Planning for Success.

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

GONZALEZ BORELLI PREZONE (PREZONE NO. 2013-2)

Public Review Draft

PREPARED FOR

City of Hollister Development Services

December 8, 2015

EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

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PUBLIC REVIEW DRAFT

GONZALEZ BORELLI PREZONE

(PREZONE NO. 2013-2)

Mitigated Negative Declaration

PREPARED FOR

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December 8, 2015

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Mitigated Negative Declaration

A notice, pursuant to the California Environmental Quality Act of 1970, as amended (Public Resources Code 21000, et sec.) that the following project will not have a significant effect on the environment.

Lead Agency City of Hollister		**SCH #** TBD	
File Number		**APN(s)**	**Date**
Prezone No. 2013-2		019-110-031, 019-120-038	December 8, 2015
Project Name		**Project Type**	
Gonzalez Borelli Prezone 2013-2		Prezone	
Owner		**Proponent**	
Fernando Gonzalez & Frank Borelli		Fernando Gonzalez & Frank Borelli	

Project Location

The 37.28-acre project site is located along the north side of Buena Vista Road, between Carnoble Drive and Miller Road, just beyond the City of Hollister limits in unincorporated San Benito County.

Project Description

The applicant is requesting prezone of the project site to Medium Density Residential (R3 M/PZ) to be consistent with the project site's general plan designation of MDR which allows eight to 12 units per net acre. It is anticipated that in the future, the site will be annexed into the corporate limits of Hollister and developed with residential units consistent with the general plan designation of MDR and R3 M/PZ zoning.

Address Where Written Comments May Be Sent

Written comments concerning the Mitigated Negative Declaration should be received by 5:00 p.m. on Monday, January 11, 2016. Please address comments or questions to:

City of Hollister, Development Services Department
c/o: Abraham Prado, Associate Planner and/or Jill Morales, Assistant Planner
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Hollister, CA 95023
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Public Review Period	Begins: December 11, 2015	Ends: January 11, 2016

Proposed Findings

Based upon substantial evidence in the record that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case since mitigation measures have been added to the project to reduce impacts to a less than significant level.

This finding is based in the following considerations

The attached initial study indicates that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the attached initial study would reduce the impacts to a less than significant level, and have been agreed to by the applicant.

There is no substantial evidence, in light of the whole record before the lead agency (the City of Hollister), that the project, with mitigation measures incorporated, may have a significant effect on the environment. See the following project-specific mitigation measures:

MITIGATION MEASURES

Agriculture and Forest Resources

AG-1. Developers shall inform potential buyers of homes near agricultural areas of the possible hazards associated with the application of pesticides/herbicides and nuisances from other cultivation practices. In those cased where the County of San Benito's "Right-to-Farm" Ordinance applied to the city review of projects, homeowners shall also be informed of this ordinance by developers.

Air Quality

AQ-1. Prior to building permit issuance, the applicant shall include the following air emissions reduction features on the project plans:

a. Solid fuel heating appliances (i.e., wood-burning fireplaces; wood stoves; etc.) shall be prohibited. Restrictions on solid fuel heating appliances shall be included on deeds for individual parcels.
b. Low VOC-emitting paints and coatings shall be used in all new construction.

AQ-2. Developers of the project site shall include dust control measures in grading plans, subject to review and approval by the city. Grading plans shall require that active disturbed areas be watered at least twice daily and shall limit areas of active disturbance to no more than 2.2 acres per day for initial site preparation activities that involve extensive earth moving activities (grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth moving (e.g. finish grading) during all phases of construction activities, absent dust control measures. In the event ground disturbance exceeds these limits, grading plans shall require the project applicant to implement the following fugitive dust measures as necessary:

a. Water all active construction sites continuously. Frequency should be based on the type of operation, soil, and wind exposure;
b. Prohibit all grading activities during periods of high wind (over 15 mph);
c. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);
d. Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area;
e. Haul trucks shall maintain at least 1'-0" of freeboard;
f. Plant tree windbreaks on the windward perimeter of construction projects of adjacent to open land;
g. Cover inactive storage piles;
h. Sweep streets if visible soil material is carried out from the construction site; and
i. Post a publicly-visible sign written in English and Spanish with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the air district shall also be visible to ensure compliance with rule 402 (nuisance).

Biological Resources

BIO-1. If noise-generating construction activities begin during the nesting bird season (February 1 to August 31), or if construction activities are suspended for at least two weeks and recommence during the nesting bird season, then the project developer shall retain a qualified biologist to conduct a pre-construction survey for nesting birds. The survey shall be performed within suitable nesting habitat areas on and adjacent to the site to ensure that no active nests would be disturbed during project implementation. This survey will be conducted no more than two weeks prior to the initiation of construction activities. A report documenting survey results and plan for active bird nest avoidance (if needed) will be completed by the qualified biologist and submitted to the City of Hollister for review and approval prior to construction activities.

If no active bird nests are detected during the survey, then project activities can proceed as scheduled. However, if an active bird nest of a protected species is detected during the survey, then a plan for bird nest avoidance shall determine and clearly delineate an appropriately sized, temporary protective buffer area around each active nest, depending on the nesting bird species, existing site conditions, and type of proposed noise-generating construction activities. The protective buffer area around an active bird nest is typically 75-250 feet, determined at the discretion of the qualified biologist and in compliance with applicable project permits.

To ensure that no inadvertent impacts to an active bird nest will occur, no construction activities will occur within the protective buffer area(s) until the juvenile birds have fledged (left the nest), and there is no evidence of a second attempt at nesting, as determined by the qualified biologist.

BIO-2. To avoid impacting active special-status bat roosts, if present, any vacant buildings on the site proposed for removal that are boarded up prior to construction (dark in the daytime) shall be opened in the winter months (prior to mid-March) to allow in light, making these areas less suitable for use as bat roosts.

Mature trees removed due to project implementation shall be removed in two stages: stage one will include removal of tree limbs, and stage two will include removal of the main trunk on a subsequent day. This will allow potentially present, day-roosting bats the opportunity to relocate.

Cultural Resources

CR-1. If and when the existing structures on the project site are proposed for demolition, the applicant shall retain a qualified historian to evaluate the historical significance of the structures. If the structures are not considered historically significant according to the California Environmental Quality Act, no further evaluation would be necessary.

If the structures are considered historically significant according to the California Environmental Quality Act, the structures shall be thoroughly documented, preserved and interpreted, as determined to be appropriate by a qualified historian. If it is not feasible to preserve the structures, and it is determined that the loss of the structures is significant and unavoidable, the city shall prepare an environmental impact report to include an evaluation of the structures and make the appropriate findings associated with demolition of the structures.

CR-2. Due to the possibility that significant buried archeological or paleontological resources might be found during future construction activities, the following language shall be included in all construction documents and on any permits issued for the project site, including, but not limited to, grading and building permits associated with future development of the project site:

"If archaeological resources or paleontological resources are unexpectedly discovered during construction, work shall be halted immediately within 50 meters (160 feet) of the find, and the Planning Department notified, until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, an appropriate resource recovery shall be formulated, with the concurrence of the City of Hollister, and implemented, in compliance with municipal code section 17.16.030."

CR-3. Due to the possibility that human remains may be discovered during future construction activities, the following language shall be included in all construction documents and on any permits issued for the project site, including, but not limited to, grading and building permits associated with future development of the project site:

"If human remains are found during construction there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner is contacted to determine that no investigation of the cause of death is required. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or

c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner."

Geology and Soils

GS-1. Prior to approval of any project or subdivision of the site, the project applicant shall have a site-specific soils report prepared by a California state registered civil engineer.

Should the soils report indicates the presence of critically expansive soils or other soils problems which, if not corrected, would lead to structural defects, the project applicant shall have a soils investigation of each lot in the subdivision prepared by a state registered civil engineer consistent with section 16.28.030 of the City's Municipal Code and in compliance with all applicable state and local code requirements, that includes:

a. Analysis of potential liquefaction hazards using accepted methodologies, confirmed by borings and excavations as required;
b. Site specific engineering requirements for mitigation of any liquefiable soils, using proven methods, generally accepted by registered engineers, such as subsurface soil improvement, deep foundations extending below the liquefiable layers, structural slabs designed to span across areas of non-support, soil cover sufficiently thick over liquefaction soil to bridge liquefaction zones, dynamic compaction, compaction grouting, jet grouting, and other mitigation for liquefaction hazards suggested in the CGS Guidelines for Evaluating and Mitigating Seismic Hazards (CGS Special Publication 117A, 2008);
c. Review of recommended measures to ensure compliance with CGS guidelines related to protection of public safety from liquefaction; and
d. Determination of the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements.

All recommended corrective action which is likely to prevent structural damage to proposed structures shall be incorporated into final construction plans of each structure.

GS-2. Prior to any approval for a project or subdivision on the project site, the project developer shall have a site-specific geologic report prepared by a California state registered civil engineer, in compliance with all applicable state and local code requirements, that includes:

a. Analysis of the expected ground motions at the site from known active faults using accepted methodologies;
b. Analysis of potential fault rupture and landslide hazards using accepted methodologies, confirmed by borings and excavations as required;
c. Site specific engineering requirements for mitigation of any identified risks of fault rupture or landslides, using proven methods, generally accepted by registered engineers, such as mitigation for landslide hazards suggested in the CGS Guidelines for Evaluating and Mitigating Seismic Hazards (CGS Special Publication 117A, 2008) to reduce risks of fault rupture and landslides to an insignificant level;
d. Review of recommended measures to ensure compliance with CGS guidelines related to protection of public safety from landslide hazards and fault rupture;
e. Structural design requirements as prescribed by the most current version of the California Building Code, to ensure that structures can withstand ground accelerations expected from known active faults; and
f. Determination of the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements.

Such report shall specify the remedial measures, if any are necessary, that will make the subdivision safe for development. Project construction plans shall incorporate all report mitigations, and the project structural engineer and geotechnical consultant shall certify that the construction plans for the site incorporate all applicable mitigations from the investigation and meet current California Uniform Building Code requirements. The City Building Official shall review all project plans for the relevant permits to ensure compliance with the applicable geotechnical investigation and other applicable Code requirements.

GS-3. An erosion control plan for future development of the project site shall be prepared and implemented for future development, in compliance with general plan policies NRC 2.4(3) and CSF 3.2 and municipal code sections 15.24.210 and 16.24.070(B), subject to review and approval by the city. The plan shall include, but not be limited to the following measures:

a. The construction sites shall be designed to prevent migration of soil fines. The contractor must plan the dewatering and excavation activities so that stable and dry excavations are maintained throughout construction.

b. All development should be sited and designed to conform to site topography and minimize grading and other site preparation activities, to the maximum extent possible.
c. All disturbed surfaces (including soils stockpiled temporarily) resulting from grading operations shall be prepared and maintained to control erosion. This control shall consist of measures to provide temporary cover to help control erosion during construction and permanent vegetative cover to stabilize the site after construction has been completed. The seeded areas shall be maintained and irrigated as needed to adequately establish vegetative cover.
d. The following provisions shall apply during the wet season between October 15 and April 15:
i. All necessary erosion control equipment shall be installed or shall be available for immediate installation when needed due to rainy conditions (i.e. silt fences, hay bales, jute netting, etc.).
ii. Disturbed surfaces not involved in the immediate operations must be protected by mulching and/or other effective means of soil protection. Soils temporarily stockpiled shall be covered with tarp and secured adequately.
iii. Runoff from the site shall be detained or filtered by berms, vegetated filter strips, and/or catch basins to prevent the escape of sediment from the site. These drainage controls must be maintained by the owner and/or contractor as necessary to achieve their purpose through the duration of the construction period. No sediment shall be allowed to enter the San Benito River.
iv. Erosion control measures shall be in place at the end of each day's work.
v. A mitigation monitor designated by the city shall stop operations during periods of inclement weather if it is determined that erosion problems are not being controlled adequately.
e. Final grades should be provided with positive gradient away from the building in order to provide removal of the surface water from the foundation to adequate discharge points. Sheet flow of building, parking, walkway, and deck runoff to surrounding heavily vegetated areas is preferred. Directly piped storm drainage to San Benito River shall be prohibited. Concentrations of surface water runoff should be handled by providing necessary structures, such as energy dissipation at outlets and catch basins, berms and vegetated filter strips as appropriate.

Hazards and Hazardous Materials

HAZ-1. Prior to the issuance of grading permits the developer shall contract with a qualified professional to prepare a current, project specific Phase I Environmental Site Assessment in compliance with all applicable local, state, and federal regulations. Potentially hazardous site conditions including presence of agricultural chemical residues in soils shall be identified for the site. If hazardous conditions are identified that require preparation of a Phase II Environmental Site Assessment, the project developers shall be responsible for conducting the assessment and for implementing all recommendations and requirements for remediation of residual agricultural chemical soil conditions, if present, identified therein. Proof of completed remediation activities shall be provided to the city prior to approval of a grading permit for individual projects.

HAZ-2. Prior to the issuance of a demolition permit or of a grading permit that involves demolition of existing structures, the developer shall contract with a certified asbestos/lead paint consultant to perform an asbestos and lead paint inspection prior to the demolition of regulated structures. Should the inspection identify the presence of asbestos and/or lead paint, the developer shall contract for material abatement. Removal or disturbance of asbestos and lead paint requires adherence to the California Division of Occupational Safety and Health and California Department of Public Health regulations. Should the asbestos and lead paint inspection indicate the presence of significant levels of asbestos, the developer shall contract a California State registered and licensed asbestos abatement contractor to perform the asbestos work. The asbestos and lead paint inspection and evidence of abatement of any identified lead based paint and regulated asbestos containing materials shall be presented to the city prior to issuance of a grading and/or demolition permit.

Hydrology and Water Quality

HY-1. Prior to approval of final plans, the applicant shall prepare a drainage plan that complies with the City of Hollister Best Management Practices and standards established for compliance with non-point discharge emissions for storm water. The drainage plan shall incorporate Low Impact Development strategies and Best Management Practices to reduce storm water runoff, encourage infiltration, and reduce pollutant transmission.

The approved plan shall substantially detain storm water runoff on the project site with a combination of methods including onsite detention facilities, reduction of impervious surfaces, vegetated swales, permeable paving, landscaping and other strategies.

Noise

N-1. The developer will have an acoustical analysis prepared when layout of the future residential development is determined, as a part of a supplemental CEQA process. The acoustical analysis will determine, but not be limited to, potential impacts to the residences from the surrounding noise environment; potential impacts to neighboring uses due to residential use; and, recommendations for reducing potential noise impacts within acceptable levels. The acoustical analysis will be completed and appropriate mitigation adopted prior to approval of the site plan design by city.

N-2. The following measures shall be incorporated into the construction plans and conditions of approval for the proposed project to mitigate construction noise:

a. Construction shall be limited to the hours between 7 a.m. and 6 p.m. Monday through Friday and 8 a.m. to 6 p.m. on Saturday, in compliance with municipal code section 17.16.100;
b. All internal combustion engine-driven equipment shall be equipped with mufflers that are in good condition and appropriate for the equipment; and
c. All diesel powered equipment should be located more than 200 feet from any residence if the equipment is to operate for more than several hours per day.
In addition, all equipment should be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components. Dirt berming and stockpiling materials can also help reduce noise to sensitive receptor locations.

Transportation and Traffic

T-1. Prior to building permit issuance, the applicant and/or project site developers shall pay the applicable fair-share TIF fee toward improvement costs at the intersection of State Route 156 and Buena Vista Road, which is under Caltrans jurisdiction. Improvements could consist of installing a traffic signal at this intersection.

T-2. Prior to the approval of building permits for future development on the site, the Westside Boulevard – Westside Road/Buena Vista Road intersection shall be improved as follows:

a. All-way stop control; and
b. The eastbound right turn lane on Buena Vista Road shall be striped.
The improvements identified above, will be in accordance with all city roadway and site design standards.

The improvement costs shall be funded by one of the following mechanisms:
a. The applicant shall be responsible for paying the improvement costs at this intersection, which would be implemented by the City of Hollister; or
b. the City shall determine, and the applicant shall agree upon, a fair share cost for the project's portion of the intersection improvements needed to mitigate the project share of the impact. The fair share amount shall be paid prior to approval of a building permit for the development. Improvements will be in accordance with all city roadway and site design standards.

T-3. Prior to issuance of building permit, the signal timing shall be optimized at the Westside Boulevard and San Juan Road/ Fourth Street intersection.

The applicant shall be responsible for paying the improvement costs at this intersection, which would be implemented by the City of Hollister.

T-4. Prior to approval of the tentative map for the proposed project, final development plans shall be submitted for city review that identifies that project plans meet or exceed city roadway and site design standards. Specifically development plans will be evaluated for the following:

Site Design: The project plans will be evaluated for conformance with city roadway and site design standards including but not limited to standards for site circulation, roadway width, turning radii, pedestrian facilities, and bike facilities;

Roadway Circulation and Site Access. A planning level review of the existing and planned roadway system will be conducted to ensure that adequate connectivity from the project sites to the roadway system is provided. This may include a quantitative analysis of the anticipated traffic volumes at the site's entrances, a qualitative analysis of the proposed site access, evaluation of the number and location of the project's access points, and/or evaluation of required control devices at the proposed project access points; and,

Neighborhood Traffic Assessment. The neighborhood assessment typically includes the evaluation of need for traffic calming measures to discourage project traffic from using residential streets as alternate routes. The assessment may include a quantitative evaluation of the proposed project effects on surrounding residential streets that will provide secondary access to the project sites.

T-5. Prior to tentative map approval for development of the proposed project site, the City of Hollister will provide a qualitative evaluation of the project's effect on transit service in the area and on bicycle and pedestrian circulation in the study area.

Final project plans shall identify the following to the satisfaction of the city:

- Pedestrian and bicycle facilities necessary to provide adequate circulation and connectivity within the site and to adjacent roadways. Improvements shall be designed to be consistent with city roadway design standards.
- Project frontage improvements shall be designed to City of Hollister roadway design standards to accommodate transit vehicles, as necessary in the future.

In addition, the project applicant shall work with the city to contribute to the completion of any planned bicycle facilities along connecting roadways, if a funding mechanism has been established for these improvements. The final project plans shall be subject to the review and approval of the City Engineering Department prior to tentative map approval.

T-6. The improvements between the project site and Calaveras Elementary shall include curb extensions, pavement striping, and sidewalk improvements on Buena Vista Road.

The project shall contribute a fair-share towards these improvements, which would be implemented by the City of Hollister.

T-7. In addition, the project shall construct a curb extension at the northwest corner of the Miller Road/Buena Vista Road intersection, as well as stripe a high visibility yellow crosswalk across the west leg of the intersection. These would be additional improvements that would connect the project site to the school. The project would be responsible for the implementation of these additional improvements, which would be implemented by the City of Hollister.

Note: A reporting or monitoring program must be adopted for measures to mitigate significant impacts at the time the Negative Declaration is approved, in accord with the requirements of section 21081.6 of the Public Resources Code.

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Gonzalez Borelli Prezone (Prezone No. 2013-2)

Initial Study

PREPARED FOR
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A. BACKGROUND

Project Title	Gonzalez Borelli Prezone 2013-2
Lead Agency Contact Person and Phone Number	City of Hollister Abraham Prado, Associate Planner (831) 636-4360
Date Prepared	December 8, 2015
Study Prepared by	EMC Planning Group Inc. 301 Lighthouse Avenue, Suite C Monterey, CA 93940Z Polaris Kinison Brown, M.S., Senior Planner Teri Wissler Adam, Senior Principal
Project Location	The 37.28-acre site consists of two parcels (assessor's parcel numbers 019-110-031 and 019-120-038) along the north side of Buena Vista Road, between Carnoble Drive and Miller Road.
Project Sponsor Name and Address	Fernando Gonzalez 1260 San Juan Road Hollister, CA 95023
General Plan Designation	County: Agricultural Productive (AP) City: Medium Density Residential (MDR)
Zoning	County: Agricultural Productive (AP) City (Proposed): Medium Density Residential (R3 M/PZ)

Setting

The 37.28-acre project site is located along the north side of Buena Vista Road, between Carnoble Drive and Miller Road, just beyond the City of Hollister ("city") limits in unincorporated San Benito County ("county"). Regional access is provided by State Route 25 and State Route 156 while local access to the project area is provided by Buena Vista Road, which borders the southern portion of the site. Figure 1, Location Map, presents the location of the site within the context of the region and the city.

The project site is comprised of two adjacent parcels: assessor's parcel numbers 019-110-031 and 019-120-038 (San Benito Engineering and Surveying 2014).

The site consists primarily of agricultural land and four single-family homes and associated structures including two barns located along Buena Vista Road at the southern portion of the site.

Land uses surrounding the site include: single-family homes and an orchard to the south, across Buena Vista Road; agricultural use (row crops) to the north and west in unincorporated San Benito County; and agricultural use (orchard) to the east, within the city limits.

Figure 2, Aerial Photograph, presents the existing conditions of the project site and the immediate surroundings and Figure 3, Site Photographs A, and Figure 4, Site Photographs B, present photographs of the existing conditions on and adjacent to the site.

