator on a wide range of prehistoric and historic excavations throughout California. She has directed laboratory analyses of archeological materials, including the historic period. She has also conducted a wide variety of cultural resource assessments in California, including documentary research, field survey and report preparation.

In addition, Ms. Peak has developed a second field of expertise in applied history, specializing in site-specific research. She is a registered professional historian and has completed a number of historical research projects. Ms. Peak has been a regular lecturer for courses in the Capital Campus Public History program (California State University, Sacramento), teaching cultural resource law and site-specific research methods.

Through her education and experience, Ms. Peak meets the Secretary of Interior Standards for historian, architectural historian, prehistoric archeologist and historic archeologist.

EDUCATION

M.A. - History - California State University, Sacramento, 1989
Thesis: *The Bellevue Mine: A Historical Resources Management Site Study in Plumas and Sierra Counties, California*
B.A. - Anthropology - University of California, Berkeley

RECENT PROJECTS

Ms. Peak completed the cultural resource research and contributed to the text prepared for the DeSabla-Centerville PAD. She is also currently cultural resource project manager for the FERC relicensing of the South Feather Power Project and the Woodleaf-Palermo and Sly Creek Transmission Lines.

In recent months, Ms. Peak has completed several determinations of eligibility and effect documents in coordination with the Corps of Engineers for projects requiring federal permits, assessing the eligibility of a number of sites for the National Register of Historic Places. She has also completed historical research projects on a wide variety of topics for a number of projects

including the development of navigation and landings on the Napa River, a farmhouse dating to the 1860s, an early roadhouse, Folsom Dam and a section of an electric railway line.

In recent years, Ms. Peak has prepared a number of cultural resource overviews and predictive models for blocks of land proposed for future development for general and specific plans. She has been able to direct a number of surveys of these areas, allowing the model to be tested.

She served as principal investigator for the multi-phase Twelve Bridges Golf Club project in Placer County. She served as liaison with the various agencies, helped prepare the historic properties treatment plan, managed the various phases of test and data recovery excavations, and completed the final report on the analysis of the test phase excavations of a number of prehistoric sites. She is currently involved as the principal investigator for the Clover Valley Lakes project adjacent to Twelve Bridges in the City of Rocklin, coordinating contacts with Native Americans, the Corps of Engineers and the Office of Historic Preservation.

Ms. Peak has served as project manager for a number of major survey and excavation projects in recent years, including the many surveys and site definition excavations for the 172-mile-long Pacific Pipeline proposed for construction in Santa Barbara, Ventura and Los Angeles counties. She also completed an archival study in the City of Los Angeles for the project. She also served as principal investigator for the 1997 coaxial cable removal project for AT&T.

Additionally, she completed a number of small surveys, served as a construction monitor at several urban sites, and conducted emergency recovery excavations for sites found during monitoring. She has directed the excavations of several historic complexes in Sacramento, Placer and El Dorado Counties.

Ms. Peak is the author of a chapter and two sections of a published history (1999) of Sacramento County, *Sacramento: Gold Rush Legacy, Metropolitan Legacy*. She served as the consultant for a children's book on California, published by Capstone Press in 2003 in the land of Liberty series.

PEAK & ASSOCIATES, INC.
RESUME

MICHAEL D. LAWSON
6241 Brantford Way
Citrus Heights, CA 92621
916-765-2441

Professional Experience

14 years experience with various private agencies conducting typical fieldwork and laboratory work, as well. Major projects include Twelve Bridges Golf Club and adjacent areas, Clover Valley Lakes, and other smaller projects in several counties. Survey work includes the following counties: Colusa, Sutter, Yuba, Sacramento, El Dorado, Sierra, Butte, Lake, Fresno, Merced, San Joaquin, Placer, Nevada, Amador, Solano, Tuolumne, Kern, Contra Costa, Sonoma, Kings and Tulare. Additional experience includes mapping and processing field notes and photography. Informal visits in an unpaid capacity include: historic and prehistoric sites in Sacramento, Amador, Placer, Sonoma, Marin, Fresno, Modoc and Lassen.

Other site visits include prehistoric sites in Nevada, Arizona, Oregon, South Dakota, Michigan, Ohio and Texas.

Sites visited in Mexico and Guatemala include: El Ray, Uxmal, Tulum, Escaret, Chitchen-Itza, Carocol, Burial Creek Caves and Tikal.

Education

B.A. Anthropology – California State University, Sacramento, 2007
A.A. General Education – American River College, 1993

CSUS field class conducted at Virginia Town, Chinese mining area, Gold Hill, CA

Related Studies

Reproduction of ancient technologies, including flint knapping, blacksmithing, bronze and copper tool and weaponry, including projectiles.

APPENDIX 2

Record Search

CALIFORNIA
HISTORICAL
RESOURCES
INFORMATION
SYSTEM

ALAMEDA
COLUSA
CONTRA COSTA
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
1303 Maurice Avenue
Rohnert Park, California 94928-3609
Tel: 707.664.0880 • Fax: 707.664.0890
Email: leigh.jordan@sonoma.edu
http://www.sonoma.edu/nwic

Date: December 22, 2009 NWIC File No. 09-0762

To: Melinda Peak, Peak & Associates, 3941 Park Drive, Suite 20 #, El Dorado Hills, CA 95762

From: Leigh Jordan & Liz Black

Re: Hollister Apartments, Miller Road at San Pablo Road - Rapid Response Request.

Quad: Hollister 7.5'

Sites in or adjacent to the project area: There are no listings.

Studies in or adjacent to the project area: There are no listings.

OHP Historic Properties Directory: There are no listings

California Inventory of Historical Resources: There are no listings.

Historic maps:
1921, 1940 Hollister USGS 15' Quadrangle: Please see attached copy of map.

Map 1
No Resource or Studies In or Adjacent to Project Area in NWIC GIS
Hollister Apartments Project

Northwest Information Center
May depict confidential cultural resource locations.
Do not distribute.

Miles
0 0.1 0.2
0 0.25 0.5
Kilometers
N

NWIC File No. 09-0762
22 December 2009
L. Jordan

APPENDIX 3

Native American Consultation

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390
Web Site www.nahc.ca.gov

December 29, 2009

Robert A. Gerry
Peak & Associates, Inc.
3941 Park Drive, Suite 20, #329
El Dorado Hills, CA 95762

Sent by Fax: 916-939-2406
Number of Pages: 2

Re: Proposed Hollister Senior Apartment, San Benito County

Dear Mr. Gerry:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,

Debbie Pilas-Treadway
Environmental Specialist III

Native American Contacts
San Benito County
December 29, 2009

Jakki Kehl
720 North 2nd Street
Patterson , CA 95363
jakki@bigvalley.net
(209) 892-1060

Ohlone/Costanoan

Indian Canyon Mutsun Band of Costanoan
Ann-Marie Sayers, Chairperson
P.O. Box 28
Hollister , CA 95024
ams@garlic.com
831-637-4238

Ohlone/Costanoan

Amah MutsunTribal Band
Valentin Lopez, Chairperson
3015 Eastern Ave, #40
Sacramento , CA 95821
vlopez@amahmutsun.org
(916) 481-5785

Ohlone/Costanoan

Trina Marine Ruano Family
Ramona Garibay, Representative
16010 Halmar Lane
Lathrop , CA 95330
soaprootmo@msn.com
209-629-8619

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

Amah MutsunTribal Band
Edward Ketchum
35867 Yosemite Ave
Davis , CA 95616
aerieways@aol.com

Ohlone/Costanoan
Northern Valley Yokuts

Amah/MutsunTribal Band
Irene Zwierlein, Chairperson
789 Canada Road
Woodside , CA 94062
amah_mutsun@yahoo.com
(650) 851-7747 - Home
(650) 851-7489 - Fax

Ohlone/Costanoan

Amah/MutsunTribal Band
Jean-Marie Feyling
19350 Hunter Court
Redding , CA 96003
amah_mutsun@yahoo.com
530-243-1633

Ohlone/Costanoan

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Hollister Senior Apartment, San Benito County

PEAK & ASSOCIATES, INC.

CONSULTING ARCHEOLOGY

December 30, 2009

Valentine Lopez, Chairperson
Amah Mutsun Tribal Band
3015 Eastern Avenue, #40
Sacramento, California **95821**

RE: Hollister Family Apartments, 1480 4th Street, Hollister

Dear Chairperson Lopez,

Peak & Associates is doing a cultural resources study of a 3.25 acre property located at 1480 4th Street (San Juan Road) in Hollister (please see enclosed topographic map). Pacific West Communities and the U.S. Department of Housing and Urban Development (HUD) are proposing to construct a residential apartment complex for low income families on the property.

The review of records at the Northwestern Information Center of the California Historical Resources Information System and at the Native American Heritage Commission indicate that there are no recorded sites on the two acre parcel. Mike Lawson, Peak & Associates Inc. archeologist, performed an intensive inspection of the property last weekend with negative results (no prehistoric period sites or isolated artifacts identified). There are two buildings on the property; a home and a garage that were built sometime before 1955.

If you have any information about cultural resources, collection areas, or Traditional Cultural Properties on this parcel, or have any comments concerning this proposed project, please contact me (Neal Neuenschwander, Staff Archeologist), I can be reached at (530) 342-2800, by mail at Peak & Associates, 3161 Godman Avenue, Chico, CA 95973, or by e-mail at peakinc@yahoo.com.

Thank you for taking the time reviewing this request and helping ensure protection of California's cultural heritage.

Sincerely,

Neal Neuenschwander
Staff Archeologist
Enclosure: USGS Map

3941 Park Drive, Suite 20 #329, El Dorado Hills, CA 95762/Phone: (916) 939-2405/Fax: 939-2406/email: peakinc@sbcglobal.net
☒ 3161 Godman Avenue, Suite A, Chico, CA 95973/Phone: (530) 342-2800/Fax: 342-0273/email: peakinc@cmc.net

APPENDIX 4

Site Record

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-35-000534
HRI#
Trinomial

Other Listings:
Review Code: Reviewer: Date:

Page 1 of 5 Resource Name or #: (assigned by recorder) PA-09-22

P1. Other Identifier: 1480 San Juan Road, Hollister

P2. Location: ☐ Not for Publication X Unrestricted (P2b and P2c or P2d. Attach a Location Map as necessary)

a. County: San Benito

b. USGS 7.5' Quad: Hollister Date: 1955 (1993) T. 13S ; R. 5E; 1/4 of 1/4 of Sec. n/a; MDBM

c. Address: 1480 San Juan Road City: Hollister Zip: 95023

d. UTM: (Give more than one for large and/or linear resources) Zone: mE/ mN

e. Other Locational Data: (e.g.parcel #, directions to resource, elevation, etc., as appropriate) The residence, and garage are located at 1480 San Juan Road, west of the City of Hollister.

