

**City of Hollister**  
**DEVELOPMENT SERVICES DEPARTMENT**  
**PLANNING DIVISION**

375 FIFTH STREET, HOLLISTER, CA 95023  
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***INITIAL STUDY***

***I. BACKGROUND INFORMATION***

**Project Title:** Prezone 2014-6/Sywak

**File No.:** Prezone 2014-6 (SCH#: \_\_\_\_\_)

**Project Location:** South of Vali Way, west of Powell Street, north of A Street, and east of R.O. Hardin Elementary School.

**Name of Property Owner(s):** NATMAR, LP et al.

**Name of Applicant:** Alex Sywak

**Assessor's Parcel Number(s)/  
Acreage of Property** APN 020-080-022 (7.25 acres), APN 055-220-039 (.66 acre),  
APN 055-220-038 (.13 acres),  
Total: 8.04 Acres

**General Plan Designation:** Low Density Residential

**Zoning District:** R1-L/PZ Low Density Residential Performance Overlay

**Lead Agency:** City of Hollister  
Development Services Department – Planning Division  
375 Fifth Street  
Hollister, CA 95023

**Prepared By:** City of Hollister

**Date Prepared:** December 1, 2015

**Contact Person:** Jillian Morales or Abraham Prado  
City of Hollister  
Development Services Department – Planning Division

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## **A. INTRODUCTION.**

This document is an Initial Study (IS) prepared pursuant to the California Environmental Quality Act (CEQA), for the Glenmore project (hereinafter, “project”). An Initial Study is prepared by a lead agency to determine if a proposed project would have a significant effect on the environment. A Negative Declaration (ND) is prepared if the Initial Study finds that there is no substantial evidence that the proposed project may have a significant effect on the environment (CEQA Guidelines §15070(a)). If the Initial Study determines that there may be significant environmental impacts but revisions are adopted into the proposed project, a Mitigated Negative Declaration (MND) is prepared (CEQA Guidelines §15070(b)). An Environmental Impact report (EIR) must be prepared if an Initial Study finds that a proposed project would pose a potentially significant impact on the environment.

The lead agency is the public agency with the primary responsibility over a proposed project. As stated in §15051(b)(1), “The lead agency will normally be the agency with general government powers, such as a city or county, rather than an agency with a single or limited purpose...” The City of Hollister Development Services Department, Planning Division will serve as the lead agency for the Glenmore project.

This document has been prepared in accordance with CEQA, Public Resources Code §21000 et seq., State CEQA Guidelines (Government Code §65580 – 65589.8), and the California Code of Regulations (CCR) §15000 et seq.

## **II. ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION**

### **A. SETTING**

The project site is located in unincorporated San Benito County south of Vali Way, west of Powell Street, north of A Street and within the City of Hollister’s sphere of influence. The project site is comprised of three parcels, Assessor Parcel Numbers (APN) APN 020-080-022 (7.25 acres), APN 055-220-039 (.66 acre), APN 055-220-038 (.13 acres). The Hollister city limit is contiguous to the site on the west, south, north, and east Figure 1. Location Map, shows the location of the project site.

The site is bordered to the north by residential development and Vali Way, residential development and A Street to the south, residential development and Powell Street to the east, and R.O. Hardin Elementary to the west. Together the three properties consist of 8.04 acres. The parcels identified, as APN 020-080-022 (7.25 acres), APN 055-220-039 (.66 acre), APN 055-220-038 (.13 acres) are adjacent to each other and are located south of Vali Way, north of A Street, west of Powell Street and the west terminus of Glenmore Drive to the west. Together, these properties consist of 8.04 acres. Existing conditions of these parcels are as follows:

- APN 020-080-022 consists of 7.25 acres and the parcel is vacant.
- APN 055-220-039 consists of .66 acres and the parcel is vacant.
- APN 055-220-038 consists of .13 acres and the parcel is vacant.

Figure 2. Aerial Photograph. Presents the existing conditions of the project site and the immediate Surroundings. Pursuant to LAFCO Policy 2.2.18, the creation of unincorporated islands is prohibited when annexing property. Although, the application for pre-zone and annexation of the

properties in question will be eliminating part of an existing unincorporated island, LAFCO will require the properties along the west side of Powell Street to be annexed along with the Sywak property. The additional properties besides the Sywak properties that will be required to annex per LAFCO Policy are identified as San Benito County Parcel No: 020-080-005, 020-080-021, 020-080-013, and 020-080-007 for a total of four (4) additional existing properties. Figure 3 identifies the additional properties required to be annexed per LAFCO Policy 2.2.18.

**B. PROJECT DESCRIPTION**

The City of Hollister General Plan (2005) identifies the project area being located within a “priority infill area” on Map 5, infill Development Strategy. The applicants are proposing a prezone of the project site to R1 L/PZ and annexation into the city for future development of residential lots. The proposed project does not include development at this time. A summary of the number of units that could be developed is described in Table 1 below as follows:

**Table 1: Representative of Number of Residential Dwelling Units That Could Be Allowed Per Parcel based on proposed prezone R1 L/PZ (up to 8 dwelling units per acre)**

Assessor Parcel Number	Size of Parcel	Number of Units Allowed	Number of units currently proposed (p) Conceptually
020-080-022	7.25 acres	58	58 proposed
055-220-039	.66 acre	5	5 proposed
055-220-038	.13 acre	1	1 proposed
020-080-005	.24 acre	2	1 existing,0 proposed
020-080-021	.24 acre	2	2 existing,0 proposed
020-080-013	.13 acre	1	1 existing,0 proposed
020-080-007	.32 acre	3	1 existing,0 proposed

Pending prezone and annexation, the applicant could propose a tentative map for the development of the project site.