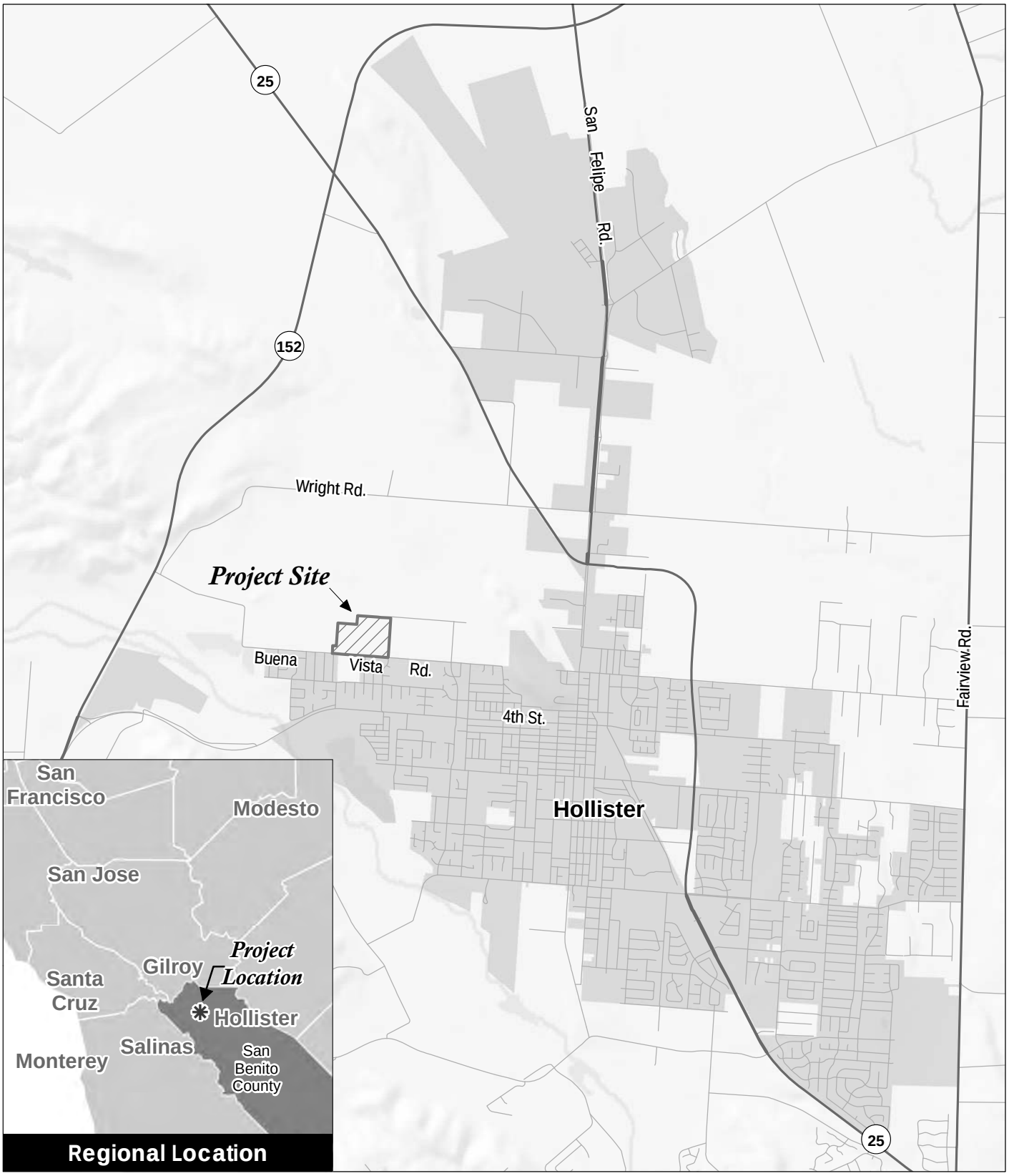
The site is located in unincorporated San Benito County and the *San Benito County 2035 General Plan* (San Benito County 2015) land use designation and zoning for the project parcels is Residential Mixed (RM). The entire project site is within the city's Planning Area and sphere of influence, as shown on Map 1, Hollister Planning Area of the *City of Hollister General Plan* (City of Hollister 2005) (general plan). The general plan also identifies the site as being located within a "priority infill area" on Map 5, Infill Development Strategy (City of Hollister 2005). The city's general plan designation is Medium Density Residential (MDR).

As identified in the City's 2005 general plan (Map 15), the site contains prime agricultural land and the site is classified as Prime Farmland by the state Farmland Mapping and Monitoring Program (California Department of Conservation 2012). Refer to Figure 5, Important Farmlands. In addition, a portion of the site is under Williamson Act contract as shown on Figure 4-2, Williamson Act Contracts of the *San Benito County General Plan Background Report* (San Benito County 2010). According to staff at the San Benito County Assessor's Office, assessor's parcel number 019-120-038 is not in a Williamson Act contract; however, parcel 019-110-031 is in a Williamson Act contract and there is no record of the property owner filing for non-renewal of the contract (Jennifer Castro, per.com., April 11, 2015). The city has determined that the project site was within one mile of the city boundary when the Williamson Act contract was executed and, by resolution (city council no. 73-11), the city protested the execution of the contract (Abraham Prado, pers. com., July 15, 2015).

Project Background

In 2013, the applicant requested initiation of prezoning on the two parcels described above. The city's municipal code requires that the city council authorize initiations of prezoning and annexation, prior to receiving an application to prezone. On October 21, 2013 the city council adopted Resolution No. 2013-167 approving the initiation of this prezone request.

The Local Agency Formation Commission (LAFCO) of San Benito County has adopted policies for review of annexation requests to cities. LAFCO requires that the applicant demonstrate that the city is capable of providing services to the territory that is being annexed. The applicant has prepared a plan for providing services to the project site and submitted it to the city.



0 .75 mile

Project Site

City Limit

Source: San Benito County 2014

Figure 1

Location Map

Gonzalez Borelli Prezone Initial Study

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0 300 feet

Project Site
Parcels
City Limit
Sphere of Influence

Source: Google Earth 2013

Figure 2

Existing Site and Vicinity

Gonzalez Borelli Prezone Initial Study

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1 House on Buena Vista Road with barn behind, in southwest corner of site

2 Looking at home from Buena Vista Road

3 Looking north-northeast from Buena Vista Road, at residence along street

4 Looking northeast across site from Buena Vista Road at residence in southeast corner of site

Source: Google Earth 2013
Photographs from February 2015

Figure 3
Site Photographs A
Gonzalez Borelli Prezone Initial Study

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5 View southwest from Miller Road, middle of eastern site border

6 View east from extension of Westside Road, with project site to the right

7 View south through interior of site, with plowed fields and agricultural road

8 Large barn behind house in south-central part of site

Source: Google Earth 2013
Photographs from February 2015

Figure 4
Site Photographs B
Gonzalez Borelli Prezone Initial Study

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0 300 feet

Project Site
Prime Farmland (P)
Urban and Built-Up Land (D)
Under Williamson Act contract / APN 019-110-031
(City protest by resolution number 73-11)

Source: California Department of Conservation Farmland Mapping & Monitoring Program 2012, Google Earth 2013

Figure 5
Important Farmlands

Gonzalez Borelli Prezone Initial Study

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Description of Project

The applicant is requesting prezone of the project site to Medium Density Residential (R3 M/PZ) to be consistent with the project site's general plan designation of MDR which allows eight to 12 units per net acre. It is anticipated that in the future, the site will be annexed into the corporate limits of Hollister and developed with residential units consistent with the general plan designation of MDR and R3 M/PZ zoning. The applicant has prepared a prezoning map for the project, presented as Figure 6, Prezoning Map.

Annexation into the city limits will be required prior to development of the project site. Upon approval of the prezoning by the City of Hollister, an application for annexation pursuant to Section 56133(a) of the Cortese-Knox-Herzberg Local Government Reorganization Act of 2000 will be submitted to San Benito County LAFCO for consideration and approval.

Although there are currently no specific development plans for the project site, for the purposes of environmental review, a maximum development scenario has been established based upon net parcel sizes: 37.28 acres, reduced by 25 percent gross acreage to account for roads, infrastructure, and open space, leaving approximately 28 net acres. Based on a residential density of 12 units per net acre, it is assumed that pending the approvals identified above, future development of the project site would include approximately 336 medium density residential units.

With future development, it is anticipated that all existing structures on site would be demolished and removed. Although the property is relatively flat, the entire site would be graded in preparation of residential development and infrastructure. Access to the future development would be from Miller Road and/or Buena Vista Road.

According to the applicant's plan for services, the site is contiguous to the city's current police and fire service area and future annexation will extend the boundary of police and fire service currently in effect. The increase in police and fire service will be financed by the imposition of a Mello-Roos Community Facilities public safety tax. The increase in capital equipment will be finance through the imposition of police and fire impact fees collected at the time of building permit for future development or prior to occupancy of the site. Public utility services such as water and sewer are anticipated to be provided by the City of Hollister. The project area is within the San Benito River drainage area and the applicant will be required to adhere to the low impact development requirements of the City of Hollister Grading and Best Management Practices Control Ordinance No. 1053.

Other Public Agencies Whose Approval is Required

No other public agencies approval is required for the prezoning. Annexation will be required for future development of the site pursuant to the proposed zoning amendments. Annexation of the project site requires approval by San Benito County LAFCO.

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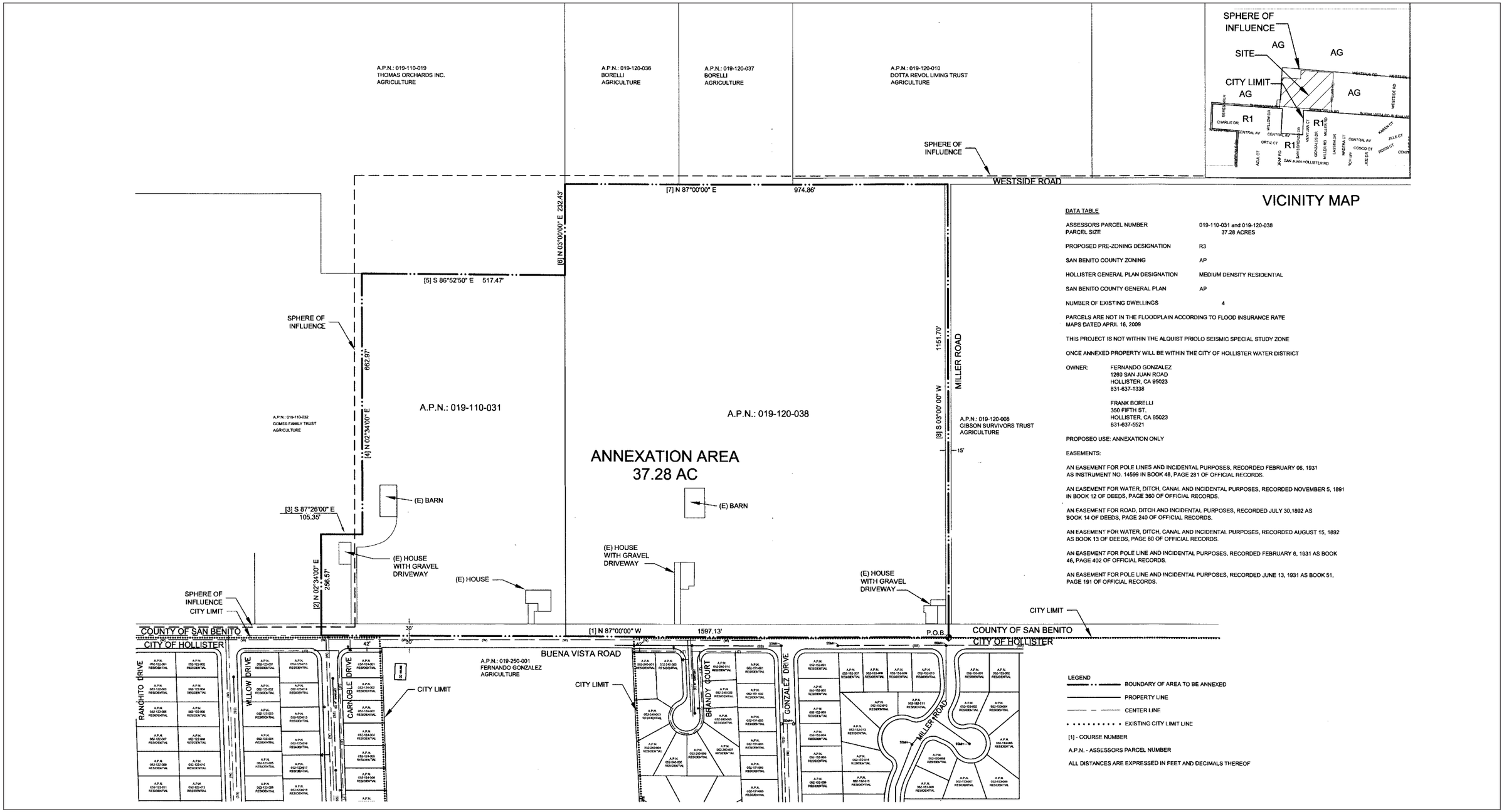

DATA TABLE

ASSESSORS PARCEL NUMBER	019-110-031 and 019-120-038
PARCEL SIZE	37.28 ACRES
PROPOSED PRE-ZONING DESIGNATION	R3
SAN BENITO COUNTY ZONING	AP
HOLLISTER GENERAL PLAN DESIGNATION	MEDIUM DENSITY RESIDENTIAL
SAN BENITO COUNTY GENERAL PLAN	AP
NUMBER OF EXISTING DWELLINGS	4

PARCELS ARE NOT IN THE FLOODPLAIN ACCORDING TO FLOOD INSURANCE RATE MAPS DATED APRIL 16, 2009

THIS PROJECT IS NOT WITHIN THE ALQUIST PRIOLO SEISMIC SPECIAL STUDY ZONE

ONCE ANNEXED PROPERTY WILL BE WITHIN THE CITY OF HOLLISTER WATER DISTRICT

OWNER: FERNANDO GONZALEZ
1260 SAN JUAN ROAD
HOLLISTER, CA 95023
831-637-1338

FRANK BORELLI
350 FIFTH ST.
HOLLISTER, CA 95023
831-637-5521

PROPOSEO USE: ANNEXATION ONLY

EASEMENTS:

AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 06, 1931 AS INSTRUMENT NO. 14599 IN BOOK 48, PAGE 281 OF OFFICIAL RECORDS.

AN EASEMENT FOR WATER, DITCH, CANAL AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 5, 1891 IN BOOK 12 OF DEEDS, PAGE 360 OF OFFICIAL RECORDS.

AN EASEMENT FOR ROAD, DITCH AND INCIDENTAL PURPOSES, RECORDED JULY 30,1892 AS BOOK 14 OF DEEDS, PAGE 240 OF OFFICIAL RECORDS.

AN EASEMENT FOR WATER, DITCH, CANAL AND INCIDENTAL PURPOSES, RECORDED AUGUST 15, 1892 AS BOOK 13 OF DEEDS, PAGE 80 OF OFFICIAL RECORDS.

AN EASEMENT FOR POLE LINE AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 8, 1931 AS BOOK 46, PAGE 402 OF OFFICIAL RECORDS.

AN EASEMENT FOR POLE LINE AND INCIDENTAL PURPOSES, RECORDED JUNE 13, 1931 AS BOOK 51, PAGE 191 OF OFFICIAL RECORDS.

Not to scale

Source: San Benito Engineering & Surveying, Inc. 2014

Figure 6
Prezoning Map

Gonzalez Borelli Prezone Initial Study

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B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

C. DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ✓ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Name and Title

12/9/2015
Date

D. EVALUATION OF ENVIRONMENTAL IMPACTS

Notes

1. A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers take account of the whole action involved, including off-site as well as on-site, cumulative as well a project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once it has been determined that a particular physical impact may occur, then the checklist answers indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less-Than-Significant Impact with Mitigation Measures Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." The mitigation measures are described, along with a brief explanation of how they reduce the effect to a less-than-significant level (mitigation measures from section XVII, "Earlier Analyses," may be cross-referenced).

5. Earlier analyses are used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier document or negative declaration. [Section 15063(c)(3)(D)] In this case, a brief discussion would identify the following:

    a. "Earlier Analysis Used" identifies and states where such document is available for review.

b. "Impact Adequately Addressed" identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.

c. "Mitigation Measures"—For effects that are "Less-Than-Significant Impact with Mitigation Measures Incorporated," mitigation measures are described which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances, etc.) are incorporated. Each reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.

7. "Supporting Information Sources"—A source list is attached, and other sources used or individuals contacted are cited in the discussion.

8. This is the format recommended in the CEQA Guidelines as amended January 2011.

9. The explanation of each issue identifies:

a. The significance criteria or threshold, if any, used to evaluate each question; and

b. The mitigation measure identified, if any to reduce the impact to less than significant.

1. AESTHETICS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Have a substantial adverse effect on a scenic vista? (1,2,26)	❑	❑	❑	✓
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (1,2,7,10,26,30)	❑	❑	❑	✓
c. Substantially degrade the existing visual character or quality of the site and its surroundings? (1,2,3)	❑	❑	✓	❑
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (1,2,3)	❑	❑	✓	❑

Comments:

a. **Scenic Vista.** A scenic vista is generally described as a clear, expansive view of significant regional features possessing visual and aesthetic qualities of value to the community. There are no individual scenic vista points or locations identified in the city's general plan, general plan EIR, or the county's general plan that warrant specific protection. Therefore, the proposed project would not impact a designated scenic vista.

b. **Scenic Resources.** Currently there are no state-designated scenic highways in the county; however, there are three highways that are eligible for scenic highway designation: State Route 25, State Route 146, and State Route 156 (San Benito County 2010, page 9-10), of which two are located in the project site vicinity. State Route 25 is more than a mile to the east, while State Route 156 is approximately a mile to the west. Because the project site is not within a scenic highway corridor, the proposed project would have no impact on scenic resources within a state scenic highway corridor.

c. **Visual Character.** At a broad level, the city's general plan EIR identifies that the city's visual character has been largely defined by its immediate agricultural surroundings set within a dramatic physical context of the distant rim of the Gabilan Mountains and the Diablo Range, and the ring of gentle foothills to the east, south and west (page 4.7-1). Implementation of the general plan would result in increased urban growth, which would alter the visual setting or character of the Planning Area.

The alteration of the visual character of the city as a result of general plan implementation, including the future residential development of the project site, was considered in the general plan EIR. The general plan EIR identified that buildout of the city's planning area would have a potentially significant impact on the visual character of the area (page 4.7-6). However, the general plan promotes the preservation, protection, and promotion of the existing aesthetic features of Hollister particularly through the application of design guidelines. Implementation of design guidelines, as well as the application of other design policies intended to mitigate any potentially adverse aesthetic effects of development, reduced this impact to a less-than-significant level.

The project site and parcels on the north, east, and west are currently, or have historically been in agricultural use and agricultural use is the predominant land use in the broader vicinity of the project site. Existing and planned residential uses are located adjacent to the site to the south and east along Buena Vista Road within the city. These uses do, and will impart a more urban visual character to the project area as development proceeds within this area of the city. Refer back to Figure 2, Existing Site and Vicinity, for the types and locations of surrounding land uses.

The site and the surrounding area are relatively flat. The existing view across and over the site from westbound and eastbound Buena Vista Road, the only public viewpoint in the immediate project area, is comprised of the Gabilan mountain range (to the west) and the Diablo mountain range (to the east) in the distant with expansive rural/agricultural lands in the foreground. The defining visual feature of the site is its open space/agricultural character, framed by a visual backdrop of distant mountains. The proposed project would result in the development of rural agricultural land that is in the foreground of a public view of the distant mountain ranges as viewed from Buena Vista Road.

Intermittent views to the development would be available to motorists along Buena Vista Road. However, the duration of view would be short. Further, as drivers on the road pass by the project site, the line of sight to the project site is perpendicular to their direction of travel. This reduces the potential that views to the project site would be a primary focus of drivers or passengers. The proposed residential development would be also visible from the home to the east located on Buena Vista Road closest to the project site as well as from several homes that are south of Buena Vista Road

The proposed project would contribute to the visual impact to the visual setting and character of the city identified in the general plan EIR and is subject to conformance with general plan policies and applicable design guidelines. Policies within the general plan that address visual resources and urban design with respect to residential development, including land use and community design policies include: LU1.3, 1.5,

1.8, 1.9, 6.1, 6.5, 7.1, 7.2, 8.3, 8.4, 9.1, 10.4, 11.1, and 11.2, and housing policies H2.1, 2.2, and 2.3. The general plan EIR determined that conformance with these policies would reduce the adverse impacts to visual character to a less-than-significant level by ensuring that new development in the city, including the project site, has desirable physical scale and design features. Future residential development of the site would be subject to the development review and design review processes to protect visual character, as outlined in the general plan policy LU1.3. Therefore, the proposed project would change the existing visual character and quality of the site, but would blend into the existing developed landscape, and be consistent with the vision of the city's general plan making the impact less than significant.

d. **Light and Glare.** Residential development of the project site would increase light and glare by introducing new sources of light from the residential structures, individual lots, and neighborhood street lights. This lighting has the potential to result in light and glare impacts to the nearby existing residences, and could also detract from views of the night sky. Section 17.16.090 of the City of Hollister's municipal code regulates outdoor lighting facilities within the city and outlines types of lighting that are forbidden and/or permitted in order to reduce the impact of lighting to less than significant. Compliance with these policies, actions and code provisions would reduce the effects of new sources of light and glare to less than significant. Therefore, the light and glare impacts associated with the proposed project would be less than significant.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts on agricultural resources are significant environmental effects and in assessing impacts on agriculture and farmland, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (1,2,6,7,31)	❑	❑	✓	❑
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (31,54)	❑	❑	✓	❑
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (3,7)	❑	❑	❑	✓
d. Result in the loss of forest land or conversion of forest land to non-forest use? (1,2)	❑	❑	❑	✓
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use? (3,7)	❑	✓	❑	❑

Comments:

a. **Farmland Conversion**. According to the city's general plan, general plan EIR, and the California Department of Conservation's Important Farmland Map for San Benito County (2012), the project site is comprised primarily of Prime Farmland (refer to Figure 5, Important Farmlands, presented earlier). Approximately 35.13 acres of the site is designated as Prime Farmland and the remaining acreage, approximately 1.69 acres, is identified as Urban and Built-Up Land.