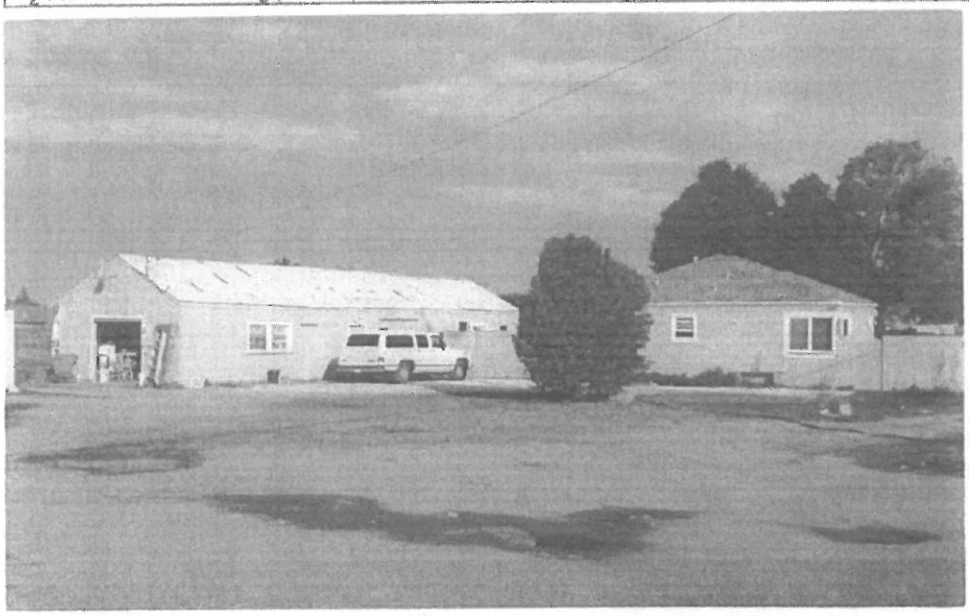
P3a. Description: (Describe resource and it major elements. Include design, materials, condition, alterations, size, setting, and boundaries). There are two buildings within the Project Area, a residence and a garage. The residence is single story, irregular-shaped, and has a hipped roof with close eaves. The roof is covered with asphalt shingles and the sides are covered with shiplap boards. The windows are mixed with modern aluminum and double sash, divided horizontally. They are surrounded by plain trim and a slipsill.

The garage is single story, rectangular-shaped, and has a gable roof with close eaves. The roof is covered with rolled asphalt and the sides, like the residence, is sided with shiplap boards. The windows, also like the residence, are double sash, divided horizontally and are surrounded with plain trim and a slipsill. There is a garage door on the west facing facade. The residence is Minimal Traditional Style, popular from 1935 to 1950 (McAlester and McAlester 1996). Both the residence and garage appear to have been constructed at the same date, 1942, according to the City of Hollister Building Department records..

P3b. Resource Attributes: (List attributes and codes) HP 2 - Single family property

P4. Resources Present: X Building ☐ Structure ☐ Object Site ☐ District ☐ Element of a District ☐ Other (Isolates etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #) View the residence, garage, looking northeast. 12/26/09

P6. Date Construction Age and Sources: X Historic 1942, City of Hollister

P7. Owner and Address: Unknown

P8. Recorded By: (Name, affiliation, and address) Michael Lawson
Peak & Associates, Inc.
3941 Park Drive, Suite 20 #329
El Dorado Hills, California 95762

P9. Date Recorded: 12/26/09

P10. Survey Type: (Describe) Intensive

P11. Report Citation: (Cite Survey report and other resources, or enter "none") *Determination of Eligibility and Effect for the Hollister Family Apartments Project Area, Hollister, San Benito County, California* Peak & Associates, Inc. 2009

ATTACHMENTS: NONE x Location Map x Sketch Map x Continuation Sheet X Building, Structure, and Object Record
Archaeological Record ☐ District Record ☐ Linear Feature Record Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other: ____

JUN 10 2011

P-35-000534

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #: _____
HRI #: _____

 *NRHP Status Code: 6Z

B1. Historic Name: _____
B2. Common Name: _____
B3. Original Use: Residence B4. Present Use: Same
B5. Architectural Style: Minimal Traditional
B6. Construction History: (Construction date, alterations, and date of alterations.). The residence was constructed in 1942.

B7. Moved? X No ☐ Yes Unknown Date: _____ Original Location: _____
B8. Related Features: Garage.

B9a. Architect: Unknown b. Builder: Unknown
B10. Significance: Theme N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The Minimal Traditional Style residence is not a particularly nice example of this common form. Homes such as these were constructed in great numbers in California following the immediate post war period when building materials were scarce and demand for housing high. This home was constructed just as the war effort began.

The residence and garage do not appear to have been associated with events that have made a significant contribution to the broad patterns of our history (NRHP Criterion A or CRHR Criterion B(1)), or appears to be associated with the lives of any person significant in our past (NRHP Criterion B or CRHR Criterion B(2)). The Minimal Traditional home is not an outstanding example of the style. The 1942 era residence and garage do not embody any distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possess high artistic values, or represents a significant and distinguishable entity (NRHP Criterion C or CRHR Criterion B(3)). This 1942 era residence and garage have not yielded, or would be likely to yield, information important in history (NRHP Criterion D or CRHR Criterion B(4)).

PA-09-22 does not appear to qualify as an eligible historical property for either the CRHR or NRHP.

B11. Additional Resource Attributes: (List attributes and codes)

(Sketch map with north arrow required)

B12. References: City of Hollister Building Department records

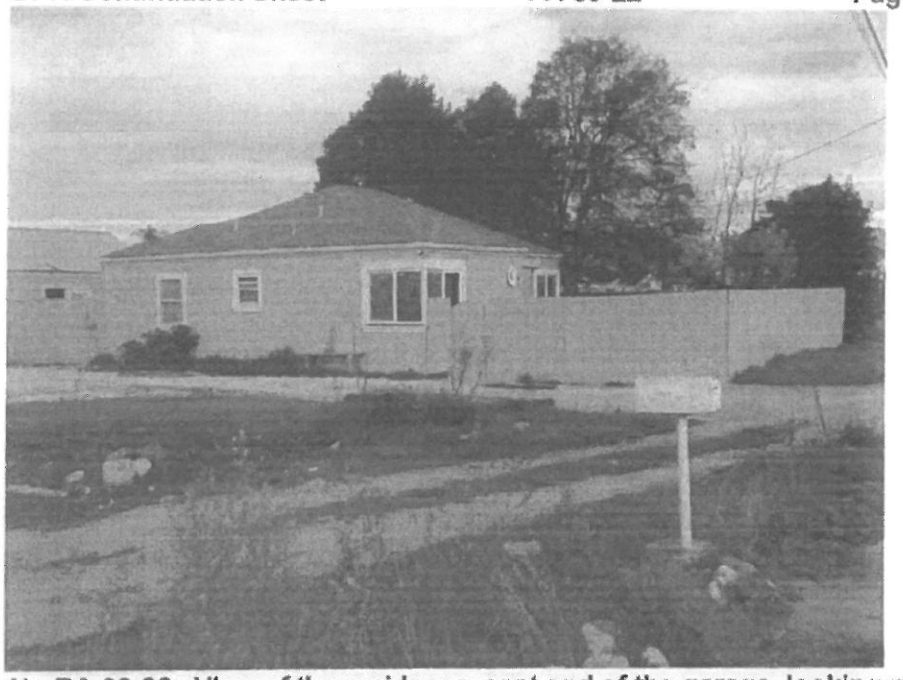
See page 4/5 for the sketch map

B13. Remarks:

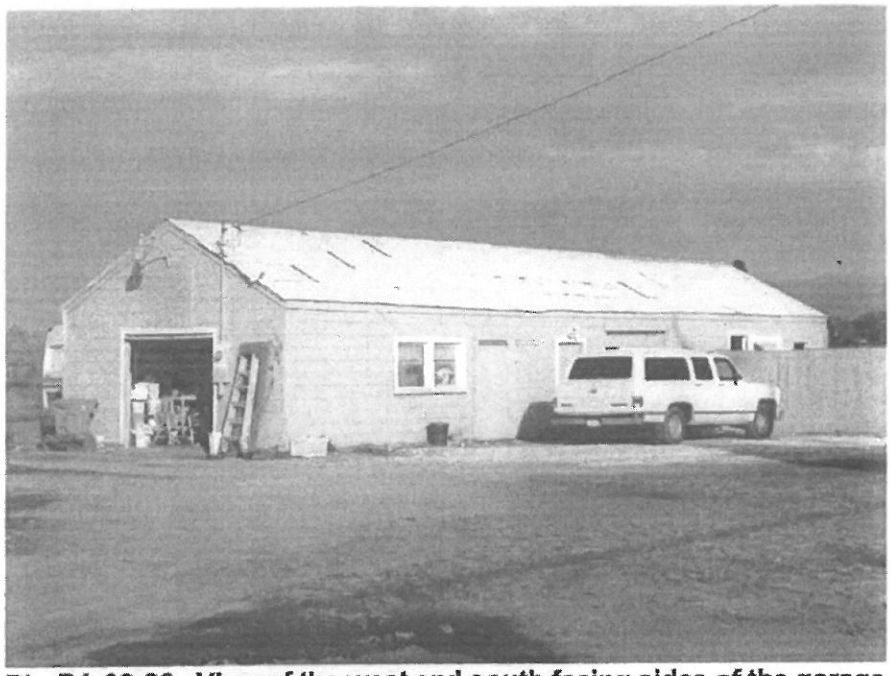
B14. Evaluator: Melinda Peak

Date of Evaluation: 1/11/10

This space reserved for official comments.



A) PA-09-22. View of the residence, east end of the garage, looking northeast.



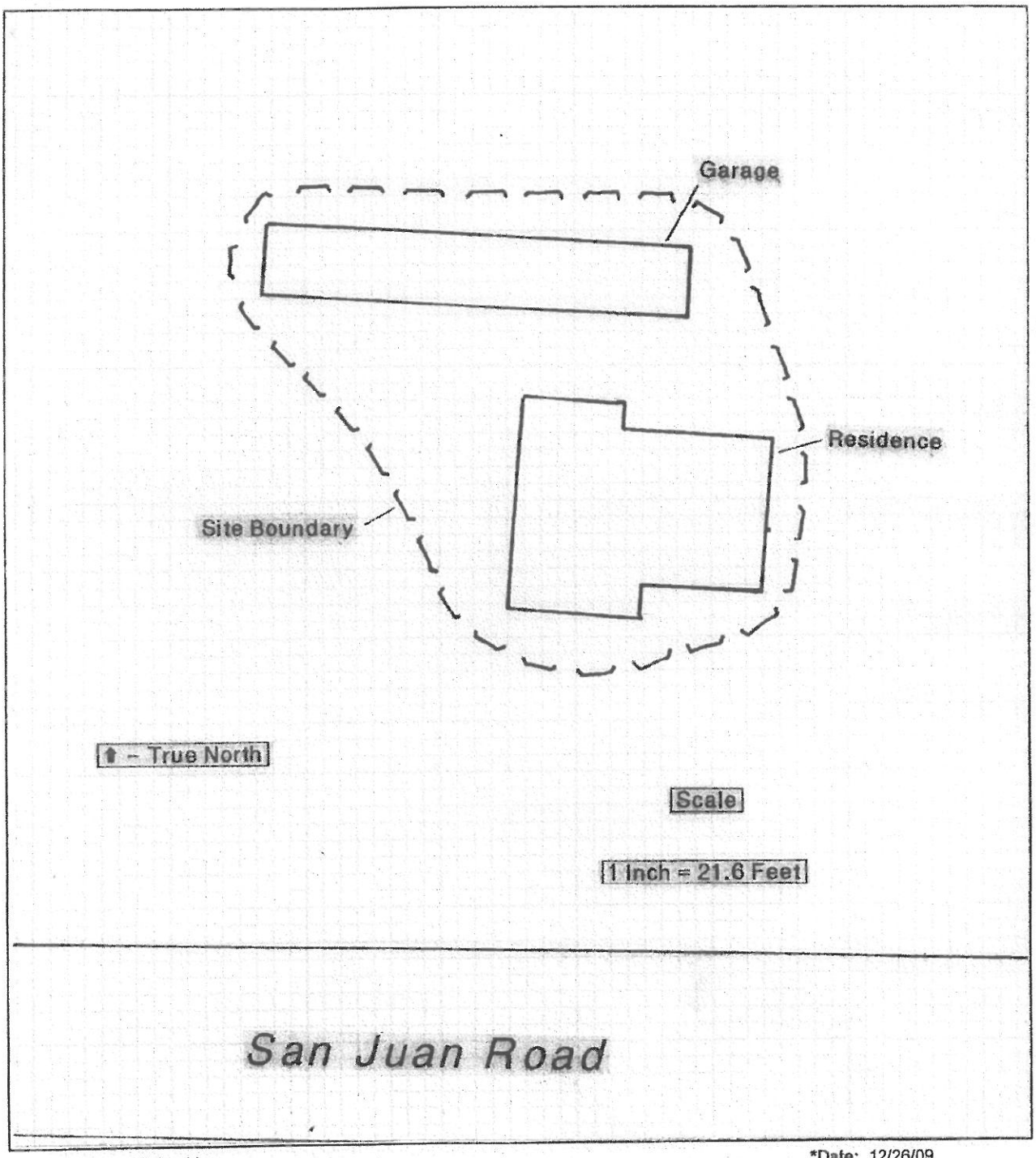
B) PA-09-22. View of the west and south facing sides of the garage, looking northeast.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary # P-35-000534
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) PA-09-22



*Drawn By: Michael Lawson
DPR 523K (1/95)

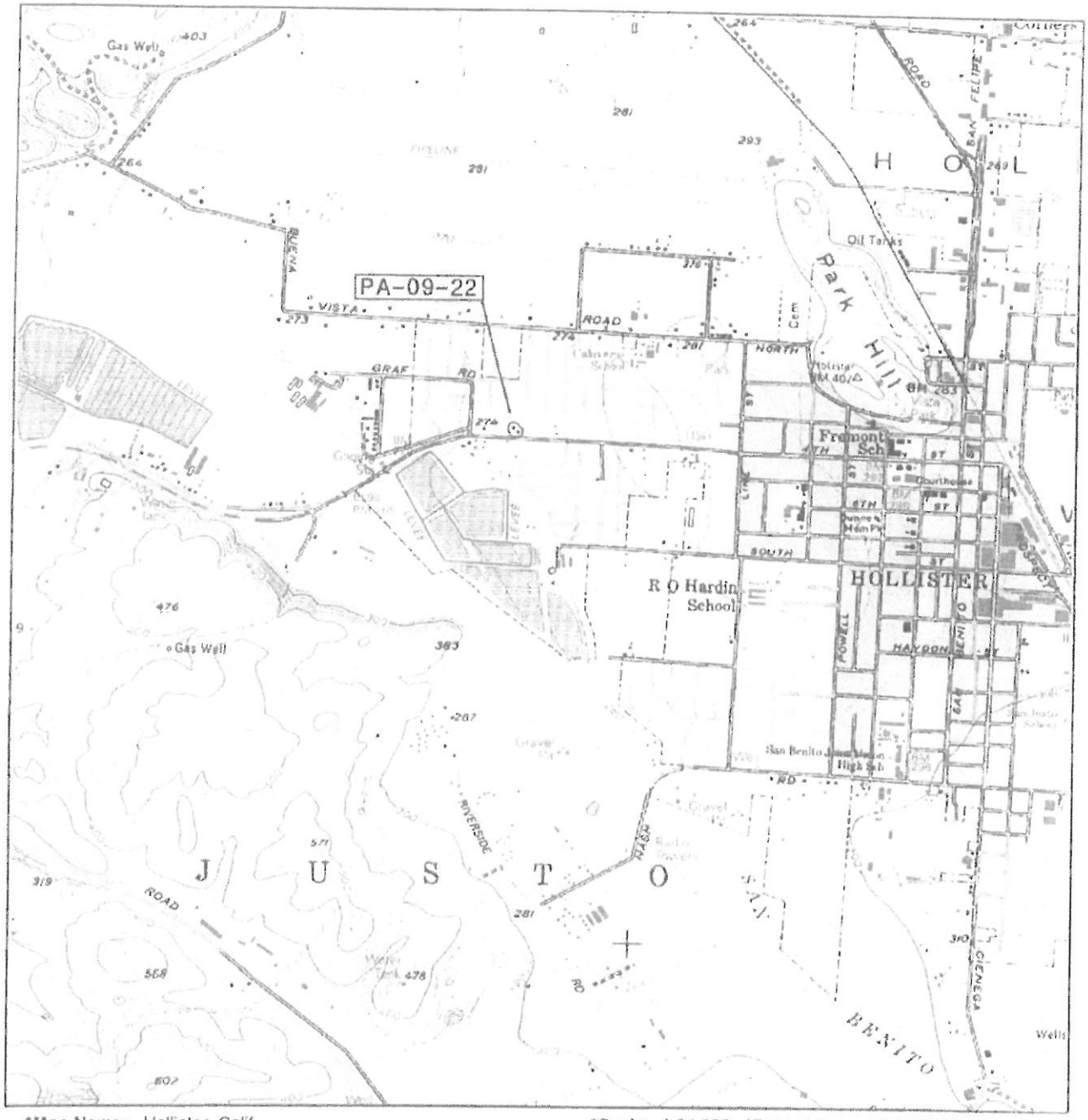
*Date: 12/26/09
*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-35-000534
HRI#
Trinomial

*Resource Name or #: PA-09-22



*Map Name: Hollister, Calif.
DPR 523J (1/95)

*Scale: 1:24,000 *Date of Map: 1955 (1993)
*Required information

S-9141

RECEIVED 3 JUN 1987

CULTURAL RESOURCES ASSESSMENT
OF
THREE PROPOSED SCHOOL SITES AND ONE DISTRICT OFFICE SITE
IN
HOLLISTER, SAN BENITO COUNTY, CALIFORNIA

PREPARED FOR:
THE HOLLISTER SCHOOL DISTRICT
P.O. BOX 1067
HOLLISTER, CALIFORNIA

PREPARED BY:
STEPHEN A. DIETZ
PRINCIPAL INVESTIGATOR
ARCHAEOLOGICAL CONSULTING AND RESEARCH SERVICES, INC.
1838 PINE FLAT ROAD
SANTA CRUZ, CALIFORNIA

MAY 31, 1987

CULTURAL RESOURCES ASSESSMENT
OF
THREE PROPOSED SCHOOL SITES AND ONE DISTRICT OFFICE SITE
IN
HOLLISTER, SAN BENITO COUNTY, CALIFORNIA

Introduction

This report presents the results of ACRS' preliminary cultural resource studies of three proposed school sites and one proposed district office site situated in Hollister, San Benito County, California (Maps 1 and 2). ACRS' investigations were undertaken at the request of, and under contract with, the Hollister School District. The proposed school and district office sites include the following:

1. Ca. 20.0 acres adjacent and on the west side of, existing Rancho San Justo School and bounded, in part, on the west by Prune Street, on the south by Knight Lane, and on the east by Rancho Drive. The acreage includes a small area on the south side of the school campus which is to be utilized for portable units.

2. Ca. 15.55 acres adjacent and on the east side of, existing Hardin School and bounded, in part, on the west by Homestead Avenue, on the south by A Street, and on the east by Powell Street.

3. Ca. 14.0 acres in two parcel adjacent and on the east and west sides of, Calaveras School and bounded, in part, on the north by Buena Vista Road.

4. Ca. 5.0 acres just northwest of R.O. Hardin School and bounded, in part, by South Street on the north and Line Street on the east.

Locations 1 through 3 constitute the proposed school sites, location 4 is the proposed district office site. ACRS was requested to complete the following investigations and documentation relative to the project locations:

1. A records search through the California Archaeological Inventory Northwest Information Center, Sonoma State University, Rohnert Park. The purpose of the search was to determine if the project locations had been previously reconnoitered for cultural resources or if any known cultural resources were situated within the limits of the subject parcels.

2. Reconnaissances of the project locations to determine if any indications of archaeological resources are present within the subject parcels.