The conversion of the project site from farmland to residential use has been anticipated in the city's general plan and through LAFCO approval of the city's sphere of influence. The general plan and general plan EIR identified the conversion of Important Farmlands within the city's sphere of influence as a significant and unavoidable impact.

Consistent with CEQA Guidelines section 15063(b)(1)(C), the loss of farmland analysis for this specific use (residential) was adequately examined in the City of Hollister General Plan 2020. For these reasons, as a site previously approved, considered, and recognized for conversion from agriculture to urban use through the city's general plan process, no further analysis is required.

Additionally, in accordance with CEQA Guidelines section 15183, the proposed project is consistent with the development densities in the *City of Hollister General Plan*, for which an EIR was prepared and certified. CEQA Guidelines section 15183 mandates that projects consistent with the development density established by existing general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site. There is nothing peculiar to the project or its location that would require additional review of agricultural resources. No further analysis is required.

b. **Conflict with Agricultural Zoning or Williamson Act Contract.** A portion of the site (assessor's parcel number 019-110-03) is currently under a Williamson Act contract. However, pursuant to Government Code 51243.5, the city may exercise its option not to succeed to the Williamson Act contract if both of the following occurred: 1) The land was within one mile of the city's boundary when the contract was executed and 2) the city had filed with the county board of supervisors a resolution protesting the execution of the contract. The city has determined that the project site was within one mile of the city boundary when the Williamson Act contract was executed and, by resolution (city council no. 73-11), the city protested the execution of the contract; therefore, the applicant may proceed with the proposed prezone and annexation (Abraham Prado, pers. com., July 15, 2015), and the project would not conflict with the Williamson Act contract.

c/d. **Forest Resources.** The project site does not contain forestland or commercial timberland and is not zoned for forestland or timberland production. Therefore no impacts to these resources could result from the proposed project.

e. **Change Leading to Farmland Conversion.** The project site is primarily agricultural land with four existing residences and associated structures. Single-family homes and an orchard are located to the south, across Buena Vista Road, which borders the site at the southern boundary. Areas to the north and east (unincorporated county lands) are primarily in active agricultural use as is the adjacent land to the west (in the city).

The rezoning of the project site will enable the future conversion to residential land use. However, the site is adjacent to city services and existing roads and the proposed project would not result in the extension or expansion of infrastructure or services that could motivate adjacent land owners to consider conversion of their land to alternative, more intensive urban uses.

Development of residential land uses in proximity to productive farmland would potentially lead so nuisance complaints about agricultural practices related to spraying, odor, dust, and noise. In turn, the farmer(s) continuing operate on adjacent farmlands could complain about trespassing, vandalism, damage to crops, urban pets, and other infringements on farming operations.

The city's general plan includes a policy for minimizing potential land use conflicts along the urban/agriculture interface, including implementation of an agricultural community disclosure ordinance. The city's general plan policy for minimizing potential land use conflicts along the urban/agriculture interface, would also reduce the potential for agricultural land conversion adjacent to residential areas due incompatibility. Consistent with the general plan, implementation of the following mitigation measure shall be required:

Mitigation Measure

AG-1. Developers shall inform potential buyers of homes near agricultural areas of the possible hazards associated with the application of pesticides/herbicides and nuisances from other cultivation practices. In those cased where the County of San Benito's "Right-to-Farm" Ordinance applied to the city review of projects, homeowners shall also be informed of this ordinance by developers.

The city's general plan policy for minimizing potential land use conflicts along the urban/agriculture interface, would also reduce the potential for agricultural land conversion adjacent to residential areas due incompatibility.

Implementation of mitigation measure AG-1 will ensure potential conflicts between non-agricultural uses on the project site and adjacent farming operations are reduced to a less-than-significant level by requiring disclosure of neighboring farming practices and applicable "Right- to- Farm" ordinances.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Conflict with or obstruct implementation of the applicable air quality plan? (20,21, 22, 23, 25,27, 48, 50, 51)	❑	❑	❑	✓
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (20,21,22,23,25,49,51)	❑	✓	❑	❑
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? (20,21,22,23,25,49,51)	❑	✓	❑	❑
d. Expose sensitive receptors to substantial pollutant concentrations? (20,21,25,27,28,48)	❑	✓	❑	❑
e. Create objectionable odors affecting a substantial number of people? (20,21,25,27,48)	❑	❑	✓	❑

Comments

a. **Consistency with Monterey Bay Unified Air Pollution Control District (air district) Air Quality Management Plan (AQMP) (2008).** The proposed project would not conflict with the AQMP. Projects related directly to population growth generate population-related emissions (e.g., motor vehicles, residential heating and cooling emissions). For cumulative impacts, the air district recommends that projects be assessed for consistency with the AQMP. Population-related emissions have been estimated in the AQMP using population forecasts adopted by the Association of Monterey Bay Area Governments (AMBAG). Population-related projects that are consistent with these forecasts are consistent with the AQMP. AMBAG updated its regional population forecast in 2014, but the air district has not yet updated the AQMP, and Amy Clymo (email message, April 16, 2015) recommends that AQMP consistency be determined using the air district's 2011 Consistency Determination Procedure for Residential Development Projects for the 2008 AQMP.

Per the district's recommendation, the proposed project was evaluated with an anticipated buildout/occupancy year of 2025. The results of the evaluation are included as Appendix A, which is included on a CD on the back inside cover of this initial study. The evaluation determined that the proposed project would be consistent with the AQMP at 2015, 2020, and 2025. Therefore, the proposed project would not conflict with or obstruct implementation of the AQMP.

b/c. **Air Quality Standards**. The project site is located in the North Central Coast Air Basin, which is currently in non-attainment status for particulate matter (PM_{10}) and ozone. The air district has developed criteria pollutant emissions thresholds, which meet or exceed state and federal air quality thresholds. State thresholds are enforced by the California Air Resources Board as mandated by the California Clean Air Act. The thresholds are used to determine whether or not the proposed project would violate an air quality standard or contribute to an existing violation during operations and/or construction.

Operational Impacts. According to table 5-4 in the air district's *CEQA Air Quality Guidelines* (2008) (guidelines), the threshold for potential significance for the single-family dwelling category is 810 dwelling units. The air district's guidelines do not require quantification of emissions for single family residential subdivision of less than 810 dwelling units. However, emissions modeling conducted for the purposes of the climate change analysis for the proposed project revealed that the proposed project would result in unmitigated operational emissions of ROG and PM_{10} that exceed the district standard. Table 1, Operational Criteria Air Pollution Emissions (pounds per day), presents the results of the CalEEMod modeling. However, as shown in Table 1, the project's mitigated operational emissions of ROG and PM_{10} are below the standards.

The model results (Table 1) indicate that use of natural gas hearths only in new residential development would reduce area source operational ROG and PM_{10} emissions below the air district thresholds. The term "area source" means any stationary source of hazardous air pollutants. Other reductions in area source emissions would also be achieved by compliance with the air district's Rule 426 that requires low VOC architectural coatings in new development.

Implementation of the following mitigation measure would reduce the project's impact to a less-than-significant level.

Table 1 Operational Criteria Air Pollutant Emissions (pounds per day)

	ROG	NOx	PM_{10}	PM_{25}
Summer (Unmitigated)	544.50	36.36	117.00	97.10
Summer (Mitigated)	30.87	29.38	28.41	8.51
Winter (Unmitigated)	545.08	39.83	117.00	97.10
Winter (Mitigated)	31.46	32.86	28.41	8.51
Air District Thresholds	137	137	82	550

Source: EMC Planning Group Inc. 2015

Note: Assumes only non-wood-burning hearths would be allowed in new development.

Mitigation Measure

AQ-1. Prior to building permit issuance, the applicant shall include the following air emissions reduction features on the project plans:

a. Solid fuel heating appliances (i.e., wood-burning fireplaces; wood stoves; etc.) shall be prohibited. Restrictions on solid fuel heating appliances shall be included on deeds for individual parcels.

b. Low VOC-emitting paints and coatings shall be used in all new construction.

Implementation of mitigation measure AQ-1 would prohibit solid fuel heating appliances and require that low VOC-emitting coatings be used in construction, which would reduce project-related area source emissions below the air district thresholds and ensure operational area source emissions are at a less-than-significant level. No additional mitigation is required.

Localized Mobile Source Emissions. Pollution sources that move are known as "mobile sources." These sources include vehicles, engines, and motorized equipment that produce exhaust and evaporative emissions. The primary source pollutant of local concern is carbon monoxide. Carbon monoxide concentration is a direct function of vehicle idling time and thus, traffic flow conditions. Under certain meteorological conditions, carbon monoxide concentrations close to a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (residents, school children, hospital patients, the elderly, etc.). This condition is referred to as a

carbon monoxide "hot spot". The air district has not identified any carbon monoxide "hot spots" in San Benito County. According to the traffic report (Hatch Mott MacDonald 2015), the proposed project would not cause intersections to degrade below Level of Service (LOS) D, or increase volume to capacity ratio by 0.05 at LOS E or F intersections. The proposed project also would not increase delays or decrease reserve capacity at any intersection to the extent that carbon monoxide emissions modeling would be required by the district. Therefore, the proposed project would not result in significant localized source emissions of carbon monoxide, and no further analysis is required.

Short-term Construction Emissions. Emissions produced during grading and construction activities are considered short-term as they occur only during the construction phase of the project. Construction emissions include mobile source exhaust emissions, emissions generated during the application of asphalt paving material and architectural coatings, as well as emissions of fugitive dust associated with earthmoving equipment. Short-term emissions include the on- and off-site generation of fugitive dust, on-site generation of exhaust emissions from construction equipment, and the off-site generation of mobile source emissions during the construction phase of the project. Worst case construction phase emissions typically occur during initial site preparation, including grading and excavation, due to the increased amount of surface disturbance that can generate dust and to construction equipment emissions with the use of heavier equipment used at this phase.

Table 5-2 of the air district CEQA guidelines identifies the level of construction activity that could result in significant temporary impacts if not mitigated. The threshold of significance for construction activities is grading and disturbance of at least 2.2 acres per day. The project site is 37.28 acres and construction activities are likely to affect more than 2.2 acres per day, resulting in a significant impact to local air quality. Implementation of the following mitigation measure would reduce the impact to a less-than-significant level.

Mitigation Measure

AQ-2. Developers of the project site shall include dust control measures in grading plans, subject to review and approval by the city. Grading plans shall require that active disturbed areas be watered at least twice daily and shall limit areas of active disturbance to no more than 2.2 acres per day for initial site preparation activities that involve extensive earth moving activities (grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth moving (e.g. finish grading) during all phases of construction activities, absent dust control measures. In the event ground disturbance exceeds these limits, grading plans shall require the project applicant to implement the following fugitive dust measures as necessary:

a. *Water all active construction sites continuously. Frequency should be based on the type of operation, soil, and wind exposure;*

b. *Prohibit all grading activities during periods of high wind (over 15 mph);*

c. *Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);*

d. *Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area;*

e. *Haul trucks shall maintain at least 1'-0" of freeboard;*

f. *Plant tree windbreaks on the windward perimeter of construction projects of adjacent to open land;*

g. *Cover inactive storage piles;*

h. *Sweep streets if visible soil material is carried out from the construction site; and*

i. *Post a publicly-visible sign written in English and Spanish with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the air district shall also be visible to ensure compliance with rule 402 (nuisance).*

Implementation of mitigation measure AQ-2 would reduce potential construction-related PM_{10} air quality impacts to a less-than-significant level by incorporating the air district basic construction mitigation measures into construction activities.

d. **Sensitive Receptors.** According to the air district CEQA guidelines, a sensitive receptor is generically defined as a location where human populations, especially children, seniors, and sick persons, are located where there is reasonable expectation of continuous human exposure. These typically include residences, hospitals, and schools. The project site borders existing single-family residential homes located to the south. The project is also located within one-quarter mile of Calaveras Elementary School. There are no stationary sources of toxic air contaminants in proximity to the project site. The proposed project would not include new sources of toxic air emissions. The proposed project is not located near a high-volume freeway, which is the most common source of prolonged residential exposures to toxic air contaminants.

Due to the location of sensitive receptors in proximity to the project site, and prevailing winds from the north, the proposed project would result in the exposure of some sensitive receptors to pollutant concentrations of ROG and PM_{10} during construction, which would be a potentially significant impact. During operations, the proposed project would expose sensitive receptors to increased emissions of ROG and PM_{10}.

Implementation of mitigation measure2 AQ-1 and AQ-2, presented above, during construction and operation, would reduce impacts to sensitive receptors to a less-than-significant level.

e. **Odors.** According to the air district CEQA guidelines, "Odors are objectionable emissions of one or more pollutants (sulfur compounds, methane, etc.) that are a nuisance to health persons and may trigger asthma episodes in people with sensitive airways." Nuisance odors are commonly associated with refineries, landfills, sewage treatment, agriculture, etc.

The proposed project may result in some short-term construction-related odors (e.g., asphalt during paving), but is not anticipated to produce offensive odors during operation. Therefore the proposed project would not create objectionable odors affecting a substantial number of people.

The city's industrial wastewater treatment plant is located approximately 0.7 miles west of project site. There is no long term potential for future residents to experience odors from the plant because the prevailing winds are from the north. There is a potential for future residents to experience short term exposures to odors during occasional winter storms with winds from the south and west.

4. Biological Resources

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (2,9,16,17,18)	❑	✓	❑	❑
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (9,16)	❑	❑	❑	✓
c. Have a substantial adverse effect on federally protected wetlands, as defined by section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filing, hydrological interruption, or other means? (9)	❑	❑	❑	✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (9)	❑	❑	✓	❑
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (9,19)	❑	❑	❑	✓
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (9)	❑	❑	❑	✓

This section is based on a biological reconnaissance survey conducted by EMC Planning Group senior biologist Andrea Edwards on February 19, 2015 to document existing habitats and evaluate the potential for special-status species to occur on the project site. Biological resources

were documented in field notes, including species observed, dominant plant communities, and significant wildlife habitat characteristics. Qualitative estimations of plant cover, structure, and spatial changes in species composition were used to determine plant communities and wildlife habitats, and habitat quality and disturbance level were noted.

The project site is located in unincorporated San Benito County, with proposed annexation into the City of Hollister. The flat agricultural site is situated on the Hollister U.S. Geological Survey (USGS) quadrangle map, with an elevation of approximately 275 feet. Recently used for agricultural row crop production, it consisted of a disturbed (plowed) field at the time of survey. The site includes four rural residences with associated barns, driveways, and non-native ornamental vegetation including landscaped trees and shrubs. It is bordered to the west by two residences and an agricultural field; to the north by agricultural fields; to the east by an orchard; and to the south by a small orchard and City of Hollister residential development.

The margins of the site contain sparse patches of non-native weedy species, including cheeseweed (*Malva parviflora*), field mustard (*Brassica rapa*), wild oats (*Avena* spp.), smooth barley (*Hordeum murinum*), white-stemmed filaree (*Erodium moschatum*), bristly ox-tongue (*Helminthotheca echioides*), milk thistle (*Silybum marianum*), common sow thistle (*Sonchus oleraceus*), shepherd's purse (*Capsella bursa-pastoris*), and bermuda grass (*Cynodon dactylon*).

a. **Special-Status Species.** The City of Hollister General Plan, Section 7 - Natural Resources and Conservation (NRC) Element, contains Goal NRC-1 to "assure enhanced habitat for native plants and animals, and special protection for threatened or endangered species." This is supported by Policy NRC-1.1 (Protection of Environmental Resources) and Policy NRC-1.7 (Specialized Surveys for Special-Status Species), among others. These policies require special-status resource protection and appropriately timed surveys for areas that provide suitable habitat for special-status species.

   A search of the California Department of Fish and Wildlife's (CDFW) *California Natural Diversity Database* was conducted for the Chittenden, San Felipe, Three Sisters, San Juan Bautista, Hollister, Tres Pinos, Natividad, Mount Harlan, and Paicines USGS quadrangles in order to evaluate potentially occurring special-status species in the project vicinity. Records of occurrence for special-status plants were reviewed for those same USGS quadrangles in the California Native Plant Society's *Inventory of Rare and Endangered Plants*. A U.S. Fish and Wildlife Service threatened and endangered species list was also generated for San Benito County.

   The San Benito River is located approximately one-half mile southwest of the site. In riparian/aquatic habitat existing along the San Benito River, several special-status species are known to occur. These species include the federally listed Threatened and CDFW Species of Special Concern California red-legged frog (*Rana draytonii*), and the federally and state-listed Threatened California tiger salamander (*Ambystoma*

californiense). CDFW Species of Special Concern that also occur along the San Benito River include San Joaquin whipsnake (*Masticophis flagellum ruddocki*), tricolored blackbird (*Agelaius tricolor*), western pond turtle (*Emys marmorata*), yellow-breasted chat (*Icteria virens*), and, historically, bank swallow (*Riparia riparia*).

California tiger salamander has also been documented in 2007 and 2012 about two miles west and northeast of the site on properties with concentrations of small mammal burrows and/or aquatic habitat present. The federally listed Endangered and state-listed Threatened San Joaquin kit fox (*Vulpes macrotis mutica*) was documented about one to two miles southwest of the site on a private ranch in 1992. Finally, the CDFW Species of Special Concern burrowing owl (*Athene cunicularia*) that occurs in open, dry grasslands, deserts, and shrub-lands with low-growing vegetation and concentrations of small mammal burrows has been documented within a few miles of the site.

Although lands in the project vicinity provide suitable habitat for these special-status species, no special-status species are expected to occur on the project site or utilize the site as habitat except possibly special-status bats. This is due to the site's lack of suitable habitat resulting from the high level of routine mechanical ground disturbance (plowing) and lack of vegetation, drainage features, and burrows. However, protected nesting birds and special-status bats have low potential to occur on the site as discussed below.

Nesting Birds. Trees on and adjacent to the project site, including many non-native ornamental and orchard trees, have the potential to provide breeding habitat for nesting birds protected by the California Fish and Game Code and/or the federal Migratory Bird Treaty Act. If any active nest(s) of protected bird species should occur on or adjacent to the site, then construction activities conducted during the bird nesting season (February 1 to August 31) could result in the direct loss of nests, including eggs and young, or the abandonment of an active nest. This would be a significant adverse environmental impact. Implementation of the following mitigation measure will be required.

Mitigation Measure

BIO-1. If noise-generating construction activities begin during the nesting bird season (February 1 to August 31), or if construction activities are suspended for at least two weeks and recommence during the nesting bird season, then the project developer shall retain a qualified biologist to conduct a pre-construction survey for nesting birds. The survey shall be performed within suitable nesting habitat areas on and adjacent to the site to ensure that no active nests would be disturbed during project implementation. This survey will be conducted no more than two weeks prior to the initiation of construction activities. A report documenting survey results and plan for active bird nest avoidance (if needed) will be completed by the qualified biologist and submitted to the City of Hollister for review and approval prior to construction activities.

If no active bird nests are detected during the survey, then project activities can proceed as scheduled. However, if an active bird nest of a protected species is detected during the survey, then a plan for bird nest avoidance shall determine and clearly delineate an appropriately sized, temporary protective buffer area around each active nest, depending on the nesting bird species, existing site conditions, and type of proposed noise-generating construction activities. The protective buffer area around an active bird nest is typically 75-250 feet, determined at the discretion of the qualified biologist and in compliance with applicable project permits.

To ensure that no inadvertent impacts to an active bird nest will occur, no construction activities will occur within the protective buffer area(s) until the juvenile birds have fledged (left the nest), and there is no evidence of a second attempt at nesting, as determined by the qualified biologist.

Implementation of mitigation measure BIO-1 would reduce significant potential impacts to nesting birds to a less-than-significant level by requiring that pre-construction surveys are conducted during the nesting bird season, and appropriate avoidance measures are incorporated into construction activities.

Special-Status Bats. There is limited potential for special-status bat species known to occur in the general project vicinity to occur on the site, possibly utilizing buildings (especially barns) and trees as roosting habitat. These species include pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), western mastiff bat (*Eumops perotis californicus*), and western red bat (*Lasiurus blossevillii*); all four species are CDFW Species of Special Concern, and Townsend's big-eared bat is also a candidate for state listing as a Threatened species. Direct loss of special-status bats while roosting due to project demolition activities/tree removals would be a significant adverse environmental impact. Implementation of the following mitigation measure will be required.

Mitigation Measure

BIO-2. To avoid impacting active special-status bat roosts, if present, any vacant buildings on the site proposed for removal that are boarded up prior to construction (dark in the daytime) shall be opened in the winter months (prior to mid-March) to allow in light, making these areas less suitable for use as bat roosts.

Mature trees removed due to project implementation shall be removed in two stages: stage one will include removal of tree limbs, and stage two will include removal of the main trunk on a subsequent day. This will allow potentially present, day-roosting bats the opportunity to relocate.