ARCHAEOLOGICAL IMPACT
EVALUATION: SAN FELIPE
DIVISION, CENTRAL VALLEY
PROJECT. part I

THE SOUTHERN SANTA CLARA VALLEY, CALIFORNIA: A GENERAL PLAN FOR ARCHAEOLOGY

THOMAS F. KING
PATRICIA P. HICKMAN

October, 1973

Prepared in partial
fulfillment of
Contract No. CX800030030T
between the U.S. Department
of the Interior, National
Park Service, and the
Frederick Burk Foundation
for Education, California
State University, San Francisco

S-42057

A PHASE I CULTURAL RESOURCE SURVEY FOR HOLLISTER FAMILY APARTMENTS, CITY OF HOLLISTER, CALIFORNIA

RECEIVED
SEP 26 2013
NWIC

PREPARED FOR
CORPORATION FOR BETTER HOUSING

PREPARED BY
HUDLOW CULTURAL RESOURCE ASSOCIATES

SEPTEMBER 2013

A
PHASE I CULTURAL RESOURCE SURVEY FOR HOLLISTER FAMILY APARTMENTS, CITY OF HOLLISTER, CALIFORNIA

Submitted to:
Corporation for Better Housing
15303 Ventura Boulevard, Suite 1100
Sherman Oaks, California 91403

Keywords:
Hollister Quadrangle, City of Hollister,
National Historic Preservation Act of 1966

Submitted by:
Hudlow Cultural Resource Associates
1405 Sutter Lane
Bakersfield, California 93309

Author:
Scott M. Hudlow

September 2013

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3.0 Record Search 4

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5.0 Prehistoric Archaeological Context 4

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8.0 Field Procedures and Methods. 11

9.0 Report of Findings. 11

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3 CBH-2, View toward the Southwest 12

4 CBH-2, View toward the North, South, East, and West Elevations 13

5 CBH-2, View toward the North, South and West Elevations 14

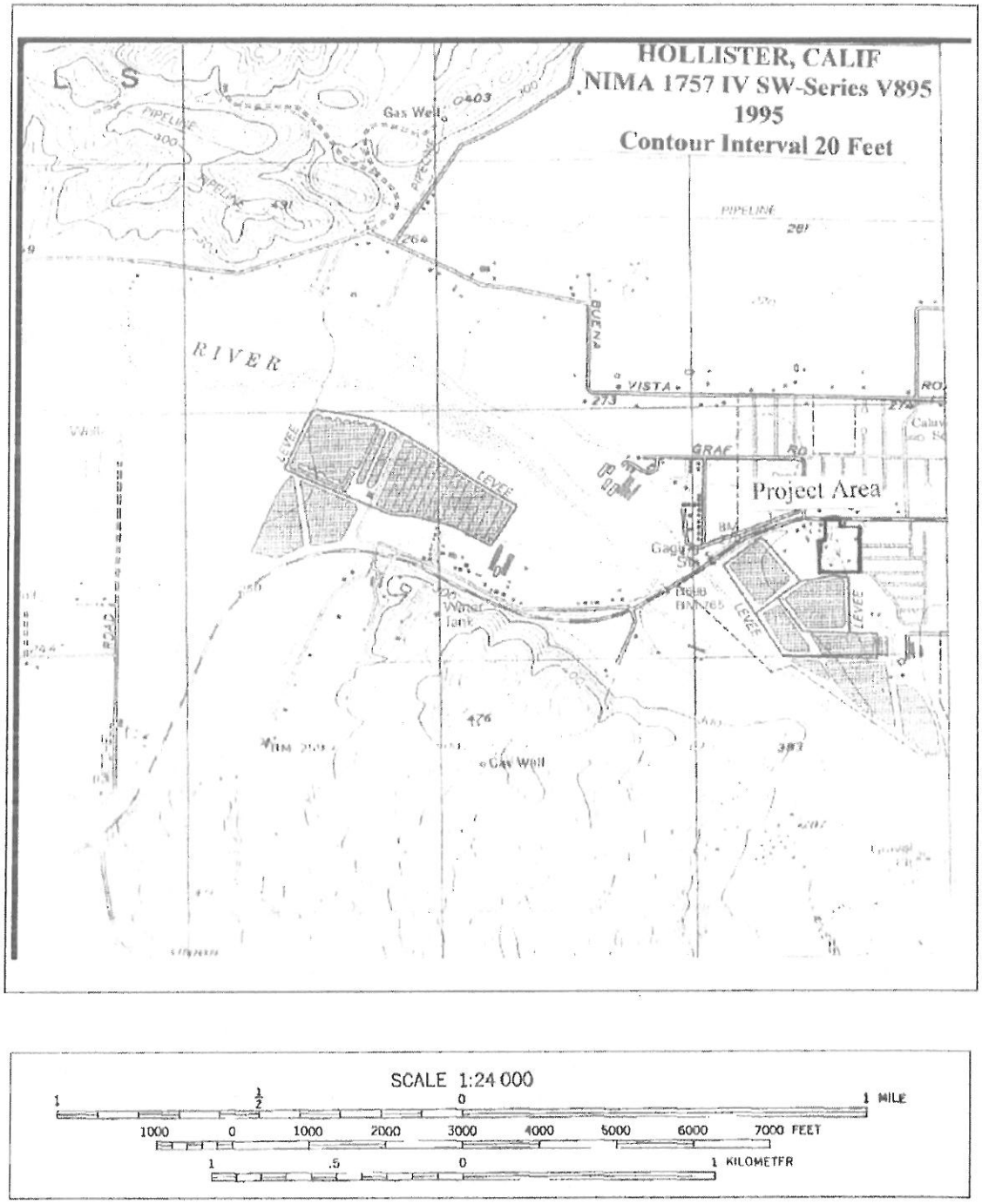


Figure 1
Project Area Location Map

shaped through use, were abundant. Bedrock manos and metates were the most prevalent types of millingstones (Parr and Osborne 1992:45).

6.0 Ethnographic Background

The Mutsun Ohlone Indians are the first known inhabitants of the Hollister region. The Ohlone people, also known as the Costanoan, are the native people of the central and northern California coast. When Spanish explorers and missionaries arrived in the late eighteenth century, the Ohlone inhabited the area along the coast from Monterey Bay to San Francisco Bay through the lower Salina Valley. At that time the Ohlone spoke a variety of languages, belonging to the Costanoan sub-family, a Penutian language phylum or stock.

Before the Spanish came, the Ohlone lived in more than 50 triblets, and did not view themselves as a distinct group. They lived by hunting, fishing, and gathering, in the typical ethnographic California pattern. Originally, the Ohlone religion was Kuksu. Kuksu was a religion practiced in different degrees by many native people before and during contact with the arriving European settlers. The religious belief system was held by several tribes from the Sacramento Valley west to the Pacific Ocean. The practice of Kuksu included elaborate acting and dancing ceremonies in traditional regalia. The men of the tribe practiced rituals to ensure good health, bountiful harvests, hunts and good weather. Ceremonies included an annual mourning ceremony, rites of passage, and intervention with the spirit world. Males met in underground dance rooms and danced in disguises at public dances. The discovery of underground dance rooms and wooden dance drums has identified Kuksu practices archaeologically.

Between 1769 and 1833, the Spanish missions in California had a devastating effect on Ohlone culture. The Ohlone population declined steeply during this period. Mission San Juan Bautista was established in 1797 to the west of the Hollister Valley, which brought the Ohlone and the Yokuts into the Spanish sphere of influence. The conditions upon which the Ohlone joined the Spanish missions are subject to debate. Some have argued that they were forced to convert to Catholicism, while others have insisted that forced baptism was not recognized by the Catholic Church. Yet the baptized Indians who tried to leave mission communities were forced to return. The first conversions to Catholicism were at Mission San Carlos Borromeo, in 1771. In the San Francisco Bay area the first baptisms occurred at Mission San Francisco in 1777. Many first-generation Mission Era conversions to Catholicism were debatably incomplete.

The Ohlone inhabited fixed village locations, moving temporarily to gather seasonal foodstuffs like acorns and berries. Prior to Spanish contact, the Ohlone formed a complex association of approximately 50 different tribelets with about 50 to 500 members each, with an average of 200 people. Over fifty distinct Ohlone tribes and villages have been recorded. The Ohlone villages interacted through trade, intermarriage and ceremonial events, as well as some internecine conflict. Cultural arts included basket-weaving skills, seasonal

7.0 Historic Context

The Ohlone culture was relatively stable until the first Spanish soldiers and missionaries arrived with the double-purpose of Christianizing the Native Americans by building a series of missions and expanding Spanish territorial claims. The first Ohlone people were encountered and documented in Spanish records, in 1602. Sebastian Vizcaino explored the Monterey peninsula in December 1602. Despite Vizcaíno's positive reports, nothing further happened for more than 160 years. In 1769, the next Spanish expedition arrived in Monterey, led by Gaspar de Portola. This time, the Spanish military was accompanied by Franciscan missionaries, whose purpose was to establish a chain of missions to bring Christianity to the native people of Alta California. Under the leadership of Father Junipero Serra, the missions introduced Spanish religion and culture to the Ohlone.[15]

Spanish mission culture soon disrupted and undermined the Ohlone social structures and way of life. Under Father Serra's leadership, the Spanish Franciscans erected seven missions inside the Ohlone region and brought most of the Ohlone into these missions to live and work. Spanish military presence was established at two Presidios and mission outposts. For the first twenty years, the missions accepted a few converts at a time, slowly gaining population. For 60 years in the missions, the Ohlone population suffered greatly from cultural shock and disease; they were vulnerable to foreign diseases to which they had little resistance, in the restricted and crowded living conditions inside the mission compounds.

The Hollister Valley was mission land, San Juan Baustista, until 1821, when the Spanish empire fell. Mexico gained its independence and Alta California was in Mexican hands. In 1834, the Mexican government ordered all Californian missions to be secularized and all mission land and property (administered by the Franciscans) turned over to the government for redistribution. At this point, the Ohlone were supposed to receive land grants and property rights, but few did and most of the mission lands went to the secular administrators. In the end, even attempts by mission leaders to restore native lands were in vain. Seventy-three Spanish land grants had already been deeded in Alta California, including Rancho San Justo, but with the new régime most lands were turned into Mexican-owned rancherias. The Ohlone became the laborers and *vaqueros* (cowboys) of Mexican-owned rancherias.

Rancho San Justo was a 34,620-acre, land grant. Governor Juan Bautista Alvarado granted the rancho to General José Castro in 1839. It was originally attached to Mission San Juan Bautista and included the Hollister Valley and modern-day Hollister. Francisco Perez Pacheco bought the rancho from Castro in 1850.

Problems in Texas exacerbated tensions between the United States and Mexico. The Mexicans and Americans went to war in 1845 over Texas, but

and Spanish names in nearby towns and suggested the name Hollister. The City was incorporated on August 29, 1872. The western portion of San Benito County, including Hollister, was separated from Monterey County in 1874. The county was expanded eastward in 1887 to include portions taken from Merced and Fresno Counties.

12,191.35 acres of the property was divided into fifty homestead lots of approximately 172 acres each, and about 100 acres were reserved for the town of Hollister. These 100 acres, bounded by North, East, South, and West Streets were laid out into blocks and lots. The remaining acreage was broken up and sold as farming units. An undivided 8,581.87 acre parcel was held for future sale. Since the original lots were narrow, many buyers bought two or three adjoining lots to allow for larger homes and barns. Corner lots sold for $200 while the other lots sold for $100 each. The original east-west streets were First through Seventh Streets. Alleys within the city were named after association members. San Benito Street was designated as the business district.

In 1870, the Southern Pacific Railroad laid its first track from Carnardero, south of Gilroy to Hollister. The tracks were extended south to Tres Pinos in 1873. Hay, grain, cattle and ore were shipped out by rail. Since then, the city has grown. In 1880, the population was 1,000; in 1910, 2,300; and 1925, 2,750. Today, Hollister is surrounded by agricultural and livestock industries, seed companies, gravel and dolomite companies. Downtown Hollister continues as the primary area for commercial prosperity and social activity in this rural agricultural community.

8.0 Field Procedures and Methods

On August 29, 2013, Scott M. Hudlow (for qualifications see Appendix I) conducted a survey of the entire proposed project area. Hudlow surveyed in north/south transects across the entire lot in 15-meter (33 feet) intervals. All cultural resources more than forty-five years of age or earlier encountered during the inventory will be recorded. Site and isolate forms would be completed; artifacts and maps would be drawn. The project area is a remnant agricultural field.

9.0 Report of Findings

One cultural resource, CBH-2, was identified. It is a ca. 1930s, two-story, gable-roofed, abandoned shed/barn (Figures 2-5). A concrete ramp on the north elevation accesses the second floor of the barn. The reinforced concrete ramp has been poured-in-place. The barn's location was excavated to achieve this ramped effect. Large sliding doors access the barn's interior on the north and south elevations. The barn rests on concrete sills and is clad with vertical-hanging sheet metal. A large tree shades the barn's eastern elevation. Casement windows provide light on the west elevation, possibly denoting the

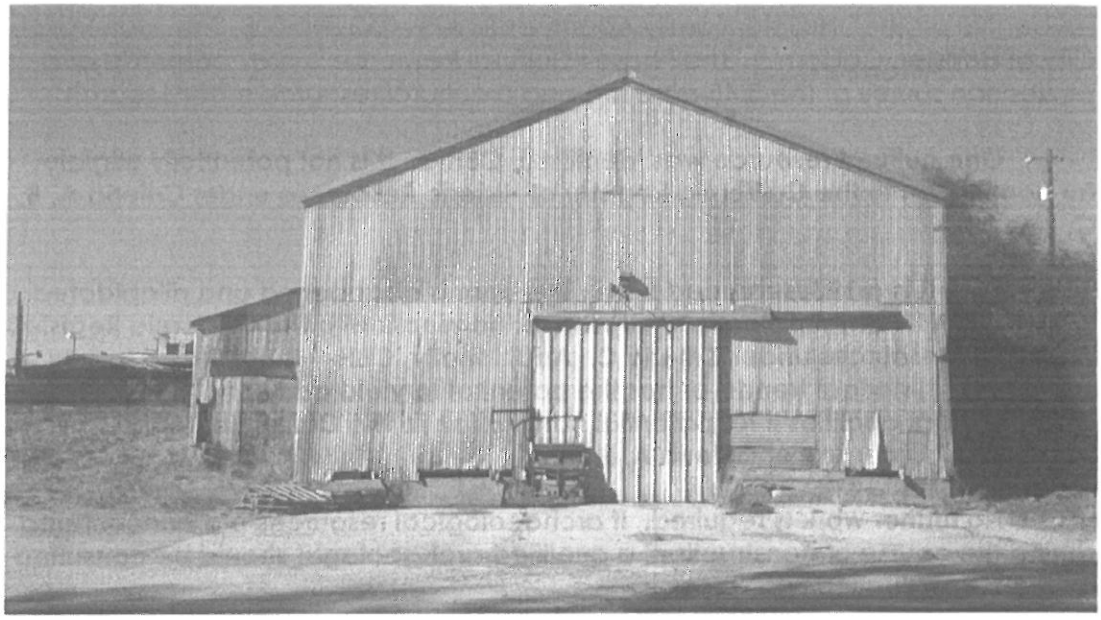


Figure 4
CBH-2, View toward the North, South, East, and West Elevations

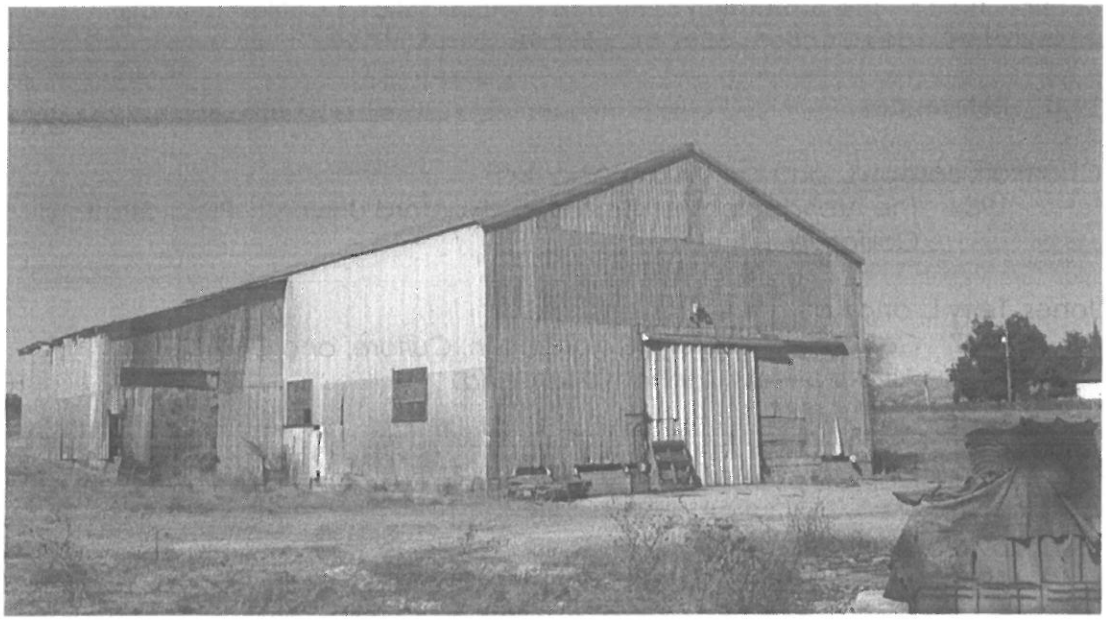


Figure 5
CBH-2, View toward the North, South and West Elevations

10.0 Management Recommendations

At the request of Corporation for Better Housing, a Phase I Cultural Resource Survey was conducted at an exact 5.45-acre site for a proposed multi-family

Warren, Claude N. and M. B. McKusiak
1959 A Burial Complex from the Southern San Joaquin Valley. Los Angeles: *University of California, Los Angeles, Archaeological Survey Annual Report, 1959*: 17-26.

Appendix I

Scott M. Hudlow
1405 Sutter Lane
Bakersfield, California 93309
(661) 834-9183

Education

The George Washington University
M.A. American Studies, 1993
Specialization in Historical Archaeology
and Architectural History

University of California, Berkeley
B.A. History, 1987
B.A. Anthropology, 1987
Specialization in Historical Archaeology
and Colonial History

Public Service

3/94-12/02 *Historic Preservation Commission.* City of Bakersfield, Bakersfield, California 93305.

7/97-12/01 *Newsletter Editor. California History Action,* newsletter for the California Council for the Promotion of History.

Relevant Work Experience

8/96- *Adjutant Faculty.* Bakersfield College, 1801 Panorama Drive, Bakersfield, California, 93305. Teach History 17A, Introduction to American History and Anthropology 5, Introduction to North American Indians.

Owner, Sole Proprietorship. Hudlow Cultural Resource Associates. 1405 Sutter Lane, Bakersfield California 93309. Operate small cultural resource management business. Manage contracts, respond to RFP's, bill clients, manage temporary employees. Conduct Phase I archaeological and architectural surveys for private and public clients; including the cultural resource survey, documentary photography, measured drawings, mapping of structures, filing of survey forms, historic research, assessing impact and writing reports. Evaluated archaeological and architectural sites and properties in lieu of their eligibility for the National Register of Historic Places in association with Section 106 and 110 requirements of the National Historic Preservation Act of 1966 and CEQA (California Environmental Quality Act).

Full resume available upon request.

Appendix II

CALIFORNIA
HISTORICAL
RESOURCES
INFORMATION
SYSTEM

ALAMEDA
COLUSA
CONTRA COSTA
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
http://www.sonoma.edu/nwic

August 30, 2013

NWIC File No.: 13-0319

Justin Hardt
Corporation for Better Housing
5947 Variel Avenue
Woodland Hills, CA 91367

Re: Record search results for the proposed Hollister Family Apartments:
APN 052-090-008

Dear Mr. Hardt,

Per your rapid response request received by our office on August 26, 2013, a records search was conducted for the above referenced project by reviewing pertinent Northwest Information Center (NWIC) base maps that reference cultural resources records and reports, historic-period maps, and literature for San Benito County. Please note that use of the term cultural resources includes both archaeological resources and historical buildings and/or structures.

Review of this information indicates that there have been no studies of the Hollister Family Apartments project area. This project area is adjacent to a historic-period resource, P-35-000534. This resource is a residence and a garage built in 1942 in the Minimal Traditional Style, and was considered not eligible to be included in either the CRHR or the NRHP (Lawson 2009). The State Office of Historic Preservation Historic Property Directory (OHP HPD) (which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places) includes no recorded buildings or structures within the proposed project area. In addition to these inventories, the NWIC base maps show no additional recorded buildings or structures within the project area.

At the time of Euroamerican contact the Native Americans that lived in the area were speakers of the Mutsun language, part of the Costanoan language family (Levy 1978:485-495). There is one Native American tribelet area and village named *kotetak* in the vicinity of the proposed project area referenced in the ethnographic literature (Levy 1978: 485).

3) Review for possible historic-period buildings or structures has included only those sources listed in the attached bibliography and should not be considered comprehensive.