Implementation of mitigation measure BIO-2 would reduce significant potential impacts to roosting special-status bats to a less-than-significant level by requiring that structures are made unsuitable for roosting prior to demolition, and that mature trees are removed in two stages to allow passive relocation should day-roosting bats be present.

b. **Sensitive Natural Communities.** The project site does not contain riparian or other sensitive natural communities; therefore no sensitive natural communities would be impacted by the proposed project.

c. **Wetlands/Waterways.** The project site does not contain any wetlands or waterways; therefore no protected wetlands or waterways would be impacted by the proposed project. No impacts to wetland or waterway resources under the jurisdiction of the U.S. Army Corps of Engineers, the CDFW, or the Regional Water Quality Control Board would occur.

d. **Wildlife Movement.** In general, wildlife movement corridors provide connectivity between habitat areas, enhancing species richness and diversity, and usually also provide cover, water, food, and breeding sites. For example, the nearby San Benito River is a regionally important wildlife movement corridor. However, the agricultural project site is routinely disturbed, and is surrounded by residential development and active agricultural row crop fields/orchards. Wildlife movement across the site is likely restricted to common species that might use the site for local movement opportunities, such as coyote (*Canis latrans*), common raccoon (*Procyon lotor*), and Virginia opossum (*Didelphis virginiana*). The agricultural site does not function as a regional wildlife movement corridor connecting important habitat areas or as a nursery site. The proposed project would therefore have a less-than-significant impact on local wildlife movement.

e. **Local Policies/Ordinances.** The City of Hollister Municipal Code, Title 12 - Streets, Sidewalks and Public Places, Chapter 12.24 – Street Trees, Section 12.24.050 states that "no person shall … remove or replace any street tree without prior written authority therefor issued by the director." Several mature non-native ornamental trees located on the site adjacent to existing residences would be removed by the proposed project. However, as this site has been located outside the City of Hollister prior to this annexation, any trees present along Buena Vista Road are not designated City street trees. Therefore, the proposed project would not conflict with any local policies/ordinances protecting biological resources.

f. **Conservation Plans.** No adopted Habitat Conservation Plan, adopted Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan includes the project site. Therefore, the proposed project would not conflict with any adopted/approved conservation plan.

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5? (5,7)	❑	✓	❑	❑
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5? (1,7)	❑	✓	❑	❑
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (1,7,58)	❑	✓	❑	❑
d. Disturb any human remains, including those interred outside of formal cemeteries? (1)	❑	✓	❑	❑

a. **Historic Resources.** The proposed prezoning and annexation of the project site does not include removal of the existing residences, barns, and associated structures. However, future development consistent with the city's general plan designation and approved prezone would include approximately 336 medium density residential units. With future development, it is anticipated that all existing structures on site would be demolished and removed.

If the existing residences, barns, and associated structures are 45 years or older, they may be considered significant historic resources. Impacts to historic structures may be considered adverse and significant. Implementation of the following mitigation measure would ensure that future development of the project site would not result in a significant effect on an historic structure.

CR-1. If and when the existing structures on the project site are proposed for demolition, the applicant shall retain a qualified historian to evaluate the historical significance of the structures. If the structures are not considered historically significant according to the California Environmental Quality Act, no further evaluation would be necessary.

If the structures are considered historically significant according to the California Environmental Quality Act, the structures shall be thoroughly documented, preserved and interpreted, as determined to be appropriate by a qualified historian. If it is not feasible to preserve the structures, and it is determined that the loss of the structures is significant and unavoidable, the city shall prepare an environmental impact report to include an evaluation of the structures and make the appropriate findings associated with demolition of the structures.

Implementation of mitigation measure CR-1 will ensure that destruction of potential historic resources does not occur, or if preservation of the potentially-significant resource is not feasible, that the appropriate CEQA process will be followed.

b. **Archaeological Resources**. The project site is actively farmed agricultural land, and contains four residences, and associated structures including two barns. The project site is not located within the area of greater archaeological sensitivity identified on Figure 15 of the city's general plan EIR (City of Hollister 2005b). However, during earth-moving activities, it is always possible to accidentally discover buried archaeological resources. Disturbance of archaeological resources would be considered a significant adverse environmental impact.

Hollister Municipal Code Section 17.16.030 requires cessation of construction activity, notification of the Planning Department and examination by a qualified archaeologist or historian for historic resources, so that the extent and location of discovered materials may be recorded, subject to the approval of the Director, and disposition of artifacts may occur in compliance with applicable State and Federal laws

In addition to compliance with the provisions of city code, implementation of the following mitigation measure would ensure that this potential significant effect is reduced to a less-than-significant level.

CR-2. Due to the possibility that significant buried archeological or paleontological resources might be found during future construction activities, the following language shall be included in all construction documents and on any permits issued for the project site, including, but not limited to, grading and building permits associated with future development of the project site:

"If archaeological resources or paleontological resources are unexpectedly discovered during construction, work shall be halted immediately within 50 meters (160 feet) of the find, and the Planning Department notified, until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, an appropriate resource recovery shall be formulated, with the concurrence of the City of Hollister, and implemented, in compliance with municipal code section 17.16.030."

In addition to compliance with provisions of the Hollister Municipal Code Section 17.16.030 , implementation of mitigation measure CR-2 would require construction to be halted and appropriate evaluation and actions be taken should archaeological resources be discovered during construction. Implementation of the mitigation measure would reduce potentially significant impacts associated with significant archaeological resources to a less-than-significant level.

c. **Unique Paleontological Resources/Unique Geologic Features.** The project site is relatively flat and consists of disked fallow agricultural land, with no unique geologic features present. The city's general plan EIR (City of Hollister 2005b) evaluated impacts to cultural resources; however there was no discussion of impacts associated with paleontological resources or unique geologic features. The San Benito County General Plan EIR (EMC Planning Group 2015) identified that "…paleontological specimens have been found in the County, and additional specimens may be unearthed during future agriculture and development excavations. It is likely that potentially significant sub-surface resources, including archaeological and unique paleontological resources, may be discovered due to excavation activities related to future development and construction" (page 9-25).

Although there are no specific indications of paleontological resources associated with the project site, during earth-moving activities, it is always possible to accidentally discover buried paleontological resources. Disturbance of paleontological resources would be considered a significant adverse environmental impact. Implementation of mitigation measure CR-2 would reduce this potential significant effect to a less-than-significant level.

d. **Accidental Disturbance of Human Remains.** Although no evidence of potentially sensitive cultural resources are associated with the project site, there is the possibility of an accidental discovery of archeological resources or human remains during construction activities. Disturbance of Native American human remains is considered a significant adverse environmental impact. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

Mitigation Measures

CR-3. Due to the possibility that human remains may be discovered during future construction activities, the following language shall be included in all construction documents and on any permits issued for the project site, including, but not limited to, grading and building permits associated with future development of the project site:

"If human remains are found during construction there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner is contacted to determine that no investigation of the cause of death is required. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may then make recommendations to the landowner or the person responsible for the

> *excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner."*

Implementation of mitigation measure CR-3 will ensure that potential impacts due to accidental discovery of buried human remains will be reduced to a less-than-significant level by requiring that if a find is made, activity is stopped, and appropriate measures are taken.

6. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? (1,2,3,13)	❑	✓	❑	❑
(2) Strong seismic ground shaking? (1,2,3)	❑	✓	❑	❑
(3) Seismic-related ground failure, including liquefaction? (1,2,3)	❑	✓	❑	❑
(4) Landslides? (7,9)	❑	❑	❑	✓
b. Result in substantial soil erosion or the loss of topsoil? (1,2,3)	❑	✓	❑	❑
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (1,2)	❑	✓	❑	❑
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (1,2)	❑	✓	❑	❑
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (7)	❑	❑	❑	✓

a. **Earthquake and Seismic Ground Shaking.** As identified in the city's general plan EIR, the City of Hollister is in a seismically active area (page 4.9-1). Four fault zones traverse the county in the vicinity of the city: the San Andreas Fault, the Quien Sabe Fault, the

Tres Pinos Fault and the Calaveras Fault. All but the Tres Pinos Fault are considered active. The San Andreas Fault system, probably the largest in the United States, crosses San Benito County is a southeasterly direction along the Gavilan Range two and a half miles west of the project site. It is capable of generating an earthquake up to 8.3 in magnitude on the Richter scale. The Hayward/Calaveras Fault runs south and north and bisects the city. It has the capacity of a quake of 7+ on the Richter scale.

According to U.S. Geological Survey Maps of the area, the project site is located approximately 0.60 feet east of the closest Calaveras Fault strand (U.S. Geologic Survey and California Geologic Survey 2006). As identified in the city's general plan EIR, because of this active seismic environment surrounding the proposed project site, it is extremely likely that the site would be subject to a large magnitude quake (page 4.9-4).

It is reasonable to expect that the project area would be subject to intense ground shaking during an earthquake. The potential for damage during strong seismic shaking cannot be eliminated. Ground shaking and ground failure can result in structural failure and collapse, local damage to underground utilities, and the cracking of paved areas, presenting a hazard to occupants and damage to contents. General plan policies to reduce earthquake and seismic shaking hazards include the following:

> **HS1.4 Seismic Hazards.** Assure existing and new structures are designed to protect people and property from seismic hazards. Review all development proposals for compliance with the Alquist-Priolo Earthquake Fault Zoning Act and the Uniform Building Code as a way to reduce the risk of exposure to seismic hazards for those who will be living and working within the Hollister Planning Area.
>
> **HS1.5 Geotechnical and Geologic Review.** Require all geologic hazards be adequately addressed and mitigated through project development. Development proposed within areas of potential geological hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties.

The general plan EIR identified that the general plan policies would reduce potential impacts but, the impact would remain significant and unavoidable (page 4.9-4). However, with adoption of the general plan, the city determined that the policies and standards in the Health and Safety Element, such as those cited above, would reduce the potential impacts associated with strong seismic ground shaking to what is defined as an "acceptable level of risk."

Seismic-related Ground Failure, Including Liquefaction. As identified in the general plan EIR, the structural damage caused by soil liquefaction during an earthquake was determined to be a significant unavoidable impact (page 4.9-5). However, with adoption of the general plan, the city determined that the policies and standards in the Health and Safety Element, such as HS1.4 and HS1.5 cited under the discussion of seismic shaking above, would reduce the potential impacts associated ground failure to what is defined as an "acceptable level of risk" although still significant and unavoidable.

§16.28.010 of the City of Hollister Municipal Code requires that a soils report be prepared. Should the soils report indicate soil problems, a soils investigation of each lot in the subdivision may be required by the city engineer (§16.28.030). Should seismic or geologic conditions warrant, §16.28.030 requires preparation of a report prepared by a registered geologist

Due to the identified seismic hazards associated with the site and in order to ensure compliance with city policy and that impacts related to seismic hazard are reduced to a less than significant level, the following mitigation shall be required:

Mitigation Measure

GS-1. Prior to approval of any project or subdivision of the site, the project applicant shall have a site-specific soils report prepared by a California state registered civil engineer.

Should the soils report indicates the presence of critically expansive soils or other soils problems which, if not corrected, would lead to structural defects, the project applicant shall have a soils investigation of each lot in the subdivision prepared by a state registered civil engineer consistent with section 16.28.030 of the City's Municipal Code and in compliance with all applicable state and local code requirements, that includes:

a. Analysis of potential liquefaction hazards using accepted methodologies, confirmed by borings and excavations as required;

b. Site specific engineering requirements for mitigation of any liquefiable soils, using proven methods, generally accepted by registered engineers, such as subsurface soil improvement, deep foundations extending below the liquefiable layers, structural slabs designed to span across areas of non-support, soil cover sufficiently thick over liquefaction soil to bridge liquefaction zones, dynamic compaction, compaction grouting, jet grouting, and other mitigation for liquefaction hazards suggested in the CGS Guidelines for Evaluating and Mitigating Seismic Hazards (CGS Special Publication 117A, 2008);

c. Review of recommended measures to ensure compliance with CGS guidelines related to protection of public safety from liquefaction; and

d. Determination of the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements.

All recommended corrective action which is likely to prevent structural damage to proposed structures shall be incorporated into final construction plans of each structure.

GS-2. Prior to any approval for a project or subdivision on the project site, the project developer shall have a site-specific geologic report prepared by a California state registered civil engineer, in compliance with all applicable state and local code requirements, that includes:

a. Analysis of the expected ground motions at the site from known active faults using accepted methodologies;

b. Analysis of potential fault rupture and landslide hazards using accepted methodologies, confirmed by borings and excavations as required;

c. Site specific engineering requirements for mitigation of any identified risks of fault rupture or landslides, using proven methods, generally accepted by registered engineers, such as mitigation for landslide hazards suggested in the CGS Guidelines for Evaluating and Mitigating Seismic Hazards (CGS Special Publication 117A, 2008) to reduce risks of fault rupture and landslides to an insignificant level;

d. Review of recommended measures to ensure compliance with CGS guidelines related to protection of public safety from landslide hazards and fault rupture;

e. Structural design requirements as prescribed by the most current version of the California Building Code, to ensure that structures can withstand ground accelerations expected from known active faults; and

f. Determination of the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements.

Such report shall specify the remedial measures, if any are necessary, that will make the subdivision safe for development. Project construction plans shall incorporate all report mitigations, and the project structural engineer and geotechnical consultant shall certify that the construction plans for the site incorporate all applicable mitigations from the investigation and meet current California Uniform Building Code requirements. The City Building Official shall review all project plans for the relevant permits to ensure compliance with the applicable geotechnical investigation and other applicable Code requirements.

Implementation of mitigation measure GS-1 and GS-2 will reduce potential impacts associated with seismic hazards to a less than significant level by ensuring proper soils and geologic evaluation and incorporation of all applicable mitigation prior to project approval.

Landslide. The project site is level and not subject to landslides.

b. **Soil Erosion.** Future development of the project site would disrupt the surficial soil in areas where soils are susceptible to erosion by wind and/or water. Removal of soils can undermine buildings, roads, and other structures both during short-term construction activities and long-term where vegetative cover is not re-established, and could result in a potentially significant adverse impact. General plan policy NRC 2.4(3) requires that appropriate measures to be taken to reduce wind erosion during construction, such as watering of soil, replanting and repaving (Hollister 2005a, page 7.12) and policy CSF 3.2 requires project developers to implement suitable erosion control measures (Hollister 2005a, page 5.17).

Municipal code chapter 15.24, grading and best management practices control, requires a best management control plan to be submitted for land-disturbing activities, including grading. The plan is required to include all proposed best management practices, including erosion, sediment, wind, dust, tracking, non-storm water management and waste management control. It also requires sediment retention measures, surface runoff and erosion control measures. In addition, any grading or earth disturbing activities during the rainy season requires permission by the city engineer per the requirements of municipal code section 15.24.210. Section 16.24.070(B) also requires landscaping for subdivisions in part for erosion control and bank protection.

Implementation of the following mitigation measures would reduce this impact to a less-than-significant level.

Mitigation Measure

GS-3. An erosion control plan for future development of the project site shall be prepared and implemented for future development, in compliance with general plan policies NRC 2.4(3) and CSF 3.2 and municipal code sections 15.24.210 and 16.24.070(B), subject to review and approval by the city. The plan shall include, but not be limited to the following measures:

a. The construction sites shall be designed to prevent migration of soil fines. The contractor must plan the dewatering and excavation activities so that stable and dry excavations are maintained throughout construction.

b. *All development should be sited and designed to conform to site topography and minimize grading and other site preparation activities, to the maximum extent possible.*

c. *All disturbed surfaces (including soils stockpiled temporarily) resulting from grading operations shall be prepared and maintained to control erosion. This control shall consist of measures to provide temporary cover to help control erosion during construction and permanent vegetative cover to stabilize the site after construction has been completed. The seeded areas shall be maintained and irrigated as needed to adequately establish vegetative cover.*

d. *The following provisions shall apply during the wet season between October 15 and April 15:*

   i. *All necessary erosion control equipment shall be installed or shall be available for immediate installation when needed due to rainy conditions (i.e. silt fences, hay bales, jute netting, etc.).*

   ii. *Disturbed surfaces not involved in the immediate operations must be protected by mulching and/or other effective means of soil protection. Soils temporarily stockpiled shall be covered with tarp and secured adequately.*

   iii. *Runoff from the site shall be detained or filtered by berms, vegetated filter strips, and/or catch basins to prevent the escape of sediment from the site. These drainage controls must be maintained by the owner and/or contractor as necessary to achieve their purpose through the duration of the construction period. No sediment shall be allowed to enter the San Benito River.*

   iv. *Erosion control measures shall be in place at the end of each day's work.*

   v. *A mitigation monitor designated by the city shall stop operations during periods of inclement weather if it is determined that erosion problems are not being controlled adequately.*

e. *Final grades should be provided with positive gradient away from the building in order to provide removal of the surface water from the foundation to adequate discharge points. Sheet flow of building, parking, walkway, and deck runoff to surrounding heavily vegetated areas is preferred. Directly piped storm drainage to San Benito River shall be prohibited. Concentrations of surface water runoff should be handled by providing necessary structures, such as energy dissipation at outlets and catch basins, berms and vegetated filter strips as appropriate.*

Implementation of mitigation measure GS-2 will ensure that potential impacts associated with erosion and siltation will be reduced to a less-than-significant level by requiring that future development activities have erosion control practices in place.

c/d. **Unstable or Expansive Soils.** The city's general plan EIR (City of Hollister 2005b, page 4.6-8) determined that the impacts from the expansive soils in parts of the planning area may be eliminated when specific development projects are proposed by conducting engineering tests to determine the proper design criteria as required by HS1.5 which requires preparation of geotechnical evaluation and review including adequate mitigation for all geologic hazards for all development projects; and HS1.6 which requires engineering tests for projects that may be exposed to impacts associated with expansive soils. Mitigation Measure GS-1 and GS-2 above, require engineering studies to ensure potential impacts, including impacts from expansive soils are identified and remedied prior to tentative map approval. The impact is less than significant with mitigation.

e. **Septic Tanks.** The future residential development would connect to the city's wastewater collection and treatment system. There is no impact associated with septic tanks or alternative wastewater disposal systems.

7. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (20,21,22,23,25,27,38,52)	❑	❑	✓	❑
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (25,27)	❑	❑	❑	✓

Comments:

a. **Generation of GHG Emissions.** GHG emissions from the proposed project would have a significant impact on the environment if the GHG emissions volume exceeds a specified threshold of significance for such emissions. Typically, if thresholds of significance have been developed by a lead agency, the thresholds are identified in a plan developed for the purpose of reducing GHGs. As is discussed below neither the city, nor the air district have developed such a plan or defined thresholds of significance. In lieu of locally adopted thresholds of significance, guidance provided by the San Luis Obispo Air Pollution Control District (SLOAPCD) is used as reference as recommended by the air district. To evaluate the potential impact of the proposed project, information is presented about applicable GHG reduction plans, thresholds of significance, GHG emissions projected to be generated by the proposed project, impact significance, and feasible GHG reduction measures that would reduce the volume of GHG emissions generated.

GHG Reduction Plans

State of California. The State has established a framework for reducing GHG emissions generated by a range of activities through the landmark Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. Several other legislative acts, executive orders, and opinions from the California State Attorney General, and technical guidance provided by recognized air quality experts/organizations have provided further GHG emissions reduction guidance and reinforced CEQA as the appropriate evaluation tool for assessing climate change impacts of new development. The strategies to be used to reduce GHG emissions are described in the California Air Resources Board's AB 32

Scoping Plan, which was first adopted in December 2008. At that time, the strategies were designed to reduce GHG by approximately 30 percent from the 2020 projected emissions level.

AB 32 does not mandate GHG reduction actions at the local level. However, the Scoping Plan identifies that local agencies should strive to reduce GHG emissions within their boundaries by 15 percent from 2008 levels by 2020 to help achieve emissions reductions needed to meet AB 32 goals. The Scoping Plan was supplemented in 2011. The update reflects more current economic conditions (including the economic downturn) and reduction measures from the Scoping Plan that are already in place. It found that going forward, only a 16 percent reduction below business as usual GHG levels would be needed to return to 1990 levels by 2020.

Regional/Local GHG Reduction Plans. Though climate change is a cumulative, global issue, impacts of individual projects are generally considered relative to the climate change context at the state, regional, and/or local jurisdiction boundary scale. CEQA thresholds of significance for GHG emissions address whether the incremental cumulative contribution of a specific project to GHG emissions is significant at the state, regional, and/or local scale. At the state scale, consistency with AB 32 is typically the appropriate threshold. Regional or local plans for reducing GHG emissions (e.g. plans developed by air districts or climate action plans developed by cities and counties), where such have been adopted, generally serve as the appropriate GHG reduction guidance for local lead agencies. Many of those plans are based on the AB 32.

The air district has not adopted a GHG reduction plan to provide GHG analysis/impact determination guidance for local agencies as part of the CEQA process. However, air district staff has been informally recommending that local lead agencies use GHG emissions reduction plan guidance adopted by the SLOAPCD as reference in evaluating impacts of projects being proposed within the air district (Clymo 2013). The city has not yet adopted its own GHG reduction plan. Consequently, it is relying on guidance contained in the SLOAPCD's *CEQA Air Quality Handbook, a Guide for Assessing the Air Quality Impacts for Projects Subject to CEQA Review* (air quality handbook) as recommended by the air district. The air district has noted that air quality and development conditions within the SLOAPCD are similar to conditions within the air district boundary, and have recognized that the SLOAPCD has developed defensible substantial evidence upon which its guidance is based. Thus, air district staff has suggested that the guidance is valid for use as a benchmark by which to evaluate the GHG impacts of local development projects.