4) If archaeological resources are encountered **during construction,** work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

5) It is recommended that any identified cultural resources be recorded on DPR 523 historic resource recordation forms, available online from the Office of Historic Preservation's website: http://ohp.parks.ca.gov/default.asp?page_id=1069

Thank you for using our services. Please contact this office if you have any questions, (707) 588-8455.

Sincerely,

Lacey Klopp

Lacey Klopp
Researcher

Roberts, George, and Jan Roberts
1988 *Discover Historic California*. Gem Guides Book Co., Pico Rivera, CA.

Rosenthal, Jeffrey, Jack Meyer, William Hildebrandt and Jerome King
2003 A Geoarchaeological Study and Sensitivity Model for the Southern Santa Clara, Hollister, and San Juan Valleys, Santa Clara and San Benito Counties, California. S-27867. Report on file at the Northwest Information Center, Rohnert Park, CA.

State of California Department of Parks and Recreation
1976 *California Inventory of Historic Resources*. State of California Department of Parks and Recreation, Sacramento.

State of California Department of Parks and Recreation and Office of Historic Preservation
1988 *Five Views: An Ethnic Sites Survey for California*. State of California Department of Parks and Recreation and Office of Historic Preservation, Sacramento.

State of California Office of Historic Preservation **
2009 *Historic Properties Directory*. Listing by City (through April 2012). State of California Office of Historic Preservation, Sacramento.

United States Department of Agriculture
1969 *Soil Survey for San Benito County, California*. Soil Conservation Service in Cooperation with University of California Agricultural Experiment Station, Washington D.C.

Williams, James C.
1997 Energy and the Making of Modern California. The University of Akron Press, Akron, OH.

Woodbridge, Sally B.
1988 *California Architecture: Historic American Buildings Survey*. Chronicle Books, San Francisco, .

Works Progress Administration
1984 *The WPA Guide to California*. Reprint by Pantheon Books, New York. (Originally published as California: A Guide to the Golden State in 1939 by Books, Inc., distributed by Hastings House Publishers, New York).

**Note that the Office of Historic Preservation's *Historic Properties Directory* includes National Register, State Registered Landmarks, California Points of Historical Interest, and the California Register of Historical Resources as well as Certified Local Government surveys that have undergone Section 106 review.

PRIMARY RECORD

Review Code: **Reviewer:** **Date:**

Resource Name or #: CBH-2

P1. Other Identifier:

P2. Location: ☐ **Not for Publication x Unrestricted**

a. County: San Benito

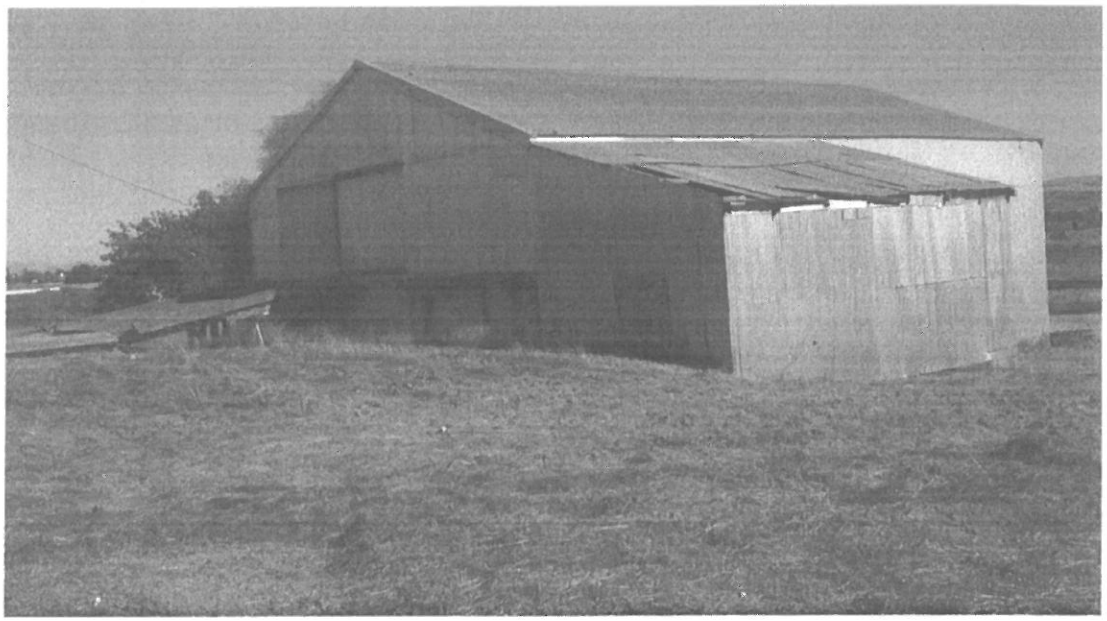
b. USGS 7.5' Quadrangle Hollister ☐ **Date** 1995, undivided portion of Rancho San Justo, T12S., R5E., MD**B.M.**

c. Address: 1550 San Juan Road **City:** Hollister **Zip:**

d. UTM, Zone 11, 640540 **m Easting,** 4079440 **m Northing.**

e. Other Locational Data: South side of San Juan Road, 1550 San Juan Road.

P3a. Description: One cultural resource, CBH-2, was identified. It is a ca. 1930s, two-story, gable-roofed, abandoned shed/barn. A concrete ramp on the north elevation accesses the second floor of the barn. The reinforced concrete ramp has been poured-in-place. The barn's location was excavated to achieve this ramped effect. Large sliding doors access the barn's interior on the north and south elevations. The barn rests on concrete sills and is clad with vertical-hanging sheet metal. A large tree shades the barn's eastern elevation. Casement windows provide light on the west elevation, possibly denoting the location of interior workshops. Also, a gable-roofed addition has been attached to the west elevation.



P5b. CBH-2, View toward the Southeast

P3b. Resource Attributes: HP4, Ancillary Building

P4. Resources Present: X Building ☐ Structure ☐ Object ☐ Site ☐ District ☐☐☐☐ ☐ Element of District

P5a. Photograph or Drawing:

P6. Date Constructed/Age and Sources: ca. 1905-1930

☐ Prehistoric X Historic ☐ Both

P7. Owner and Address: Private

P8. Recorded by: Scott M. Hudlow, *Hudlow Cultural Resource Associates*, 1405 Sutter Lane, Bakersfield, California 93309

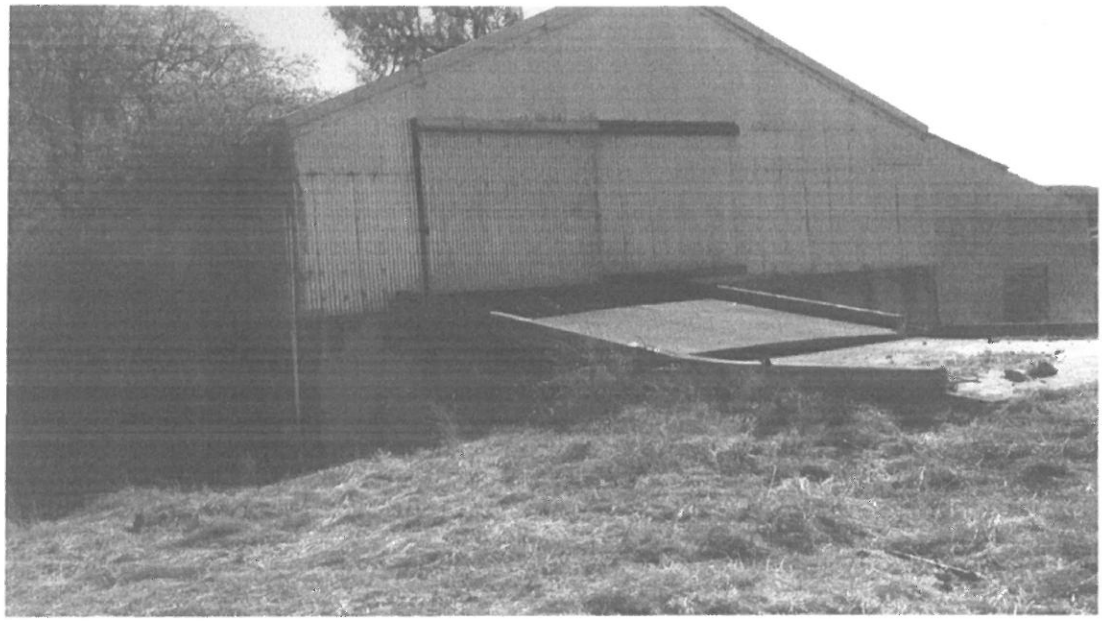
P9. Date Recorded: August 29, 2013

P10. Type of Survey: X Intensive ☐ Reconnaissance ☐ Other
Describe: Phase I Cultural Resource Survey

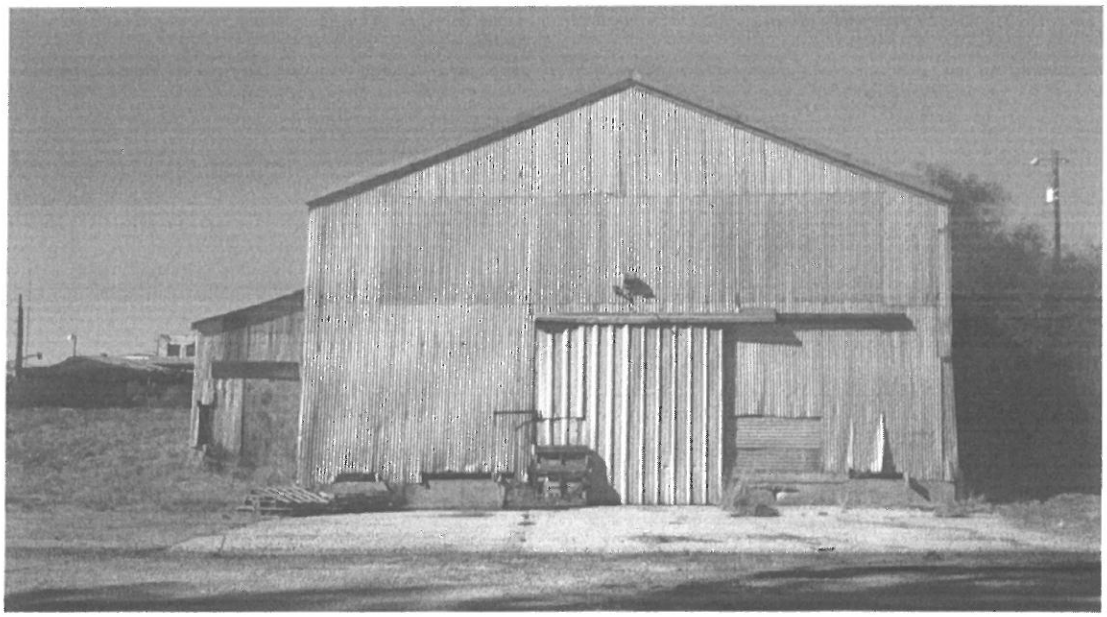
P11. Report Citation:
Hudlow, Scott M.
2013 A Phase I Cultural Resource Survey For Hollister Family Apartments, City of Hollister, California