Threshold of Significance. The SLOAPCD air quality handbook includes standards of significance for GHG emissions volumes. The threshold of significance that is relevant to the proposed project is 4.9 metric tons (MT) of carbon dioxide equivalent (CO_2e) per service population per year. The total service population is equivalent to the sum of new jobs and/or population that would be generated by a land use project. The SLOAPCD's service population threshold is applicable in that the proposed project will generate a population increase. If project emissions exceed 4.9 MT CO_2e per year per service population, mitigation measures would be required to reduce GHG emissions. The SLOAPCD established its threshold of significance based on its assessment of the total GHG emissions reduction volume that must be achieved to bring GHG emissions within the SLOAPCD boundary into conformance with AB 32 reduction targets.

Project GHG Emissions. The California Emissions Estimator Model (CalEEMod) was used to estimate construction phase and annual operational GHG emissions from the proposed project. The results are included in Appendix B, which is included on a CD on the back inside cover of this initial study. CalEEMod also enables the user to estimate reductions in emissions from GHG reduction measures that are a defined part of the project or that are applicable due to the project type and/or its location. As noted in Section 3 Air Quality, mitigated operational emissions include prohibitions on wood-burning fireplaces and stoves, in compliance with the air district rules for wood-burning appliances.

A summary of short-term construction emissions that would be generated by the proposed project is presented in Table 2, Unmitigated Construction Phase GHG Emissions.

Table 2 Unmitigated Construction Phase GHG Emissions

	Bio CO_2	NBio CO_2	CH_4	N_2O	CO_2e Metric Tons
Project Construction	0.00	2,073.61	0.38	0.00	2,081.52

Source: CalEEMod, EMC Planning Group 2015

Notes: Bio – biogenic CO_2, NBio – Non-biogenic CO_2, CH_4 = methane, CO_2 = carbon dioxide, N_2O = nitrous oxide, CO_2e = carbon dioxide equivalents.

As shown in Table #, the proposed project would generate approximately 2,081.52 MT CO_2e spread over an assumed four-year construction period. Defaults provided in CalEEMod have been used for the number and type of construction equipment to be utilized during the construction process and for other construction emissions because project-specific construction data is not currently available in sufficient detail regarding numbers and type of equipment. Per SLOAPCD guidance, construction emissions are to

be amortized over a 30-year period, with the annual volume added to the annual operational project GHG emissions to arrive at total annual emissions. Amortized annual construction emissions would; therefore, be 69.32 MT CO_2e per year.

According to the CalEEMod results, the proposed project would generate annual unmitigated operational emissions of 6,809.72 MT CO_2e. This value does not include GHG emission reductions that would occur from the implementation of mitigation measure AQ-1 (refer to Section 3, Air Quality). However, CalEEMod data inputs include an adjustment for this emission reduction measure. Estimated annual (mitigated) operational emissions assuming prohibition of wood-burning fireplaces and stoves are presented in Table 3, Annual Mitigated Operational Phase GHG Emissions.

Table 3 Annual Mitigated Operational Phase GHG Emissions

Emissions Source	Bio CO_2	NBio CO_2	CH_4	N_2O	CO_2e Metric Tons
Area Source	0.00	243.85	0.00	0.00	513.60
Energy	0.00	1,323.99	0.04	0.02	1,330.50
Mobile Source	0.00	4,693.78	0.17	0.00	4,697.43
Waste	85.83	85.84	5.07	0.00	192.36
Water	6.95	55.46	0.72	0.02	75.85
Total	**92.78**	**6,310.12**	**6.02**	**0.04**	**6,541.52**

Source: CalEEMod, EMC Planning Group 2015

Notes: Bio – biogenic CO_2, NBio – Non-biogenic CO_2, CH_4 = methane, CO_2 = carbon dioxide, N_2O = nitrous oxide, CO_2e = carbon dioxide equivalents.

Loss of Sequestration Potential. CalEEMod also estimates the loss of GHG sequestration potential that would result from the conversion of cropland to urban uses. According to the model results, the proposed project would result in a one-time loss in cropland sequestration potential of 214.89 MT CO_2e. When amortized over a 30-year period, the proposed project would reduce the sequestration potential of the site by 7.16 MT CO_2e per year.

Existing GHG Emissions. Existing uses within the site include agriculture, rural residences, and farm buildings. A majority of the site, approximately 34.7 acres, consists of active agricultural land. Active agriculture is not included as a source of significant emissions according to CalEEMod. However, as noted above, the model does consider cropland as a habitat classification for determining project-related losses to sequestration potential. The remainder of the site consists of single-family residences and outbuildings (2.62 acres). Under existing conditions, the residential uses generate 90.66 MT CO_2e per year.

GHG Emissions Attributable to the Proposed Project. The net GHG emissions from the proposed project are equal to the projected project-specific, mitigated GHG emissions minus the existing baseline GHG emissions. Total GHG emissions include annual amortized construction emissions, loss of sequestration potential, and operational emissions adjusted to include mitigation measure AQ-1. Table 4, Net Annual GHG Emissions, summarizes total and net project GHG emissions. Table 4 also shows GHG emissions reductions that accrue to measures included in the Scoping Plan as described below.

Table 4 Net Annual GHG Emissions

Source	CO_2e (metric tons/year)
Mitigated Operational Project Emissions	6,541.52
Amortized Annual Construction Emissions	69.32
Amortized Loss of Sequestration Potential	7.16
Total Annual GHG Emissions	6,618.00
Less Existing Annual GHG Emissions	(90.66)
Net Annual GHG Emissions	6,527.34
Reductions from Pavley I and RPS Measures	(1,378.54)
Total Annual Project Emissions	**5,148.80**

Source: CalEEMod, EMC Planning Group 2015

Notes: Annual construction GHG emissions and the one-time loss of sequestration potential are derived by amortization over a 30-year period.

GHG Reductions from Implementation of Scoping Plan Measures. The SLOAPCD threshold of significance includes consideration of GHG emissions reductions that result from implementation of several state-mandated programs and regulations described in the Scoping Plan. However, the SLOAPCD threshold does not take into consideration two additional state-mandated regulations which also are currently being implemented; the Pavley I fuel efficiency standards and the Renewable Portfolio Standard (RPS).

The Pavley I standard requires that GHGs emitted by passenger vehicles and light-duty trucks be reduced by improving fuel efficiency requirements. Pavley I requirements apply to vehicles in the model years 2009 to 2016. The California Air Resources Board has estimated that these standards will reduce GHG emissions in the transportation sector by 20 percent in 2020 and 25 percent in 2035 above and beyond a scenario without these standards.

The RPS requires electric utilities and other entities under the jurisdiction of the California Public Utilities Commission to meet 20 percent of their retail sales with renewable power by 2017. The renewable portfolio standard was then accelerated to 20 percent by 2010. The program was subsequently expanded to require all utilities to meet a 33 percent target by 2020.

As shown in Section 2.2, Overall Operational, Mitigated Operational, of the CalEEMod results shown in Appendix B, annual mitigated operational mobile source emissions from the proposed project are projected at 4,697.42 MT CO_2e. Applying the Pavley I reduction of 20 percent per year in 2020 yields an annual reduction of 939.48 MT CO_2e. Applying the RPS reduction of 33 percent per year in 2020 to the energy source GHG emissions of 1,330.49 MT CO_2e shown in the same CalEEMod results yields a reduction of 439.06 MT CO_2e per year. The sum of these additional reductions is 1,378.54 MT CO_2e per year. As shown in Table 4 above, the total annual project GHG emissions volume of 5,148.80 MT CO_2e reflects this reduction.

Comparison with Significance Threshold. Based on the average of 3.61 persons per household for the City of Hollister (California Department of Finance 2015), the development of 336 dwelling units would generate a population increase of 1,213, which represents the project service population. Accordingly, the proposed project would generate approximately 4.24 MT CO_2e per service population per year (5,148.80/1,213). Annual GHG emissions attributable to the project would not exceed the SLOAPCD threshold of significance of 4.9 MT CO_2e per service population per year. The project impact from generation of greenhouse gas emissions would be less than significant.

b. **Consistency with a GHG Reduction Plan.** As stated in the discussion of item "a" above, neither the city, nor the air district have adopted a GHG reduction plan that is applicable to development within the city. However, based on air district guidance, the SLOAPCD's GHG reduction plan framework is used to assess project impacts. The proposed project is consistent with the SLOAPCD's reduction plan in that GHG emissions would not exceed the standard of significance identified in the SLOAPCD reduction plan. Therefore, the proposed project would not conflict with an adopted plan for reducing GHG emissions.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (7)	❑	❑	✓	❑
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (7)	❑	✓	❑	❑
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (5,7)	❑	✓	❑	❑
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment? (7,11,12)	❑	❑	❑	✓
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 a public-use airport, result in a safety hazard for people residing or working in the project area? (2,7,14)	❑	❑	✓	❑
f. For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area? (2,7,14)	❑	❑	✓	❑
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (1,2,7)	❑	❑	❑	✓

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands? (2,7)	❑	❑	❑	✓

a. **Transport, Use, Release, or Emission of Hazardous Materials**. Future residential development of the site may involve the use and transport of hazardous materials during project construction. These materials may include fuels, oils, mechanical fluids, and other chemicals typically used during construction. Transportation, storage, use and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. All construction activities would be subject to the National Pollutant Discharge Elimination System (NPDES) permit process that requires the preparation of a storm water pollution prevention plan (SWPPP), which would be reviewed and approved by the Regional Water Quality Control Board (refer to discussion in Section 9, Hydrology and Water Quality).

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

Enforcement of hazardous material regulations and rapid response by local agencies would reduce the project's hazardous materials transportation, use, and disposal impacts and ensure that the risk of potential hazard to the public and the environment are less than significant.

b. **Significant Hazard - Release of Hazardous Materials**. The project site has historically been used for agricultural production. It is possible that agricultural chemicals may have accumulated over time in the on-site soils. If potentially harmful levels of agricultural chemicals are present in these areas of the site, grading and earthmoving activities could expose the public or construction workers to contaminated soils that pose a health risk. In addition, future residents could be exposed over the long term to such chemicals if present, potentially resulting in significant health hazards.

This potentially significant impact would be reduced to less than significant within implementation of mitigation measures HAZ-1 below.

HAZ-1. Prior to the issuance of grading permits the developer shall contract with a qualified professional to prepare a current, project specific Phase I Environmental Site Assessment in compliance with all applicable local, state, and federal regulations. Potentially hazardous site conditions including presence of agricultural chemical residues in soils shall be identified for the site. If hazardous conditions are identified that require preparation of a Phase II Environmental Site Assessment, the project developers shall be responsible for conducting the assessment and for implementing all recommendations and requirements for remediation of residual agricultural chemical soil conditions, if present, identified therein. Proof of completed remediation activities shall be provided to the city prior to approval of a grading permit for individual projects.

Implementation of mitigation measure HAZ-1 would ensure potential impacts associated with release of hazardous materials are reduced to a less than significant level by requiring environmental site investigation and remediation (if required) prior to the issuance of grading permits.

In addition, the project site is likely to contain buildings that were constructed prior to the 1980s when asbestos construction materials and lead based paint were in common use. Demolition of these structures during site preparation activities could result in release of these hazardous materials and pose risk to public and construction worker health and safety. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos has been demonstrated. The air district is the responsible agency for issuing demolition permits and regulating handling and disposal of asbestos containing materials during regulated building demolitions. Implementation of the following mitigation measure would reduce potential impacts to public and environmental health from exposure to asbestos and lead based paint to less than significant:

HAZ-2. Prior to the issuance of a demolition permit or of a grading permit that involves demolition of existing structures, the developer shall contract with a certified asbestos/lead paint consultant to perform an asbestos and lead paint inspection prior to the demolition of regulated structures. Should the inspection identify the presence of asbestos and/or lead paint, the developer shall contract for material abatement. Removal or disturbance of asbestos and lead paint requires adherence to the California Division of Occupational Safety and Health and California Department of Public Health regulations. Should the asbestos and lead paint inspection indicate the presence of significant levels of asbestos, the developer shall contract a California State registered and licensed asbestos abatement contractor to perform the asbestos work. The asbestos and lead paint inspection and

evidence of abatement of any identified lead based paint and regulated asbestos containing materials shall be presented to the city prior to issuance of a grading and/or demolition permit.

Implementation of mitigation measure HAZ-2 would ensure potential impacts associated with release and exposure of people to asbestos and lead paint are reduced to a less than significant level by requiring asbestos and lead paint inspection and abatement or removal (if required) prior to the issuance of grading (if grading involves demolition) or demolition permits.

c. **Hazardous Emissions, Materials, Substances, or Waste within One-Quarter Mile of a School**. The project site is located less than 0.25 miles from Calaveras Elementary School, which is located at 1151 Buena Vista Road.

As discussed above under item a, during project construction, the use and handling of hazardous materials would occur in accordance with applicable federal, state, and local laws and requirements. Residences do not routinely transport, use, or dispose of hazardous materials; therefore, operation of the project does not present a reasonably foreseeable release of hazardous materials. Implementation of mitigation measures HAZ-1 and HAZ-2, would ensure that potential risk associated with exposure to asbestos and/or lead paint would be less than significant. Therefore, although the site is within a quarter mile of a school, with mitigation, no significant health or hazard risk is anticipated and the impact is less than significant.

d. **Hazardous Site**. Government Code Section 65962.5 requires that the Department of Toxic Substances Control compile and regularly update a list of hazardous waste facilities and sites. A search of the Envirostor website (Department of Toxic Substances Control 2015) revealed that there are no listed hazardous sites within one half mile of the project site. Therefore, no impact would occur.

e/f. **Airport/Airstrip Hazard**. As identified in the City of Hollister General Plan, Map 16, the project site is located within the "Influence Area" of the airport land use plan for the Hollister Municipal Airport. The general plan recommends that all development within the identified influence area be reviewed for compatibility with airport operations (page 8.3).

As illustrated on Map 1, Compatibility Policy Map: Airport Influence Area, in the *Hollister Municipal Airport Land Use Compatibility Plan* (Mead and Hunt 2012), the project site is located just within the boundary of the Airport Influence Area. The Airport Influence Area is divided into two areas for purposes of identifying the type and scope of review of new land use development projects that may be required by the Airport Land

Use Commission to assess their compatibility with airport operations. The site is within Airport Land Use Commission Review Area 2. Within this area, noise and safety concerns from airport activities are generally not a concern (as illustrated on Map 3, Compatibility Policy Map: Safety Zones), but airspace protection and/or overflight are compatibility concerns. Pursuant to Policy 1.5.5 in the Hollister Municipal Airport Land Use Compatibility Plan, the Airport Land Use Commission exercises airport compatibility review authority over "Major Land Use Actions" within Review Area 2.

While potentially significant impacts to the safety of aircraft operations are not expected, the proposed project may be subject to review by and implementation of any safety reduction measures that may be required by the Airport Land Use Commission. The requirement for Airport Land Use Commission review would be attached as a project condition of approval by the city.

g. **Emergency Response Plan**. The project site does not contain transportation facilities that serve as an emergency evacuation route and would not result in development that would impair the implementation of, or physically interfere with, an adopted emergency response plan.

h. **Wildland Fire**. The general plan does not identify wildlands within or around the city and wildfire is not identified as a concern. The project site is not adjacent to, or intermixed with, wildlands and there is no significant risk associated with wildland fire.

9. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Violate any water quality standards or waste discharge requirements? (1,2,3,32,33,34,35)	❑	❑	✓	❑
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., would the production rate of preexisting nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted? (1,2,37,38,39)	❑	❑	✓	❑
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in *substantial erosion or siltation on- or off-site?* (1,2,3)	❑	✓	❑	❑
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface run-off in a manner which would result in *flooding on- or off-site?* (1,2,3)	❑	✓	❑	❑
e. Create or contribute run-off water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off? (1,2,3,5)	❑	✓	❑	❑
f. Otherwise substantially degrade water quality? (1,2,3)	❑	❑	❑	✓
g. Place housing within a 100-year flood hazard area as mapped on Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (1,5,36)	❑	❑	❑	✓

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (1,5,36)	❑	❑	❑	✓
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? (1,2)	❑	❑	✓	❑
j. Be subject to inundation by seiche, tsunami, or mudflow? (1,2)	❑	❑	❑	✓

Comments:

a. **Water Quality Standards**. Future development of the project site would be required to comply with city general plan policies CSF3.3 (Local, State and Federal Standards for Water Quality), CSF3.4 (Water Quality Tests and Mitigation), and CSF3.6 (Education and Outreach on Water Quality Programs). In general, water quality is regulated by the State Water Resources Control Board through the National Pollutant Discharge Elimination System (NPDES) program. The goal of the program is to control and reduce pollutants to water bodies from point and non-point discharges for both long-term project activities and construction activities. The Central Coast Regional Water Quality Control Board (regional board) issues and enforces NPDES permits for discharges to water bodies in the portion of Monterey County that drains to the Monterey Bay. Storm water from the project site drains into the San Benito River and the Pajaro River, which eventually empties into the Monterey Bay.

Projects disturbing more than one acre of land during construction are required to file a notice of intent to be covered under the NPDES General Permit for Storm Water Discharges Associated with Construction Activity for discharges of storm water associated with construction activities. The applicant must propose control measures that are consistent with this permit and consistent with recommendations and policies of the local agency and the regional board. It is likely that more than one acre of land would be disturbed at one time. Therefore, the developers of the project site would be required to file the notice of intent.

The State NPDES General Construction Permit requires development and implementation of a storm water pollution prevention plan (SWPPP) that uses storm water "Best Management Practices" to control runoff, erosion and sedimentation from the site both during and after construction. The SWPPP has two major objectives: (1) to help identify the sources of sediments and other pollutants that affect the quality of storm

water discharges; and (2) to describe and ensure the implementation of practices to reduce sediment and other pollutants in storm water discharges. In addition, according to the city's storm water management plan (City of Hollister 2000), the project applicant would be required to submit a grading and construction runoff plan that identifies best management practices to reduce the amount of construction runoff and pollution entering the storm drainage system.

Future development of the site must also comply with *Resolution No. R3-2013-003, Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast* (California Regional Water Quality Control Board Central Coast Region 2013) as mandated by the California Regional Water Quality Control Board.

Because the future development of the project site must go through the NPDES permit process for construction and comply with the Regional Water Quality Control Board's Post-Construction Stormwater Management Requirements, any impacts would be less than significant. The proposed project would not violate any water quality standards or otherwise substantially degrade water quality during construction or during project operation (post construction).

Waste Discharge Requirements. Wastewater facilities and treatment are provided by the City of Hollister. The city operates two wastewater treatment and disposal facilities. The Domestic Wastewater Treatment Plant is located west of downtown on both sides of the Highway 156 bypass near the San Benito River. The Industrial Wastewater Treatment Facility is located west of downtown Hollister at the west end of South Street and on the north side of the San Benito River, less than one mile east of the Domestic Wastewater Treatment Plant. Treated wastewater from both facilities is disposed of by percolation, which contributes to localized areas of high groundwater in the Hollister West sub-basin.

The project site is anticipated for residential development in the City of Hollister General Plan and is accounted for in the city's Long-Term Wastewater Management Program. Therefore, wastewater generated onsite from future residential development will be collected and conveyed to the City of Hollister Domestic Wastewater Treatment Plant for treatment and disposal. The city's wastewater treatment plant utilizes immersed member bioreactor technology to produce effluent that meets state Title 22 requirements for tertiary recycled water. The plant has a design capacity of 5.0 million gallons per day, which will provide sufficient capacity for anticipated flows through the year 2023, according to the city's *Long-Term Wastewater Management Program* (City of Hollister 2005) and the 2008 *Urban Area Water and Wastewater Master Plan* (City of Hollister 2008). The project would not violate any waste discharge requirements.

b. **Groundwater Supplies.** The San Benito County Water District (water district) is responsible for the management of the groundwater basins in much of San Benito County. The water district has adopted a Groundwater Management Plan that includes goals and objectives for short-term and long-term management of water resources in Northern San Benito County within the Gilroy-Hollister Groundwater Basin.

As identified in the city's general plan EIR, groundwater is used in conjunction with surface water to meet water demands within the Gilroy-Hollister Groundwater Basin (page 4.10-8). "Conjunctive use" of groundwater and surface water can result in a combined yield that is greater than the sum of the separate yields of the surface water and groundwater components. This is achieved by using stored groundwater to supply most of the demand during droughts, when surface water deliveries are curtailed. During wet periods, surface water is used to meet most of the demand, and groundwater storage is allowed to recover.

The proposed project would incrementally increase groundwater draw; however, Hollister uses surface water in conjunction with groundwater to ensure adequate water supply. Policy CSF2.6 in the general plan requires developers to apply to the city, Sunnyslope Water District, and San Benito County Water District for water 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 (general plan, page 5.16).

The city's draft *2010 Hollister Urban Area Urban Water Management Plan*, (Todd Engineers 2011) (hereinafter referred to as the "urban water management plan"), analyzed historic water usage and the sufficiency of water supplies (including groundwater) to meet projected water demands of the existing and planned uses within the Hollister Urban Area through 2030. Table 5, Hollister Urban Area Water Use and Water Supply (Acre-Feet per Year), below summarizes water use and supply in the year 2010 and projected through the year 2030 as identified in the city's urban water management plan.