Attachments: ☐**NONE X Map Sheet** ☐**Continuation Sheet x Building, Structure, and Object Record** ☐**Linear Resource Record** ☐**Archaeological Record** ☐**District Record** ☐**Milling Station Record** ☐**Rock Art Record** ☐**Artifact Record X Photograph Record** ☐**Other (List):**

PHOTOGRAPH RECORD

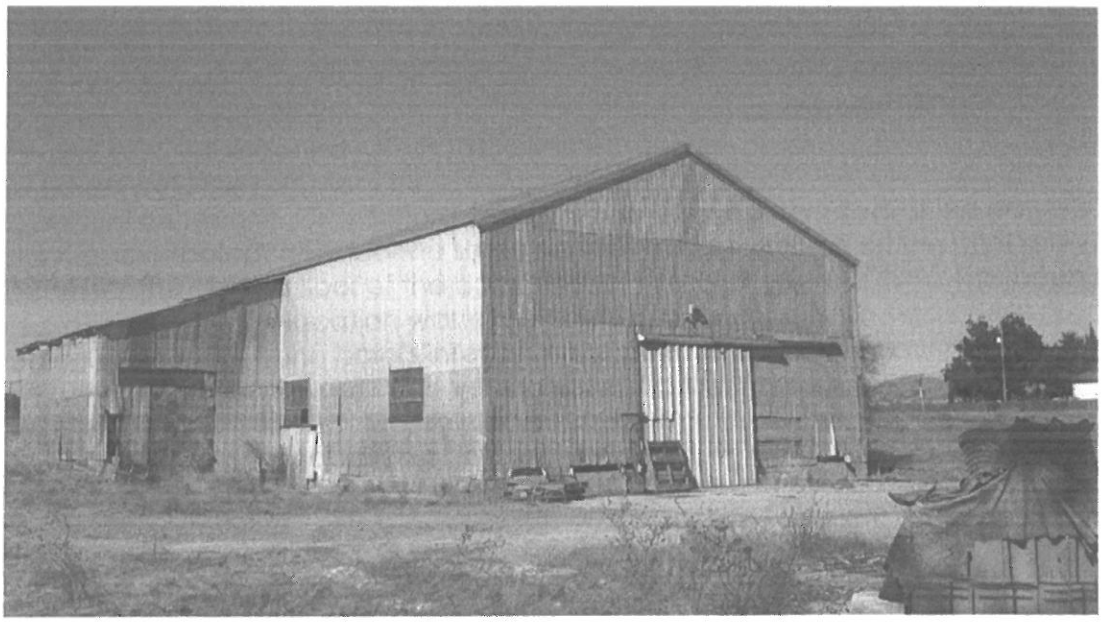


CBH-2, View toward the Southwest



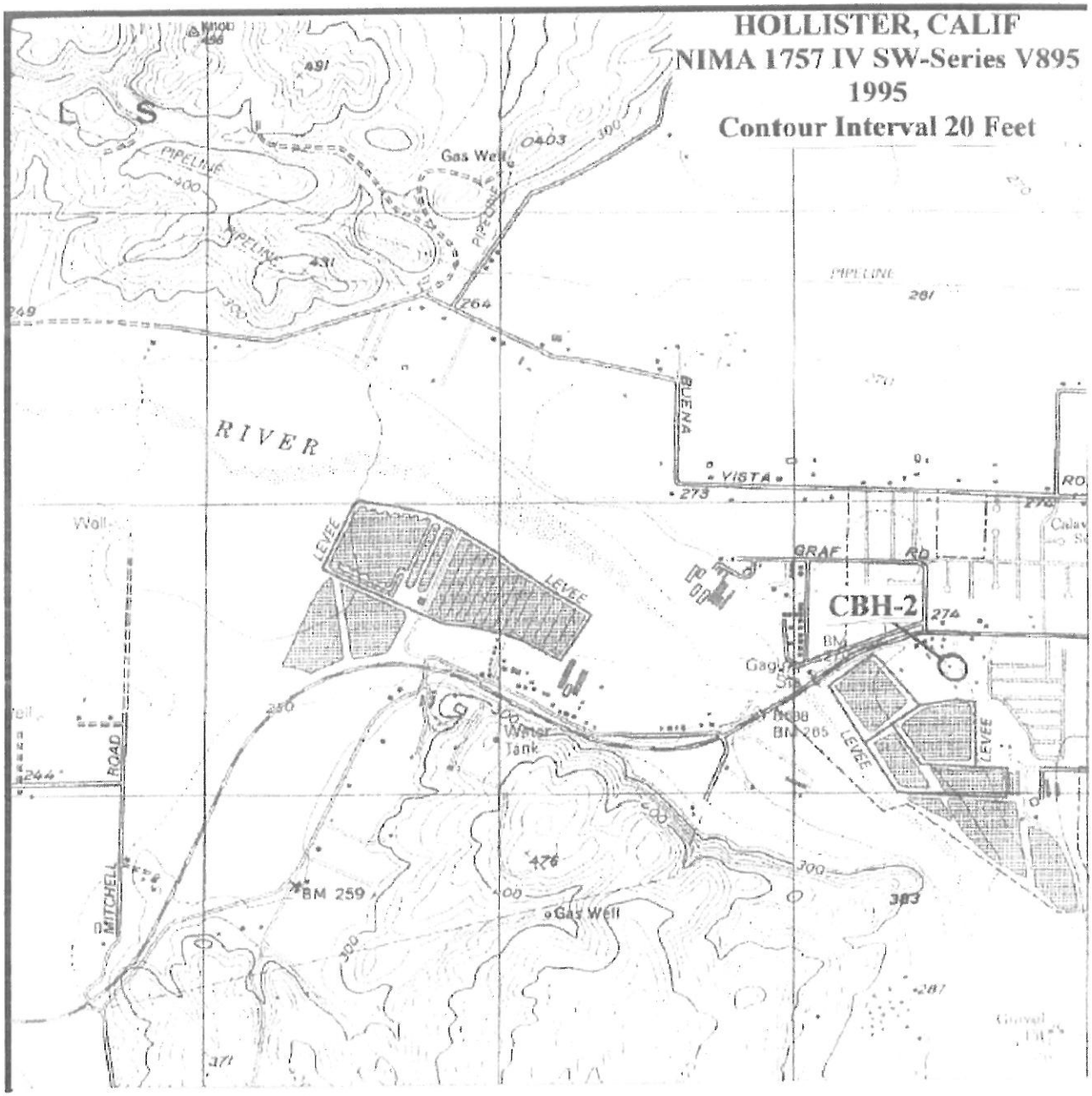
CBH-2, View toward the North, South, East, and West Elevations

PHOTOGRAPH RECORD



CBH-2, View toward the North, South and West Elevations

LOCATION MAP



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a. County: San Benito

b. USGS 7.5' Quadrangle Hollister ☐ **Date** 1995, undivided portion of Rancho San Justo, T12S., R5E., MD**B.M.**

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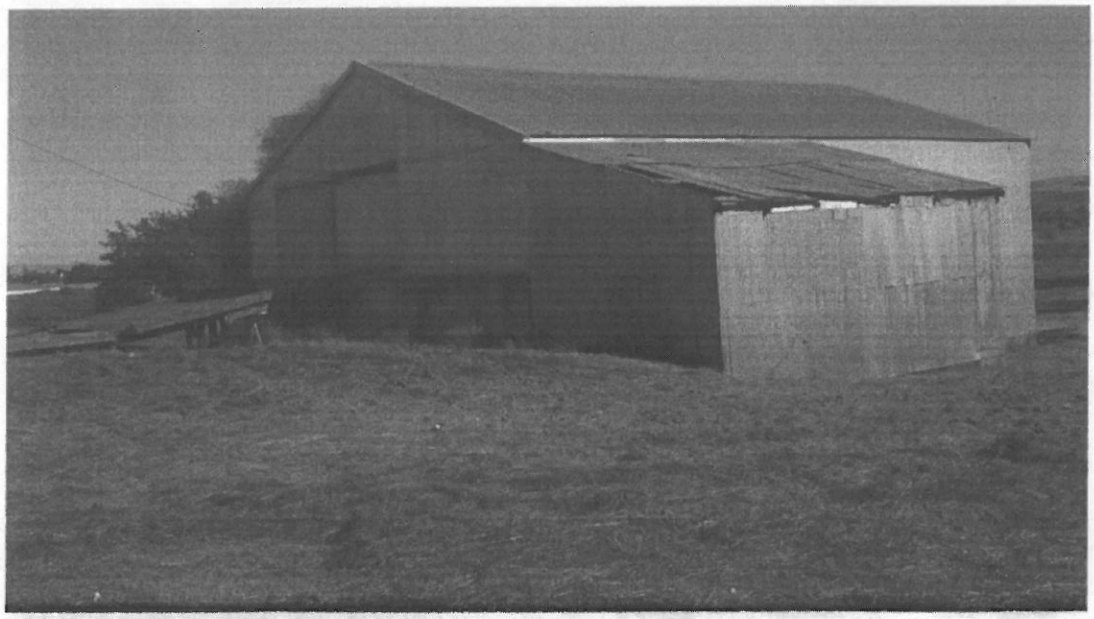

P5b. CBH-2, View toward the Southeast

P3b. Resource Attributes: HP4, Ancillary Building

P4. Resources Present: X Building ☐ Structure ☐ Object ☐ Site ☐ District ☐☐☐☐ ☐ Element of District

P5a. Photograph or Drawing:

P6. Date Constructed/Age and Sources: ca. 1905-1930

SEP 2 6 2013

☐ Prehistoric X Historic ☐ Both

P7. Owner and Address: Private

P8. Recorded by: Scott M. Hudlow, *Hudlow Cultural Resource Associates*, 1405 Sutter Lane, Bakersfield, California 93309