As identified in the Table 5, the total water demand within the city in 2010 was approximately 2,859 acre-feet per year (average of 2.6 million gallons per day). Groundwater supplied most of this water demand.

The per capita water use for the city (which includes not only direct residential water use, but also indirect water uses that benefit residents such as irrigation, commercial uses, industrial uses, and other municipal uses) is 149 gallons per day (Todd Engineers 2011, Table 3-6.a). Based on an average household size of 3.61 persons per household (California Department of Finance 2015b), future development of the site with 336 dwelling units could generate an estimated 1,213 new residents. Therefore, the future development of the project site with the 336 dwelling units would result in a water demand for the site of 180,737 gallons per day (202.59 acre-feet per year),based on a rate of 149 gallons per day per person.

Table 5 Hollister Urban Area Water Use and Water Supply (Acre-Feet per Year)

Water Source	2010	2015	2020	2025	2030
Water Demand					
Hollister	2,859	4,185	4,481	5,829	6,838
Sunnyslope	2,424	3,707	3,579	3,864	3,988
Additional Water Uses and Losses[1]	573	552	564	678	758
Total	**5,856**	**8,444**	**8,624**	**10,371**	**11,583**
Water Supply					
Groundwater	4,098	4,004	4,004	4,004	4,004
Imported	1,510	8,250	8,250	8,250	8,250
Recycled	203	1,170	1,170	1,170	1,170
Total	**5,811**	**13,424**	**13,424**	**13,424**	**13,424**

Source: Todd Engineers 2011, Tables 3-12, 3-13, 4-7, 4-8 and 4-9

Notes: 1. Saline Barriers, Groundwater Recharge, Conjunctive Use, Raw Water, Recycled Water, System Losses

Water demand of the Hollister Urban Area, including development of the project site with high density residential development, was evaluated in the city's urban water management plan. According to the urban water management plan, water demand for the city's entire urban area in 2030 is 11,583 acre-feet per year (Hollister's demand is 6,838 acre-feet per year) and the underlying sustainable yield of the aquifers is 16,000 acre-feet per year. The portion of the sustainable yield that will be available to Hollister and Sunnyslope in the future is 9,950 acre-feet per year.

The proposed project water demand would be served by city's existing and planned levels of groundwater extraction, as identified in Table 5, Hollister Urban Area Water Use and Water Supply, and would not cause groundwater levels to drop to the extent that a net deficit in the 16,000 acre-feet per year sustainable capacity of area groundwater aquifers, or the 9,950 acre-feet per year available to Hollister and Sunnyslope in the future would occur.

Groundwater Recharge. The proposed project would create impervious surface areas such as roadways, driveways, and residential structures. Future development of the project site would be required to comply with Regional Water Quality Control Board's Post-Construction Stormwater Management Requirements, and Hollister Municipal Code Section 17.16.140(A) which requires all development projects in the city to be designed to detain stormwater runoff on-site.

In an effort to keep groundwater at appropriate levels, the San Benito County Water District ("District") artificially recharges the water basins in and around Hollister city's general plan EIR (City of Hollister 2005b, page 4.10-22). The city's urban water management plan addresses consistent groundwater recharge for the ongoing needs of the basin. In the past, the District has purchased and percolated imported water for groundwater management. Since 1988 when imported water recharge began, percolation has ranged from zero acre-feet per year (2009) to 11,087 acre-feet per year (1997). Imported water percolation peaked in 1987 and was reduced substantially in response to the successful recovery of the groundwater basin from overdraft. In recent years, no significant release of imported water has occurred due to reduced allocations and local areas of high water levels (Todd Engineers 2011, page 4-5). In addition, the city percolates wastewater effluent to the groundwater basin. Wastewater percolation has been decreasing in recent years and is expected to continue to decrease as recycled water use increase (page 4-6). As indicated by relatively small decreases and increases in the groundwater basin, the basin is equilibrium and discharge equals recharge under current operating condition (page 4-7).

The city's general plan EIR identified that the city and the District would continue to be responsible for coordinating and implementing policy for groundwater recharge and determined that with implementation of general plan policies and programs and refinement of the Urban Water Management Plan (as identified by general plan EIR mitigation measure 4.10-1-1), impacts to groundwater recharge would be less than significant. The policies, programs and measures identified in the EIR are standard measures required by the municipal code, outlined under items d and e below.

Based on the discussions above, the proposed project would have a less-than-significant impact from depletion of groundwater supplies and would not significantly interfere with groundwater recharge.

c. **Erosion.** Development activities associated with future development of the project site may lead to significant erosion and/or siltation according to the Geotechnical investigation discussed previously in Section 6, Geology and Soils. Municipal code chapter 15.24, grading and best management practices control, requires a best management control plan to be submitted for land-disturbing activities, including grading. The plan is required to include all proposed best management practices, including erosion, sediment, wind, dust, tracking, non-storm water management and waste management control. It also requires sediment retention measures, surface runoff and erosion control measures.

In addition, any grading or earth disturbing activities during the rainy season requires permission by the city engineer per the requirements of municipal code section 15.24.210. Section 16.24.070(B) also requires landscaping for subdivisions in part for erosion control and bank protection.

As such, compliance with mitigation measure GS-3 included previously in Section 6, Geology and Soils, would ensure any potentially significant adverse impacts associated with erosion or siltation are reduced to a less-than-significant level by putting control practices in place.

d/e. **Flooding/Storm Water.** The city maintains a storm drain system that conveys storm water runoff within the city and some adjoining areas of the county to the San Benito River and Santa Ana Creek. The project site is within the San Benito River watershed.

The city's general plan community services and facilities element includes policies CSF 3.1 and CSF 3.5 which require new development to include on-site infiltration areas (e.g. vegetated swales, constructed wetlands) to enhance water quality and provisions to accommodate peak flows and avoid impacts to downstream lands. Future development of the site will require the payment of storm water impact fees at the time of building permit issuance for use in future storm drain capital improvement projects.

Future development will require adequate storm drainage facilities per municipal code section 16.24.060, including retention ponds adequate to store excess water generated by the development, so that flows to lower terrain will not exceed that existing prior to development, unless waived or modified by the Planning Commission. Section 16.24.070(B) also requires landscaping for subdivisions in part for erosion control and bank protection.

In addition, municipal code chapter 15.20, flood damage prevention regulations, requires construction, utility and subdivision standards for flood damage prevention. Future plans for development of the project site would have to comply with these flood damage prevention regulations. Chapter 15.22, water efficient landscape, requires measures for the efficient use of water. Section 15.24.130, site map and grading plan, requires a site map and grading plan, which includes grades shown sufficient to show on-site and off-site drainage, all drainage facilities, and estimated runoff rates.

As identified in the Plan for Services prepared for the site (Appendix C, which is included on a CD on the back inside cover of this initial study) the city maintains a series of transmission lines that convey storm flows within the city and some adjoining areas of unincorporated San Benito County to either the San Benito River or the Santa Ana Creek. The project site is within the San Benito River drainage area. Future residential

development will include construction of an onsite storm drain system to collect and convey storm water to treatment and flood control facilities. Excess runoff will be released to the downstream city storm drain system. The system will be accessed through an existing 18-inch storm drain line in Gonzalez Drive to the south, which connects to the San Benito River, by way of an existing box culvert in Miller Road. In the event the property to the north, east and/or west is developed in the future, gravity flow through those developments can be reconsidered at the time.

Future development will include an onsite detention facility to provide downstream flood protection per City of Hollister storm water ordinances in place at the time of development. Pending a soils investigation to determine permeability rates as required by Mitigation Measure GS-1, the proposed project will be required to incorporate Low Impact Development strategies and Best Management Practices to reduce storm water runoff, encourage infiltration, and reduce pollutant transmission.

To ensure future residential development of the site does not result in flooding and/or impacts to the city's storm drainage system, the following mitigation measure shall be required.

Mitigation Measure

HY-1. Prior to approval of final plans, the applicant shall prepare a drainage plan that complies with the City of Hollister Best Management Practices and standards established for compliance with non-point discharge emissions for storm water. The drainage plan shall incorporate Low Impact Development strategies and Best Management Practices to reduce storm water runoff, encourage infiltration, and reduce pollutant transmission.

The approved plan shall substantially detain storm water runoff on the project site with a combination of methods including onsite detention facilities, reduction of impervious surfaces, vegetated swales, permeable paving, landscaping and other strategies.

In addition to the policies in the general plan, implementation of the mitigation measure HY-1 will ensure that future development of the site does not create or contribute run-off water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off by requiring compliance with City of Hollister Best Management Practices and standards established for compliance with non-point discharge emissions for storm water. The impact is less than significant with mitigation.

f. **Water Quality**. The proposed project would not otherwise degrade water quality.

g/h. **Flood Hazard.** The proposed project site is not located within a 100-year flood plain (Map 14, Hollister Flood Zones, in the General Plan). The project site is within Flood Zone X, areas determined to be outside the 0.2 percent annual chance floodplain, per firm #06069C0185D, dated April 16, 2009. Therefore, the proposed project would not place people or structures within a 100-year flood hazard area.

i. **Dam Failure**. The *San Benito County General Plan Draft Program EIR* (page 13-26) includes information on dams and potential inundation hazards from failure of dams. The document describes that development in specific areas of the county are at risk from flooding, including flooding that is due to a rare catastrophic failure dam, but that the probability of such an event is low. The San Justo Dam and Reservoir, which is part of the Central Valley Project, located about three miles southwest of the city. Water from the San Justo Dam, in the event of a complete failure, could inundate the unincorporated lands throughout the San Juan Valley, and may have potential to affect the project area. Dams and reservoirs that are part of the Central Valley Project are regularly inspected and monitored by the U.S. Bureau of Reclamation to ensure their structural integrity. Consequently, the potential for failure of this dam is considered to be low. Combined with the fact that the solar panels would be elevated above the ground surface, thereby reducing potential damage during a flood event, and that the proposed project does not result in increased temporary or permanent vulnerability of human population to related flood hazard, this impact is less than significant.

j. **Seiche/Tsunami/Mudflow**. The project site is located approximately 41 miles from the coast and is not at risk of flooding due to a tsunami, tsunami or seiche. The project site is not located in a landslide hazard area, as it is surrounded by agricultural/developed land with minimal relief.

10. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Physically divide an established community? (2,3,29)	❑	❑	❑	✓
b. Conflict with any applicable land-use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (2,3)	❑	❑	❑	✓
c. Conflict with any applicable habitat conservation plan or natural community conservation plan? (9)	❑	❑	❑	✓

Comments:

a. **Division of an Established Community**. The site is bordered to the west by two residences and an agricultural field; to the north by agricultural fields; to the east by an orchard; and to the south by a small orchard and City of Hollister residential development. The proposed project to prezone and annex 37.28 acres would not divide an existing community. Future development of the project site into residential properties consistent with the proposed zoning would continue the transition from agriculture to urban uses within the southern portion of the city's sphere of influence, as identified in the city's General Plan. The project will not divide or separate existing neighborhoods from one another.

b. **Plan Consistency.** The proposed prezoning and annexation would be consistent with the City of Hollister General Plan. The project site is within the City's Sphere of Influence and is designated in the City's General Plan for Medium Density Residential development. The site is within the city's Planning Area and sphere of influence, as shown on Map 1, Hollister Planning Area of the City of Hollister General Plan (City of Hollister 2005) (general plan). The general plan also identifies the site as being located within a "priority infill area" on Map 5, Infill Development Strategy (City of Hollister 2005). As such the proposal does not conflict with applicable land use plans.

c. **Conservation Plans.** There are no habitat conservation plans or natural community conservation plans adopted for the project area. Therefore, the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

11. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (2,5,7)	❑	❑	❑	✓
b. Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land-use plan? (2,5,7)	❑	❑	❑	✓

Comments:

a/b. **Mineral Resources.** The State Mining and Geology Board has designated portions of the Hollister Planning Area as having construction aggregate deposits (sand, gravel and crushed rock) of regional significance pursuant to the Surface Mining and Reclamation Act (Public Resources Code Section 2710 et seq.) these resources remain potentially available near the San Benito River and are needed to meet future demands in the region (General Plan, page 7.3). However, the General Plan does not identify the location of these resources. The southwest corner of the project site is approximately 0.60 miles northeast of the San Benito River; however the project site has historically been in agricultural production and is not considered a source of mineral resources. Therefore, the proposed project would not result in loss of availability of a known mineral or the availability of a locally important mineral resource recovery site delineated in a local general plan.

12. NOISE

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. 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 in applicable standards of other agencies? (1,2,3)	❑	✓	❑	❑
b. Result in exposure of persons to or generation of excessive ground-borne vibration or ground borne noise levels? (1,2,3)	❑	✓	❑	❑
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (1,2,3)	❑	✓	❑	❑
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (1,2,3)	❑	✓	❑	❑
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, expose people residing or working in the project area to excessive noise levels? (1,2,3)	❑	❑	✓	❑
f. For a project located within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels? (1,2,14,40)	❑	❑	✓	❑

Comments:

The city's general plan noise element uses noise standards based on the State of California Land Use Compatibility Guidelines. The Land Use Compatibility Guidelines (guidelines) utilize the Day-Night Level (DNL) 24-hour descriptor to define acceptable noise exposures for various land uses. The guidelines recommend a limit of 60 decibels (dB) DNL at single-family exterior areas (rear yards, side yards, patios and decks). Acceptable interior noise exposures are not specified in the guidelines. However, most municipalities adopt a limit of 45 dB DNL for interior living

spaces, which conforms to the standards of the State Building Code that are applicable to multi-family housing. Therefore, the interior noise exposures in the project living spaces were evaluated against a noise exposure limit of 45 dB DNL.

Project-generated noise impacts are determined from the change in the existing noise exposure due to the implementation of the project. Common noise exposure increase thresholds are: an increase of 5 dB if the noise exposure remains at or below 60 dB DNL; an increase of 3 dB if the existing noise exposure is below 60 dB DNL but will exceed 60 dB DNL with the project; and an increase of 1 dB if the existing noise exposure is currently over 60 dB DNL.

The noise environment of the project site is currently controlled primarily by traffic sources on Buena Vista Road. Future development of the proposed project with residential uses would result in an increase in vehicle traffic along this and other area roadways.

According to the city's general plan EIR (City of Hollister 2005b), major noise sources upon buildout will include airport activity, railroad activity, and traffic on major streets. Traffic noise is anticipated to be the largest contributor, and traffic noise from new development would require that mitigation measures be incorporated into projects that increase traffic (page 4.4-7).

Construction activities including use of construction related vehicles used for site grading and preparation, trenching, paving, and general construction can resulted in elevated noise and/or vibration levels which could prove a nuisance to adjacent receptors.

The EIR determined that with implementation of general plan policies and programs including those that for construction and operational noise control, noise impacts would be less than significant.

a. **Noise Exposure.** Future residential development of the site will introduce new sources of noise in the vicinity due construction (temporary noise impacts) and increased vehicle trips. Specific details of the proposed future school facility (unavailable at this time) may introduce noise sources or levels greater than anticipated.

   A significant increase in the noise environment could have an adverse impact on future residents of the development, and on residents in the surrounding neighborhoods. When an applicant decides to move forward with development of the site and determines the layout of the site (i.e., location of buildings, open areas, etc.), more information will be available to determine the potential impact of noise from site activities on surrounding land uses, and the potential impact of surrounding noise on the future residential development.

Mitigation Measure

N-1. The developer will have an acoustical analysis prepared when layout of the future residential development is determined, as a part of a supplemental CEQA process. The acoustical analysis will determine, but not be limited to, potential impacts to the residences from the surrounding noise environment; potential impacts to neighboring uses due to residential use; and, recommendations for reducing potential noise impacts within acceptable levels. The acoustical analysis will be completed and appropriate mitigation adopted prior to approval of the site plan design by city.

Implementation of mitigation measure N-1 will ensure potential impacts associated with noise exposure will be reduced to a less than significant level by requiring project specific analysis and mitigation prior to site plan approval.

b. **Vibration/Ground Bourne Noise.** It is not expected that sources of vibration will be located on site during the operational phase of the future residential development. Activities during the construction phase, however, will produce some level of vibration. Construction activities for residential developments vary, but they will typically require at least one piece of large equipment to be operating at fairly regular intervals, especially during the earlier stages when grading and/or drilling will be taking place. This vibration could pose a nuisance to surrounding land uses, such as the existing residences to the east, northeast and south of the site. Therefore, the following standard noise mitigation measure will be implemented:

Mitigation Measure

N-2. The following measures shall be incorporated into the construction plans and conditions of approval for the proposed project to mitigate construction noise:

a. Construction shall be limited to the hours between 7 a.m. and 6 p.m. Monday through Friday and 8 a.m. to 6 p.m. on Saturday, in compliance with municipal code section 17.16.100;

b. All internal combustion engine-driven equipment shall be equipped with mufflers that are in good condition and appropriate for the equipment; and

c. All diesel powered equipment should be located more than 200 feet from any residence if the equipment is to operate for more than several hours per day.

In addition, all equipment should be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components. Dirt berming and stockpiling materials can also help reduce noise to sensitive receptor locations.

Implementation of mitigation measure N-2 will ensure potential impacts associated with construction vibration and noise are reduced to a less than significant level by requiring limited construction hours, equipment mufflers, and distance between residences and diesel equipment intended to have the least impact on surrounding receptors.

c. **Permanent Increase in Ambient Noise Levels.** The future residential development may result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Since project details are unknown at this time, implementation of mitigation measure N-1, described above will be required to ensure that potentially significant impacts are reduced to a less than significant level.

d. **Temporary or Periodic Increase in Ambient Noise Levels.** Construction of a residential subdivision on the site in the future would result in significant levels of noise from construction related vehicles used for site grading and preparation, trenching, paving, and general construction. Elevated noise during construction activities could prove a nuisance to adjacent receptors.

Implementation of mitigation measure N-2, presented above, will ensure impacts associated with construction vibration and noise are reduced to a less than significant level by requiring limited construction hours, equipment mufflers, and distance between residences and diesel equipment intended to have the least impact on surrounding receptors.

e/f. **Airport/Airstrip Noise**. The project site is located within the "Influence Area" of the airport land use plan for the Hollister Municipal Airport. The Influence Area is divided into two areas for purposes of identifying the type and scope of review of new land use development projects that may be required by the Airport Land Use Commission to assess their compatibility with airport operations. The site is within Airport Land Use Commission Review Area 2. Within this area, noise and safety concerns from airport activities are generally not a concern (as also illustrated on Map 3, Compatibility Policy Map: Safety Zones). Therefore, the impact from exposure to excessive airport operations noise would be less than significant.

13. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? (1,2,3)	❑	❑	✓	❑
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (5)	❑	❑	❑	✓
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (5)	❑	❑	❑	✓

Comments:

a. **Population Growth.** The proposed project is within the city's planning area and with the exception of a small portion of the southwest corner of the site, is within the city's sphere of influence. Based on an average household size of 3.61 persons per household (California Department of Finance 2015b), future development of the site with 336 dwelling units could generate an estimated 1,213 new residents. Development of the project site represents a logical expansion of city growth consistent with the planning area identified in the general plan. The proposed project would not extend infrastructure or foster growth beyond that planned in the general plan.

b/c. **Displacement.** The project site contains four single-family residences. The housing associated with the project would more than mitigate for the loss of four homes and displacement of the associated residents. Therefore, future development of the site with medium-density residential development would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

14. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Fire protection? (3,5,38,44,53)	❑	❑	✓	❑
b. Police protection? (1,2,3,5,24, 38)	❑	❑	✓	❑
c. Schools? (1,2,5,41,42,43,59)	❑	❑	✓	❑
d. Parks? (1,2,3,5,45)	❑	❑	✓	❑
e. Other public facilities? (1,2,3,5)	❑	❑	❑	✓

Comments:

Public service demand estimates, and other information provided in this section is based on most recent population growth rate for Hollister reported by the Department of Finance (2015b) and the Plan for Services (October 2013) report prepared by for the proposed project. The Plan for Services is included in Appendix C. Where appropriate, information was verified with local service providers as noted in the discussion.

a. **Fire Protection Facilities.** Fire service to the site will be provided by the City of Hollister Fire Department upon annexation. The project site is contiguous to the city limits (current service area), and the annexation will extend the boundary of fire service currently in effect. The Fire Department provides fire protection service throughout the city and adjoining areas, via a mutual aid agreement, based on staffing levels established by the City Council. Fire Chief Leo Alvarez (phone message, March 30, 2015) stated that the Hollister Fire Department's response time goal is five minutes.

The closest fire station to the site is located at 110 Fifth Street roughly one-half to three-quarters of a mile from the site. According to Fire Chief Leo Alvarez, the Hollister Fire Department's response time to the project site is approximately three minutes (phone message, May 8, 2015). Therefore, the project site is within the five minute first engine response time and the future residential development of 336 dwelling units will not require provision of, or need for, new or physically altered fire facilities.

Future annexation and residential development of the site would increase the city's population by an estimated 1,213 new residents based on the most recent population growth rate for Hollister reported by the Department of Finance (2015b). This increase in population will result in an incremental increase in staffing levels and capital equipment.

As identified in the Plan for Services prepared for the project (page 3), the increase in fire services will be financed by the imposition of a Mello-Roos Community Facilities public safety tax. The increase in capital equipment will be financed through the imposition of fire impact fees collected at the time of building permit issuance or prior to occupancy of the site. Additionally, development in the project area would be required to implement current fire safety codes in compliance with the California Building Code, Uniform Fire Code and obtain approval from the City of Hollister for design features such as project access and turning radii, road grades and road widths adequate for emergency equipment access.

Since future residential development of the site would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered fire facilities, there is no impact.

b. **Police Protection Facilities.** Police service to the affected area will be provided by the Hollister Police Department upon annexation. The Police Department provides this service throughout the city based on staffing levels set by the City Council. The proposed annexation is contiguous to the current city limits (current service area). The annexation will extend the boundary of police service currently in effect.

Future annexation and residential development of the site would increase the city's population by an estimated 1,213 new residents based on the most recent population growth rate for Hollister reported by the Department of Finance (2015b) and would affect enforcement and investigation responsibilities of the city's police department.

Using the service standard ratio of 1.5 officers per 1,000 residents, proposed project would require an additional two officers to maintain service provision at the current staffing rate. The annexation and development of the site would not create the need for new or physically altered police facilities, although one additional staff member would be required (Eva Foster, pers.com., May 14, 2015).

As identified in the Plan for Services prepared for the project (pages 2- 3), the increase in police service will be financed by the imposition of a Mello-Roos Community Facilities public safety tax. The increase in capital equipment will be financed through the imposition of police impact fees collected at the time of building permit issuance or prior to occupancy of the site.

The proposed project would incrementally increase demand for police services but not in excess of what has been anticipated in the buildout of the general plan and would not require construction of new police facilities. Therefore, there would be no environmental impact.

c. **School Facilities.** The project would be served by two school districts: the Hollister School District for students in grades kindergarten through eighth grade and the San Benito High School District for students in grades nine through 12.

The Hollister School District serves a student population of about 5,500 students and operates a total of eight elementary schools within six elementary school campuses, and two middle schools. The elementary schools include two magnet schools located within the Gabilan Hills Elementary School and Ladd Lane Elementary School campuses. Of the six non-magnet elementary schools, five serve students in grades kindergarten through fifth, and one serves grades kindergarten through eighth. The magnet schools include a Dual Language Immersion Academy (grades kindergarten through sixth, Spanish/English), and an Accelerated Achievement Academy (grades fourth through eighth). One of the middle schools, Marguerite Maze Middle School, serves grades sixth through eighth; the other middle school, Rancho San Justo Middle School, serves grades seventh and eighth. The Hollister School District employs more than 560 staff members, including certificated and classified employees, substitutes and others (Hollister School District, 2014). The San Benito High School District has one school, San Benito High School, serving a student population of 2,873 and employing 114 teachers in the 2013-14 school year (San Benito High School 2014).

According to John J. Teliha, Director of Facilities for the Hollister School District, the student yield factor used in enrollment projections are 0.378 for kindergarten through sixth grade and 0.187 for grades seventh through eighth for all types of homes (John J. Teliha, pers. com., March 19, 2015). In a letter to the City of Hollister, Debra C. Fisher, Director of Finance Operations, San Benito High School District identified a generally accepted student generation rate of 0.19 students per residential unit for grades nine through twelve.

Using these rates, the future development of the site with 336 residential units is anticipated to generate 127 kindergarten through sixth grade students, 863 seventh through eighth grade students, and 64 high school students as presented in Table 6, Student Generation, below.

Table 6 Student Generation

Grade Level	Generation Rate	Students
Elementary School (K-6)	0.378[1]	127
Middle School (7-8)	0.187[1]	63
High School (9-12)	0.190[2]	64
Total		**254**

Source: 1. Teliha, John J., Director of Facilities for the Hollister School District. Email communication with Consultant, March 19, 2015.

2. Fisher, Debra C., Director of Finance Operations, San Benito High School District. Letter to Abraham Prado, City of Hollister, July 9, 2012.

The project's proposed residential development would be subject to the applicable school impact fees as calculated by the school districts, per statute, and consistent with Hollister's general plan policy CSF4.2, and due prior to issuance of occupancy permits. The developer would be required to pay the applicable school impact fees, which would ultimately be programmed by the school districts, in combination with fees collected from other projects, to improve or expand school facilities. The payment of school district fees would mitigate the impacts of the proposed project's contribution to the need for expanded facilities.

Specific improvements as a result of the construction of a new school project, however, have not been identified; therefore, environmental analysis of specific potential impacts associated with development of any future facilities would be speculative at this time. However, it is anticipated that a range of environmental impacts would be required to be analyzed, including those typically associated with the construction and operation of school facilities. Examples of these impacts include traffic generation, noise and air quality. It also is anticipated that any school facilities proposed in the future would be required to undergo separate environmental analysis within their physical environmental contexts, during which specific impacts would be identified and mitigated based on project plans.

d. **Parks.** The city maintains nine public park facilities within its jurisdictional limits to serve the needs of city residents. Future annexation and residential development of the site would increase the city's population by an estimated 1,213 new residents based on the most recent population growth rate for Hollister reported by the Department of Finance (2015b). This growth is expected to increase use of existing recreational facilities and generate demand for additional park space.

Per policy 1.1 of the city's *Park Facility Master Plan* (Bellinger Foster Steinmetz 2002), development of residential projects generally requires a standard of an increase in park facilities to serve the new residents based on a standard of four acres of park space per 1,000 residents. Therefore, development of 336 residential units with an estimated 1,213 residents would require provision of approximately 4.85 acres of new parkland.

The city requires that residential projects either dedicate land and/or pay park-in-lieu impact fees for the incremental need for expanded park facilities. At the time of review of the development application, the project's financial contribution for park lands or facilities will be determined. The payment of this fee would mitigate the project's contribution to the development and expansion to existing and proposed park facilities and therefore the impact is less than significant.

e. **Other Government Facilities**. The proposed project would not have a significant impact on any other government facilities.

15. RECREATION

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures 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? (3,5)	❑	❑	✓	❑
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? (3,5)	❑	❑	✓	❑

Comments:

a/b. **Recreation Facilities.** As discussed above in Section 14, Public Services, future residential development of the project site with 336 homes would increase use of existing recreational facilities as well as generate demand for additional park space. Additional demands for these facilities could lead to accelerated physical deterioration of existing facilities or require the provision of new park and recreation facilities to accommodate the increased demand. The city requires that residential projects either dedicate land and/or pay park-in-lieu impact fees for the incremental need for expanded park facilities. Future developers of the project site would be responsible for meeting the city's parkland requirement as a condition of tentative map approval, in conformance with the provisions of Municipal Code Section 16.16.030 and Municipal Code Chapter.

As identified in the Plan for Services prepared for the project (page 5), the city of Hollister also generally funds a number of recreation programs to serve the needs of city residents. These programs are funded at a level of 75 percent by user's fees. The remaining costs are funded by the City of Hollister General Fund. The city will enter into an annexation agreement with the owner of the property to ensure that development of the site is fiscally neutral, which would include the city portion of the funding required for recreational programs.

The proposed project is subject to compliance with the parkland and recreational provisions of the general plan policies, programs, and municipal code. Compliance with existing policy and municipal code requirements would further reduce the effect of an increased demand on existing parks and recreation resources. Therefore, the proposed project would not result in significant impacts to these resources.

16. TRANSPORTATION/TRAFFIC

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures 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? (49, 54,55,56)	❑	✓	❑	❑
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? (49, 54,55,56)	❑	✓	❑	❑
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? (14)	❑	❑	❑	✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (1,2,3)	❑	✓	❑	❑
e. Result in inadequate emergency access? (1,2,3)	❑	✓	❑	❑
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreased the performance or safety of such facilities? (1,2,3,49)	❑	✓	❑	❑

Comments:

This section is based in part on the *Gonzales-Borelli Prezone Traffic Impact Analysis Hollister, California* (Hatch Mott MacDonald 2015) (hereinafter "traffic impact analysis"). The focus of the

traffic impact analysis is on the weekday AM and PM peak hour operations, and daily traffic volumes of the neighborhood streets. Traffic counts were conducted on Tuesday, March 10, 2015 from 7:00 to 9:00 AM and 4:00 to 6:00 PM.

The traffic impact analysis is included as Appendix D, which is included on a CD on the back inside cover of this initial study.

Definition of Significant Intersection Level of Service Impacts

The city has established a level of service (LOS) of "C" for the accepted minimum standard of operation for intersections. The city does not have specific criteria for determining project impacts.

For the purpose of this traffic analysis, the project is said to create a significant adverse impact on traffic conditions at a signalized intersection for peak hour if:

- The peak hour level of service degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under project conditions; or
- The average overall peak hour level of service is already at an unacceptable LOS D or worse under baseline conditions, and the addition of project traffic causes the average overall delay to increase five (5) or more seconds.

The project is said to create a significant adverse impact on traffic conditions at an unsignalized, one- or two-way stop intersection for peak hour if:

- The peak hour delay on the worst approach at a one- or two-way stop-controlled intersection degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under project conditions and the traffic volumes at the intersection under project conditions are high enough to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans; or
- The peak hour delay on the worst approach at a one- or two-way stop-controlled intersection is already at an unacceptable LOS D or worse. In addition, the traffic volumes at the intersection under project conditions are high enough to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans, and the addition of project traffic causes the delay on the worst stop-controlled approach to increase beyond what it was without the project.

Intersections and Roadways Evaluated

The traffic impact analysis studied several intersections. Each of the intersections evaluated and their location (as labeled on Exhibit 1 of the traffic impact analysis) are listed below.

- State Route 156 and Buena Vista Road (location "1");
- Miller Road and Buena Vista Road (location "2");
- Westside Boulevard/ Westside Road and Buena Vista Road (location "3");
- Live Oak Drive/ Miller Road and San Juan Road (location "4"); and
- Westside Boulevard and San Juan Road/ Fourth Street (location "5").

In addition, the traffic impact analysis evaluated potential access to the surrounding street network (one on Miller Road and one on Buena Vista Road).

a/b. **Performance Standards.** In order to determine potential traffic impacts associated with future development of 336 single-family residences on the project site, the traffic impact analysis evaluated six study scenarios: existing conditions, existing plus project conditions, background conditions, background plus project conditions, cumulative without project conditions and cumulative plus project conditions. Each study condition is summarized below.

Existing Conditions. The results of the LOS analysis under existing conditions are summarized in Exhibit 5A of the traffic impact analysis. The results indicate that four of the five existing study intersections operate at acceptable levels of service during both the weekday AM and PM peak hours. The signalized intersection at Westside Boulevard and San Juan Road/ Fourth Street (location "5") operates at an acceptable LOS C (AM) and unacceptable LOS D (PM).

Existing Plus Project Conditions. Existing plus project conditions were represented by traffic volumes, with the project, on the existing roadway network. Traffic volumes with the project were estimated by adding the existing traffic volumes to the traffic generated by the project. Existing plus project conditions were evaluated relative to existing baseline conditions in order to determine potential project impacts.

Based upon trip generation rates published by the Institute of Transportation Engineers the project would generate 3,199 daily trips, with 252 trips occurring during the AM peak hour and 336 trips occurring during the PM peak hour. Trips generated by the project were combined with existing traffic volumes and the traffic diversions to obtain existing plus project traffic volumes, which are shown on Exhibit 6 of the traffic impact analysis.

The results of the intersection level of service under existing plus project conditions are summarized in Exhibit 5A of the traffic impact analysis.

The results indicate that most of the study intersections are projected to continue to operate at LOS C or better during the AM and PM peak hours under the existing plus project conditions; according to city's LOS standards, these study intersections will operate acceptably under existing plus project and no improvements are recommended from a level of service standpoint. However, one unsignalized intersection (State Route 156 and Buena Vista Road) and one signalized intersection (Westside Boulevard and San Juan/ Fourth Street) would experience unacceptable operations. The westbound Buena Vista Road approach to the unsignalized intersection would operate at LOS D during the PM peak hour, a change from LOS C under existing conditions. The Caltrans peak hour signal warrant was found to be met at this intersection under existing plus project conditions. The Westside Boulevard and San Juan Road/ Fourth Street signalized intersection would operate at an overall LOS D during both the AM and PM peak hours. This would be a change from LOS C operations during the existing AM peak hour, and would represent an overall delay increase of 6.1 seconds during the PM peak hour.

Background Conditions. Background conditions were represented by adding trips from approved but not yet constructed developments to existing peak-hour traffic volumes at the study intersections. Appendix E of the traffic impact analysis lists the approved but not yet completed developments within San Benito County and the City of Hollister, which would add traffic to the roadway network under background conditions. The list of approved projects was referenced from *Gonzales Property Residential Transportation Impact Analysis* prepared by Hexagon Transportation Consultants October 30, 2014.

Background peak-hour traffic volumes were calculated by adding existing peak-hour traffic volumes to the estimated peak-hour traffic volumes from approved but not yet constructed developments. The traffic added to the study intersections from approved but not yet constructed developments was estimated by distributing and assigning trips generated by these developments to the roadway network. Exhibit 9 depicts the background conditions peak-hour traffic volumes for the five study intersections assuming full development of the approved projects.

The results of the level of service for the background conditions are summarized on Exhibit 5A of the traffic impact analysis. Most of the study intersections would continue to operate at acceptable levels of service under background conditions during the AM and PM peak hours. However, two intersections would operate at unacceptable levels of service. The unsignalized intersection at State Route 156 and Buena Vista Road would have its westbound approach operate at LOS D during the PM peak hour, and the signalized intersection at Westside Boulevard and San Juan Road/ Fourth Street would operate at LOS D (AM) and LOS E (PM).

Background Conditions Plus Project Conditions. Background plus project conditions includes traffic from approved but not yet constructed developments and project traffic added to the existing traffic volumes at the study intersections. The project trip assignment peak-hour volumes (Exhibit 7B of the traffic impact analysis) were combined with the background peak-hour volumes to obtain background plus project buildout conditions traffic volumes, which are shown in Exhibit 10 of the traffic impact analysis.

The results of the peak-hour intersection level of service and the recommended intersection improvements for the background plus project conditions are summarized on Exhibits 5A and 5B, respectively, of the traffic impact analysis. Some of the study intersections are projected to continue to operate at acceptable levels of service under background plus project conditions. Two unsignalized intersections (State Route 156 and Buena Vista Road; and Westside Boulevard/ Westside Road and Buena Vista Road) and one signalized intersection (Westside Boulevard and San Juan Road/ Fourth Street) would experience unacceptable operations. Although the unsignalized State Route 156 and Buena Vista Road intersection would continue to operate at acceptable overall operations of LOS A and acceptable side-street operations during the AM peak hour, the westbound Buena Vista Road approach to the intersection would again operate at LOS D during the PM peak hour, at a delay higher than under background conditions. The Caltrans peak hour signal warrant was found to be met at this intersection under background plus project conditions.

Although the unsignalized intersection at Westside Boulevard/ Westside Road and Buena Vista Road would continue to operate at acceptable overall operations of LOS A and acceptable side-street operations during the AM peak hour, the northbound Westside Boulevard approach to the intersection would operate at LOS D during the PM peak hour, a change from LOS C under background conditions. However, the Caltrans peak hour signal warrant was not found to be met at this intersection under background plus project conditions. The signalized Westside Boulevard and San Juan Road/ Fourth Street intersection would operate at an overall LOS D (AM) and LOS E (PM) under background plus project conditions. The increase in delay over background conditions would be 7.0 seconds (AM) and 9.3 seconds (PM).

Cumulative Without Project Conditions: Cumulative without project traffic conditions represent future traffic volumes on the transportation network that would result from traffic growth projected to occur due to proposed but not yet approved (pending) development projects within San Benito County and the City of Hollister. Trips from the proposed project are not included under this scenario.

The transportation network under cumulative without project conditions is assumed to be the same as the existing roadway network and includes future traffic volumes that would result from traffic growth projected to occur due to proposed but not yet approved (pending) development projects.

Appendix H of the traffic impact analysis lists the approved but not yet completed developments within San Benito County and the City of Hollister, which would add traffic to the roadway network under cumulative conditions.

Cumulative without project conditions peak-hour traffic volumes were based primarily off of forecasts included within *Gonzales Property Residential Transportation Impact Analysis*, (Hexagon Transportation Consultants 2014). Trips from other proposed projects in the region were also added, including the Homestead Avenue (Sywak) subdivision and the Gonzales property on Buena Vista Road (which was the study project within the aforementioned Hexagon traffic impact analysis). These forecasts also include the completion of the proposed North Street extension, which would connect Buena Vista Road with North Street and Santa Ana Road. Although this street network improvement was not identified in the aforementioned Hexagon report, a review of growth patterns along the Buena Vista Road and San Juan Road-Fourth Street corridors indicated its presence in the future traffic forecasts. The City of Hollister Capital Improvement Projects Program does not fully fund this extension, but the County of San Benito transportation impact mitigation fee does fund the extension.

Cumulative without project conditions traffic volumes without the proposed project are shown on Exhibit 11 of the traffic impact analysis.

Intersection levels of service under cumulative without project conditions are summarized in Exhibit 5A. Some of the study intersections would continue to operate at acceptable levels of service under cumulative without project conditions during the AM and PM peak hours. Three intersections would operate at unacceptable levels of service as described below.

- The State Route 156 and Buena Vista Road unsignalized intersection (location "1") would have its westbound approach operate at LOS F during the PM peak hour.
- The Westside Boulevard/ Westside Road and Buena Vista Road unsignalized intersection (location "3") would have it northbound approach operate at LOS F during the AM peak hour.
- The Westside Boulevard and San Juan Road/ Fourth Street signalized intersection (location "5") would operate at LOS D (AM) and LOS E (PM).

Cumulative Plus Project Conditions: Cumulative plus project conditions represent traffic volumes on the future transportation network that would result from traffic growth projected to occur due to development of the proposed project and the proposed but not yet approved (pending) development projects within San Benito County and the City of Hollister.

The transportation network assumed under cumulative plus project conditions is assumed to be the same as the existing roadway network and includes future traffic volumes that would result from traffic growth projected to occur due to the proposed project and the proposed but not yet approved (pending) development projects. Cumulative plus project traffic volumes were created by adding the proposed project trips to projected growth under cumulative without project conditions. Under cumulative plus project conditions, the project trip distribution was modified slightly to account for the opening of the North Street extension to Buena Vista Road. The revised project trip distribution under cumulative plus project conditions is shown on Exhibit 12A of the traffic impact analysis. This was used to derive the revised project trip assignment under cumulative plus project conditions, which is shown on Exhibit 12B of the analysis. This revised trip assignment was added to the cumulative without project traffic volumes to create the cumulative plus project traffic volumes shown on Exhibit 13 of the analysis.

Intersection levels of service and recommended improvements under cumulative plus project conditions are summarized in Exhibits 5A and 5B, respectively, of the traffic impact analysis.

Only the Live Oak Drive/ Miller Road and San Juan Road signalized intersection (location "4") is projected to continue to operate at acceptable levels of service under cumulative plus project conditions. The remaining four study intersections would experience unacceptable operations as described below.

- State Route 156 and Buena Vista Road (location "1"). Although the State Route 156 and Buena Vista Road intersection would continue to operate at acceptable overall operations of LOS A (AM) and LOS C (PM) and acceptable side-street operations during the AM peak hour, the westbound Buena Vista Road approach to the intersection would operate at an unacceptable LOS F during the PM peak hour, at a delay higher than under cumulative without project conditions. The Caltrans peak hour signal warrant was found to be met at this intersection under cumulative plus project conditions.

- Miller Road and Buena Vista Road (location "2"). Although the Miller Road and Buena Vista Road intersection would continue to operate at acceptable overall operations of LOS B (AM) and LOS A (PM), the northbound and southbound Miller Road approaches to the intersection would both operate at LOS E during the

AM peak hour, a change from LOS C under background conditions. The northbound Miller Road approach would also operate at LOS D during the PM peak hour. However, the Caltrans peak hour signal warrant was not found to be met at this intersection under cumulative plus project conditions.

- Westside Boulevard/ Westside Road and Buena Vista Road (location "3"). Overall operations of the Westside Boulevard/ Westside Road and Buena Vista Road intersection would operate at an unacceptable LOS F during the AM peak hour, and the northbound Westside Boulevard approach would also operate at an unacceptable LOS F. The northbound Westside Boulevard approach would operate at an unacceptable LOS D during the PM peak hour. The overall level of service is a change from LOS C, the side-street operations during the AM peak hour are an increase in delay, and the side-street operations in the PM are a change from LOS C, all compared with cumulative without project conditions. The Caltrans peak hour signal warrant was found to be met during the AM peak hour but not found to be met during the PM peak hour.

- Westside Boulevard and San Juan Road/ Fourth Street (location "5"). The Westside Boulevard and San Juan Road/ Fourth Street intersection would operate at an overall LOS D (AM) and LOS F (PM) under cumulative plus project conditions. The increase in delay over cumulative conditions would be 6.8 seconds (AM) and 11.4 seconds (PM).

Conclusion

The traffic impact analysis determined that impacts due to an increase in traffic associated with the development of 336 single-family residences at the project site would be significant and require mitigation at the intersection of State Route 156 and Buena Vista Road, Westside Boulevard/ Westside Road and Buena Vista Road, and Westside Boulevard and San Juan Road/ Fourth Street. Each of the intersections and required mitigation measures are discussed below.

State Route 156 and Buena Vista Road (Unsignalized Intersection). The westbound Buena Vista Road approach to the unsignalized intersection would operate at LOS D during the PM peak hour, a change from LOS C under existing conditions. The Caltrans peak hour signal warrant was found to be met at this intersection under existing plus project conditions. The proposed project would represent a significant impact upon the operations of the State Route and Buena Vista Road unsignalized intersection.