P9. Date Recorded: August 29, 2013

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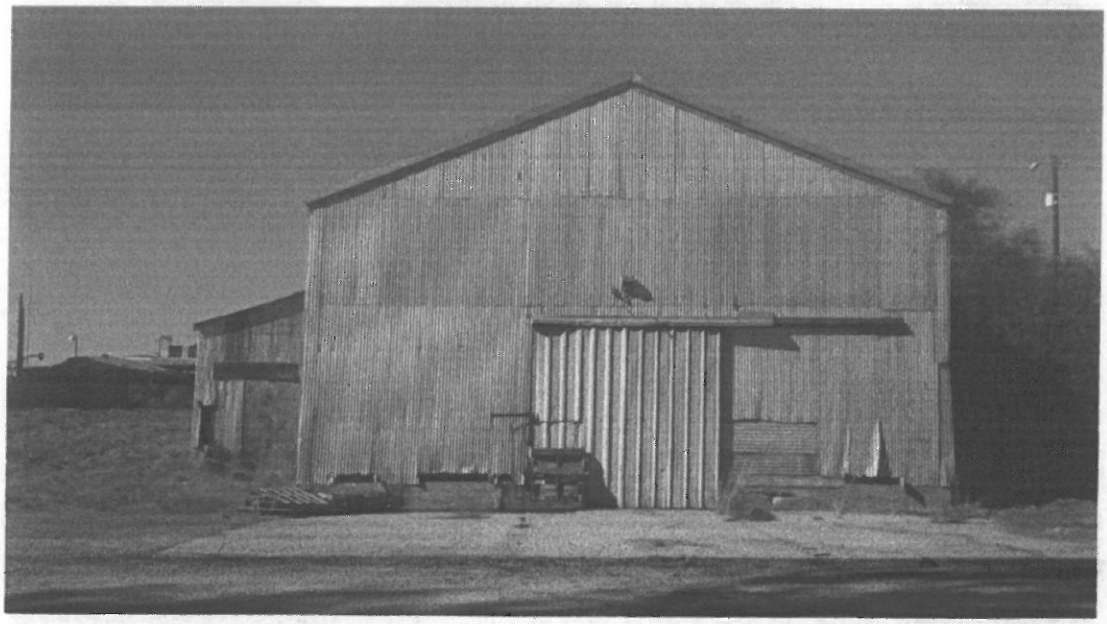
Attachments: ☐**NONE X Map Sheet** ☐**Continuation Sheet x Building, Structure, and Object Record** ☐**Linear Resource Record** ☐**Archaeological Record** ☐**District Record** ☐**Milling Station Record** ☐**Rock Art Record** ☐**Artifact Record X Photograph Record** ☐**Other (List):**

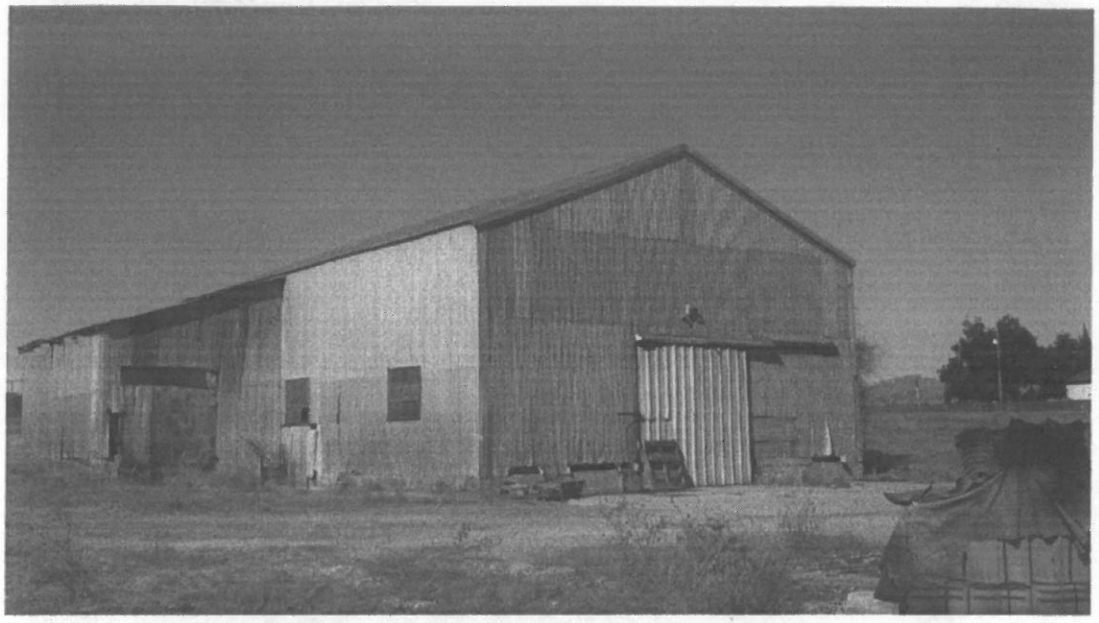
PHOTOGRAPH RECORD

CBH-2, View toward the Southwest



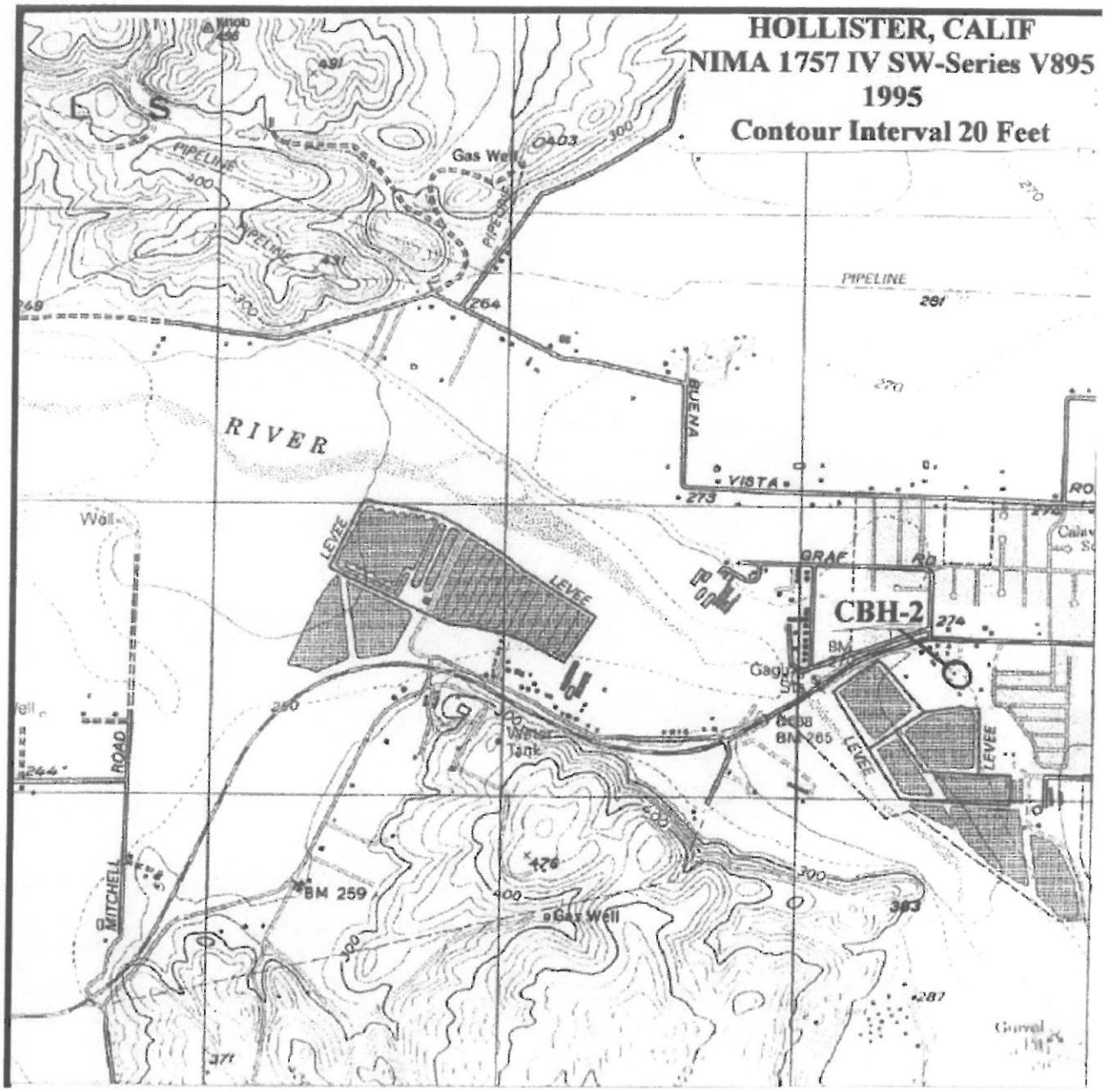
CBH-2, View toward the North, South, East, and West Elevations

PHOTOGRAPH RECORD



CBH-2, View toward the North, South and West Elevations

LOCATION MAP



CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLATA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
http://www.sonoma.edu/nwic

Date: 16 January 2014

To: Scott M. Hudlow, Hudlow Cultural Resource Associate, 1405 Sutter Lane, Bakersfield, CA 93309

From: Leigh Jordan, Coordinator

Re: Primary Number and/or Trinomial Assignment

Thank you for your recent submission of the resource record(s). The following Primary Number(s) and/or Trinomial(s) have been assigned:

Resource Name	Primary Number	Trinomial
CBH-2	P-35-000564	

S-44151

RECEIVED
SEP 1 - 2012
OHP

USDA 120918 B

DETERMINATION OF ELIGIBILITY AND EFFECT FOR THE GARDENS AT SAN JUAN PROJECT, CITY OF HOLLISTER, CALIFORNIA

Prepared by

Melinda A. Peak
Peak & Associates, Inc.
3941 Park Drive, Suite 20-329
El Dorado Hills, CA 95762
(916) 939-2405

Prepared for

Neil O'Hara
RNC Environmental, LLC
3326 M Street
Sacramento CA 95816

August 2012
(Job #12-073)

RECEIVED
DEC 9 1991

S-13334

CULTURAL RESOURCE EVALUATION OF A PARCEL LOCATED OFF BUENA VISTA ROAD IN THE CITY OF HOLLISTER COUNTY OF SAN BENITO

FOR
SHORES DEVELOPMENT
333 FELICIDAD ROAD
SOQUEL, CA 95073
#60800-91-309

BY
ARCHAEOLOGICAL RESOURCE MANAGEMENT
496 N. FIFTH STREET
SAN JOSE, CA 95112 (408)295-1373
ROBERT CARTIER, PRINCIPAL

JULY 22, 1991