Development projects within San Benito County, including incorporated cities, are required to pay traffic impact fees into the Hollister/San Benito County Regional Traffic

Impact Fee (TIF) program. The San Benito COG administers the TIF program as authorized by the Regional Transportation Plan. The purpose of the TIF program is to implement city and county roadway improvement projects identified in the San Benito County Traffic Mitigation Fee Study, based on anticipated regional development identified in the county's and the cities' general plans.

The TIF program identifies improvement of 12 specific intersections. The TIF also allows for the improvement of five additional intersections that are not identified. They are considered "floater" intersections. According to Robert Del Rio, Hexagon Transportation Consultants, as part of other traffic studies for development projects along Buena Vista, the city's public works staff has indicated that the State Route 156 and Buena Vista Road intersection will be added to the list of TIF intersections using the available "floater" intersections (pers. com. March 2015). According to David Rubcic, Interim Engineering Manager/City Engineer, the TIF is being revised to specifically address concerns regarding development project impacts to state highways and payment of the TIF fee is considered adequate mitigation to reduce project impacts to a less than significant level (pers. com. March 2015).

Implementation of the following mitigation measure would mitigate the impact to a less than significant level.

Mitigation Measure

T-1. Prior to building permit issuance, the applicant and/or project site developers shall pay the applicable fair-share TIF fee toward improvement costs at the intersection of State Route 156 and Buena Vista Road, which is under Caltrans jurisdiction. Improvements could consist of installing a traffic signal at this intersection.

Improvements to the State Route 156 and Buena Vista Road intersection is the responsibility of Caltrans and the City has no authority to require Caltrans to implement the improvement. Although payment of the TIF fee alone would not guarantee the timely construction of the identified improvement to immediately mitigate the project impact by the time the project is fully occupied, improvements to the State Highway are outside of local control; therefore, the payment of local fees toward future improvements is the only feasible mitigation available for this project.

Payment of the traffic impact fee would act as mitigation for the proposed project's contribution toward traffic impacts (David Rubcic, Interim Engineering Manager/City Engineer, pers. com., September 30, 2015). Therefore, impacts associated with the proposed project would be considered less than significant with mitigation.

Westside Boulevard/ Westside Road and Buena Vista Road (Unsignalized Intersection). Under background plus project conditions, the northbound Westside Boulevard approach to the

Westside Boulevard/ Westside Road and Buena Vista Road intersection would operate at LOS D during the PM peak hour, a change from LOS C under background conditions. However, the Caltrans peak hour signal warrant was not found to be met at this intersection under this scenario.

Under the cumulative without project and plus project conditions scenarios, the project would represent a significant impact upon the operations of this intersection, but only during the AM peak hour. For this reason, signalization of this intersection is not recommended. Instead, the all-way stop control warrant was partially evaluated at this intersection. Based on just the AM and PM peak hour volumes (i.e. two out of eight hours of an average day), the all-way stop warrant would be met at this intersection. The fact that both roadways are designated as collector streets would also bolster the need for all-way stop control. It is thus recommended that this intersection be converted to all-way stop control, and that an eastbound right turn lane be striped on Buena Vista Road. An all-way stop conversion for this intersection is not included within the City of Hollister Capital Improvement Projects program for Fiscal Year 2014/2015. The following mitigation measure is required.

Mitigation Measure

T-2. Prior to the approval of building permits for future development on the site, the Westside Boulevard – Westside Road/Buena Vista Road intersection shall be improved as follows:

a. All-way stop control; and

b. The eastbound right turn lane on Buena Vista Road shall be striped.

The improvements identified above, will be in accordance with all city roadway and site design standards.

The improvement costs shall be funded by one of the following mechanisms:

a. The applicant shall be responsible for paying the improvement costs at this intersection, which would be implemented by the City of Hollister; or

b. the City shall determine, and the applicant shall agree upon, a fair share cost for the project's portion of the intersection improvements needed to mitigate the project share of the impact. The fair share amount shall be paid prior to approval of a building permit for the development. Improvements will be in accordance with all city roadway and site design standards.

Implementation of mitigation measure T-2 would reduce significant adverse impacts resulting from the project by ensuring intersection improvements are consistent with city roadway and site design standards and that the intersection is operating at a level of LOS C or better prior to the issuance of building permits. Therefore, the impact is less than significant with mitigation.

The Westside Boulevard and San Juan Road/ Fourth Street (Signalized Intersection). Under existing conditions the signalized intersection at Westside Boulevard and San Juan Road/ Fourth Street (location "5") operates at an acceptable LOS C (AM) and unacceptable LOS D (PM). Under existing plus project conditions, this intersection would operate at an overall LOS D during both the AM and PM peak hours. This would be a change from LOS C operations during the existing AM peak hour, and would represent an overall delay increase of 6.1 seconds during the PM peak hour. Under background plus project conditions, this intersection would operate at an overall LOS D (AM) and LOS E (PM). The increase in delay over background conditions would be 7.0 seconds (AM) and 9.3 seconds (PM). Under cumulative plus project conditions, this intersection would operate at an overall LOS D (AM) and LOS F (PM). The increase in delay over cumulative conditions would be 6.8 seconds (AM) and 11.4 seconds (PM). Therefore, the proposed project would represent a significant impact upon the operations of this intersection under existing plus project conditions, background plus project conditions and cumulative plus project conditions.

Optimization of the signal timing on various phases of this signal is recommended. The project would be responsible for the cost of this improvement, with implementation by the City of Hollister. Therefore, the following mitigation measure is required.

Mitigation Measure

T-3. Prior to issuance of building permit, the signal timing shall be optimized at the Westside Boulevard and San Juan Road/ Fourth Street intersection.

The applicant shall be responsible for paying the improvement costs at this intersection, which would be implemented by the City of Hollister.

Implementation of mitigation measure T-3 would reduce significant adverse impacts resulting from the project by ensuring that the intersection is operating at a level of LOS C or better with the project. Therefore, the impact is less than significant with mitigation.

Traffic associated with the future residential development would exceed, either individually or cumulatively, the level of service standard at three of five intersections in the surrounding road network. Implementation of mitigation measures T-1, T-2, and T-3 will reduce any potentially significant impacts to a less-than-significant level by improving intersection operations to a level of LOS C or better. An exception is noted earlier for mitigation measure T-1, the payment of the TIF fee alone would not guarantee the timely construction of signalization of intersection at State Route 156 and Buena Vista Road to immediately mitigate the project impact by the time the project is fully occupied. The payment of TIF fees toward future improvements is the only feasible mitigation available for this project to reduce its impact at State Route 156 and Buena Vista Road intersection to a less-than-significant level.

c. **Air Traffic Pattern.** The proposed project would not result in a change in air traffic patterns or create a safety risk associated with air traffic.

d. **Design Hazard.** Access to the site will be provided by new roadway connections to Miller Road and Buena Vista Road. In order to ensure that future development of the project does not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) the proposed project should adhere to city roadway design standards and guidelines when designing pedestrian facilities, roadway widths, turn radii and intersections where the on-side roadways intersect with existing roadways.

Design measures are necessary to reduce the potential for project site design hazards. This would be a significant impact. The following mitigation measure would be required.

Mitigation Measure

T-4. Prior to approval of the tentative map for the proposed project, final development plans shall be submitted for city review that identifies that project plans meet or exceed city roadway and site design standards. Specifically development plans will be evaluated for the following:

<u>Site Design:</u> The project plans will be evaluated for conformance with city roadway and site design standards including but not limited to standards for site circulation, roadway width, turning radii, pedestrian facilities, and bike facilities;

<u>Roadway Circulation and Site Access.</u> A planning level review of the existing and planned roadway system will be conducted to ensure that adequate connectivity from the project sites to the roadway system is provided. This may include a quantitative analysis of the anticipated traffic volumes at the site's entrances, a qualitative analysis of the proposed site access, evaluation of the number and location of the project's access points, and/or evaluation of required control devices at the proposed project access points; and,

<u>Neighborhood Traffic Assessment.</u> The neighborhood assessment typically includes the evaluation of need for traffic calming measures to discourage project traffic from using residential streets as alternate routes. The assessment may include a quantitative evaluation of the proposed project effects on surrounding residential streets that will provide secondary access to the project sites.

Implementation of mitigation measure T-4 will ensure that potential design hazards are reduced to a less than significant level by requiring that final improvement plans are consistent with city roadway and site design standards including but not limited to site design (including adequate turn-around space, adequate roadways for large design vehicles such as garbage trucks and fire trucks, and adequate pedestrian and bike facilities), site circulation, access, and neighborhood traffic controls. Future development

on the project site would be subject to approval by the City of Hollister Public Works and planning departments, and the Hollister Fire Department, which would ensure that future development is adequately designed to minimize hazards associated with design. Therefore, with mitigation the proposed project would not substantially increase hazards due to project design.

e. **Emergency Access.** Access to the site will be provided by new roadway connections to the existing roadways (Miller Road and Buena Vista Road). With the proposed roadway connectivity and adherence to city roadway design standards and guidelines (see mitigation measure T-4, above), emergency vehicle access and circulation within the project site would be adequate. Future development on the project site would be subject to the California Building Code and review and approval by the Hollister Fire Department, which would ensure that future development is adequately designed to minimize risks associated with fire consistent with General Plan Policies CSF 4.12 and HS2.4. The impact is less than significant with mitigation.

f. **Public Transit, Bicycle, and Pedestrian Facility Policies.**

Bicycle and Pedestrian Circulation. The project would create additional demand for bicycle and pedestrian facilities in the study area. Formal bike lanes are only provided along both sides of Westside Boulevard, south of Buena Vista Road. Bicycle paths are not provided, and no routes are designated as bike routes. While sidewalks are continuous along both directions of Miller Road between Buena Vista Road and San Juan Road, they are not present along Miller Road north of Buena Vista Road. Sidewalks are also not present along the north side of Buena Vista Road, and are discontinuous along the south side of that roadway. This includes the approximately three blocks west of Calaveras Elementary School, although they are present along the school frontage and between the school and Westside Boulevard.

Chapter 17.18, Pedestrian, Bicycle, Parking and Loading Standards, requires *"every permanent use (including a change of use), and every structure shall have permanently maintained pedestrian, bicycle, transit off-street parking facilities."* Further, section 17.18.030 requires a circulation plan be submitted for new development that substantially increases the off-street parking requirements. Among other features, the circulation plan is required to include pedestrian and bicycle paths meeting city standards.

The following mitigation measure would ensure the proposed project is consistent with city goals and policies, and reduce potential impacts to a less than significant level.

Mitigation Measure

T-5. Prior to tentative map approval for development of the proposed project site, the City of Hollister will provide a qualitative evaluation of the project's effect on transit service in the area and on bicycle and pedestrian circulation in the study area.

Final project plans shall identify the following to the satisfaction of the city:

- *Pedestrian and bicycle facilities necessary to provide adequate circulation and connectivity within the site and to adjacent roadways. Improvements shall be designed to be consistent with city roadway design standards.*
- *Project frontage improvements shall be designed to City of Hollister roadway design standards to accommodate transit vehicles, as necessary in the future.*

In addition, the project applicant shall work with the city to contribute to the completion of any planned bicycle facilities along connecting roadways, if a funding mechanism has been established for these improvements. The final project plans shall be subject to the review and approval of the City Engineering Department prior to tentative map approval.

Safe Routes to School Improvements. In February 2014, a Safe Routes to School needs assessment was prepared for nearby Calaveras Elementary School on Buena Vista Road, about three blocks east of the project site. Exhibit 14 identifies the opportunities and recommended improvements from that assessment that would be applicable to the study project (i.e. would be directly affected by students from the project traversing to the school). In addition, the following mitigation measures are required based on the analysis for the study project:

Mitigation Measures

T-6. The improvements between the project site and Calaveras Elementary shall include curb extensions, pavement striping, and sidewalk improvements on Buena Vista Road.

The project shall contribute a fair-share towards these improvements, which would be implemented by the City of Hollister.

T-7. In addition, the project shall construct a curb extension at the northwest corner of the Miller Road/Buena Vista Road intersection, as well as stripe a high visibility yellow crosswalk across the west leg of the intersection. These would be additional improvements that would connect the project site to the school.

The project would be responsible for the implementation of these additional improvements, which would be implemented by the City of Hollister.

Implementation of mitigation measure T-6 and T-7 will ensure that future residential development of the site does not conflict with adopted policies, plans, or programs supporting safe to school programs by requiring that design plans accommodate safe to school routes. The impact is less than significant with mitigation.

Transit Service. The project would create additional demand for transit services in the study area. The project site is served by two local bus routes, which have stops located roughly one block south of the project site along Central Street at Miller Road (Exhibit 3 of traffic impact analysis). No improvements to the existing transit facilities would be needed in conjunction with the proposed project.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (5, 32, 33)	❑	❑	❑	✓
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? (5,32,33)	❑	❑	✓	❑
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (5)	❑	❑	✓	❑
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (1,2,37,38,39)	❑	❑	✓	❑
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (5,32,33)	❑	❑	✓	❑
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid-waste disposal needs? (5, 38,39,46,47)	❑	❑	✓	❑
g. Comply with federal, state, and local statutes and regulations related to solid waste? (5)	❑	❑	❑	✓

Comments:

Utility demand and generation estimates, and other information provided in this section is based on the *Long-Term Wastewater Management Program for the DWTP and IWTP* (City of Hollister 2005), the *Hollister Urban Area Water and Wastewater Master Plan* (City of Hollister 2008) and the Plan for Services (October 2013) report prepared by for the proposed project. The Plan for Services is included in Appendix C, which is included on a CD on the back inside cover of this initial study.

a. **Wastewater Treatment Requirements.** Sanitary sewer services would be provided by the City of Hollister. The proposed project site is within the city's planning area and has been anticipated for residential development, and is accounted for in the city's *Long-Term Wastewater Management Program for the DWTP and IWTP* (City of Hollister 2005) and the *Hollister Urban Area Water and Wastewater Master Plan* (City of Hollister 2008). Therefore, the proposed project would not cause the city to exceed wastewater requirements of the Regional Water Quality Control Board, and the impacts are less than significant.

b. **Water Treatment Facilities.** The proposed project is expected to obtain domestic water service from the city. The city currently operates six groundwater wells with a combined capacity of 8.5 million gallons per day. The city also co-operates the Lessalt Water Treatment Plant with Sunnyslope County Water District, which treats water imported from the Central Valley Project for domestic use. The Lessalt design capacity is approximately 3.0 million gallons per day. The city operates four storage reservoirs with an approximate capacity of 8.2 million gallons in order to pressurize the system and provide emergency and operational storage.

It is not anticipated that development of the proposed project would trigger the need for offsite improvements to the existing distribution system. A water impact fee would be assessed at the time of building permit issuance for use in future water capital improvement project. Therefore, the payment of this fee would mitigate the project's contribution to the future development and expansion water facilities when needed, and the impact is considered to be less-than-significant impact.

Wastewater Treatment Facilities. Using information regarding population and projected wastewater flows through the year 2013 found in the city's water and wastewater master plan (City of Hollister 2008, Table 4-2 and Table 4-4), the wastewater generation rate for the City of Hollister's Urban Growth Area is approximately 0.00008 million gallons per day (mgd) per person.

Based on an average household size of 3.61 persons per household (California Department of Finance 2015b), future development of the site with 336 dwelling units could generate an estimated 1,213 new residents. Therefore, the project would generate approximately 0.09 mgd of wastewater per day (1,213 residents x 0.00008 mgd).

In 2008, the city treated approximately 2.7 mgd at the domestic wastewater treatment plant and the plant has a planned total capacity of five mgd per day, which is sufficient to accommodate the wastewater needs of the Hollister Urban Area, including the project site, through 2023. The project would increase demand for wastewater collection and treatment, but not beyond the planned capacity of the city's domestic wastewater treatment plant.

The proposed project would generate approximately 0.09 mgd of wastewater. The city's domestic wastewater treatment plant has a planned total capacity of five mgd, which is sufficient to accommodate the wastewater needs of the Hollister Urban Area, including the project site; therefore, the proposed project would not result in a need for new or expanded wastewater facilities and the impact to the wastewater treatment plant is less than significant.

c. **Storm Drain Systems**. The City of Hollister maintains a series of transmission lines that convey storm flows within the city and some adjoining areas of unincorporated San Benito County to either the San Benito River or the Santa Ana Creek. This property is within the San Benito River drainage area.

As identified on page four of the Plan for Services prepared for the project, in accordance with the Low Impact Development requirements of the city's Grading and Best Management Practices Control Ordinance (Ord. #1053) more water will be retained on site than in traditional development methods, but some will still be sent to the city storm system. Future residential development will include construction of an onsite storm drain system to collect and convey storm water to treatment and flood control facilities. Excess runoff will be released to the downstream city storm drain system. The system will be accessed through an existing 18-inch storm drain line in Gonzalez Drive to the south, which connects to the San Benito River, by way of an existing box culvert in Miller Road. In the event the property to the north, east and/or west is developed in the future, gravity flow through those developments can be reconsidered at the time.

A storm water impact fee would be assessed at the time of building permit issuance for use in future storm drain capital improvement project. In addition, if the proposed project is unable to incorporate storm water Best Management Practices to the satisfaction of the City due to unalterable site constrains or financial hardship, the developer would be required to pay additional fees to City for city-wide storm water pollution control and management. Storm water impact fees from the project would contribute to the future development and expansion of storm drain facilities. Therefore, the payment of this fee would mitigate the project's contribution to future development and expansion of storm drain facilities when needed, and the impact is considered to be less than significant impact.

d. **Water Supply**. The water demand associated with future residential development of the site would be served by city's existing and planned levels of groundwater extraction and no new or expanded entitlements are needed. Refer to discussion under Section 9. Hydrology and Water Quality, item b, of this initial study.

e. **Wastewater Treatment Capacity.** See discussion in section a. This is a less than significant impact.

f. **Solid Waste.** Solid waste disposal within the city is currently provided by Hollister Disposal, Inc. Solid waste is disposed at the John Smith Landfill. According to CalRecycle (2013a), the John Smith Road Landfill has a cease operation date of January 1, 2032. Total capacity of the landfill is 9.3 million cubic yards. The remaining capacity, as of November 30, 2012, was 4.6 million cubic yards. The maximum tonnage per day the landfill is permitted is 1,000 tons.

According to the Jurisdiction Diversion/Disposal Rate Detail summary prepared by CalRecycle in 2013 county residents (including residents in incorporated cities and unincorporated areas) produced approximately 4.4 pounds of solid waste per person, per day (2013b). This is equivalent to approximately 248,016 pounds (approximately 124 tons) of solid waste per day.

Using an average household size of 3.61 persons per household (California Department of Finance 2015b), future development of the site with 336 dwelling units could generate an estimated 1,213 new residents. Therefore, the project would generate approximately 5,337 pounds (approximately 2.7 tons) of solid waste per day (1,213 residents x 4.4 pounds of solid waste per person, per day).

The addition of the projected solid waste from future residential development of the site would result in the disposal of approximately 253,353 pounds (approximately 126.7 tons) of solid waste per day at the landfill.

The addition of solid waste to the landfill resulting from the project would not increase the tonnage beyond the landfill's permitted amount that could result in the closure of the landfill prior to the anticipated 2032 date; therefore, the impact is less than significant.

g. **Solid Waste Regulations.** Future development would be required to comply with all applicable regulations and therefore, would have no impact associated with compliance with federal, state, and local statutes and regulations related to solid waste.

18. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Does the project have the potential to degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory? (1,2,9,16,17,18)	❑	✓	❑	❑
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects) (1,2,9,16,17,18, 49, 54,55,56)	❑	✓	❑	❑
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (1,2,9,16,17,18, 49, 54,55,56)	❑	✓	❑	❑

Comments:

a. As discussed in the Biological Resources section above, with two potential exceptions, the proposed project would not have significant impacts on biological resources, either individually or cumulatively. The exceptions could be potential impacts to nesting birds and special-status bats. With the implementation of mitigation measures BIO-1 and BIO-2 these potential impacts would be reduced to a less-than-significant level.

The project site does not contain habitat for special-status plant species or other special-status animal species.

As described in the Cultural Resources section above, the proposed project site is not known to contain important examples of major periods of California history or prehistory. However, it is possible that such resources could be uncovered during site preparation and project construction activities. Potential impacts on such resources would be reduced to a less-than-significant level with implementation of mitigation measures CR-1, CR-2 and CR-3.

b. The proposed project has the potential to result in cumulatively considerable impacts in the following areas: aesthetics (visual character); air quality (construction-related impacts); greenhouse gas emissions, biological resources (nesting birds and special status bats), cultural resources, geology and soils (seismic hazard) and transportation and traffic. However, with implementation of the mitigation measures, standard conditions of approval, and standard requirements for subsequent permits, the proposed project would not result in impacts that are cumulatively considerable.

c. The proposed project has the potential to result in short-term air quality and noise impacts to adjacent residents associated with construction activity. However, with implementation of Mitigation Measures AQ-1, AQ-2 and N-1 and N-2 presented in this initial study, the project will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.

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All documents indicated in bold are available for review at the **City of Hollister, 375 Fifth Street, Hollister, CA 95023, (831) 636-4360** during normal business hours.

All documents listed above are available for review at EMC Planning Group Inc., 301 Lighthouse Avenue, Suite C, Monterey, California 93940, (831) 649-1799 during normal business hours.