**PREZONING**

The proposed project includes pre zoning the three parcels totaling approximately 8.04 acres in size to Low Density Residential Performance Overlay Zone (R1 L/PZ), which is consistent with the City’s General Plan land use designation of Low Density Residential. The zoning designation would allow for up to eight dwelling units per net acre on the project site (Municipal Code Section 17.04.010).

**ANNEXATION**

The project site is included in the City of Hollister’s sphere of influence. Annexation will be required prior to development of the project site within the city limits. State law requires that the property owner initiate or concur with the annexation.

**PHYSICAL CHANGES**

The proposed project does not include any specific development at this time. However, pending prezone and annexation, the City is considering the future residential development of the project site. On September 21, 2009, the City of Hollister City Council approved the initiation of prezone for the following APNs: APN 020-080-022 (7.25 acres), APN 055-220-039 (.66 acre), APN 055-220-038 (.13 acres), 020-080-005, 020-080-021, 020-080-013, and 020-080-007 as R-1 L/PZ Low Density Residential Performance Overlay Zoning District.

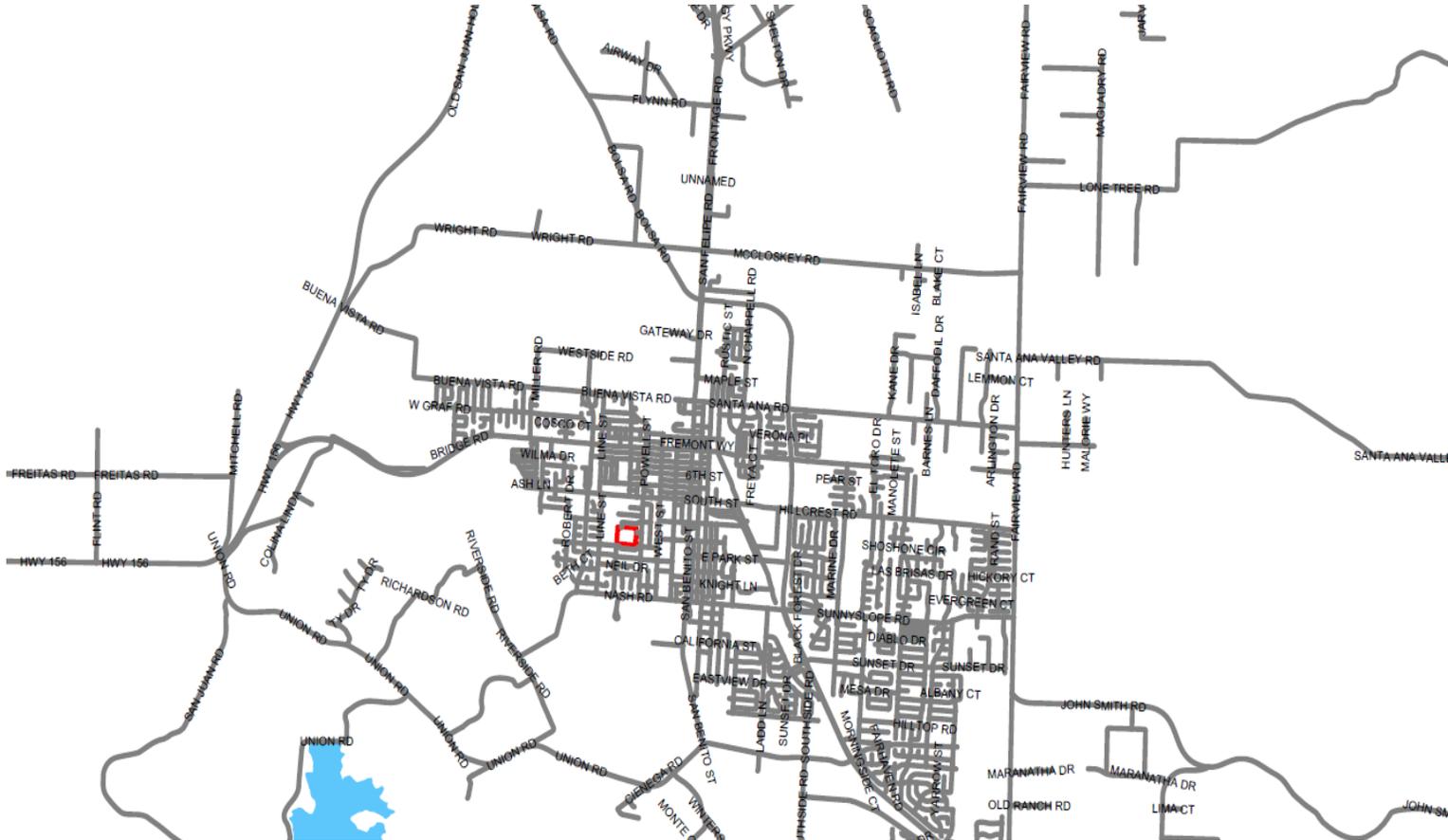
**APPROACH**

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 zoning, community plan, or 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. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

**OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED**

No other public agencies approval is required for the rezoning. Annexation will be required for future development of the site. Annexation of the project site requires approval by San Benito County LAFCO.

Figure 1  
Location Map



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Figure 2  
Aerial Photograph



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Figure 3

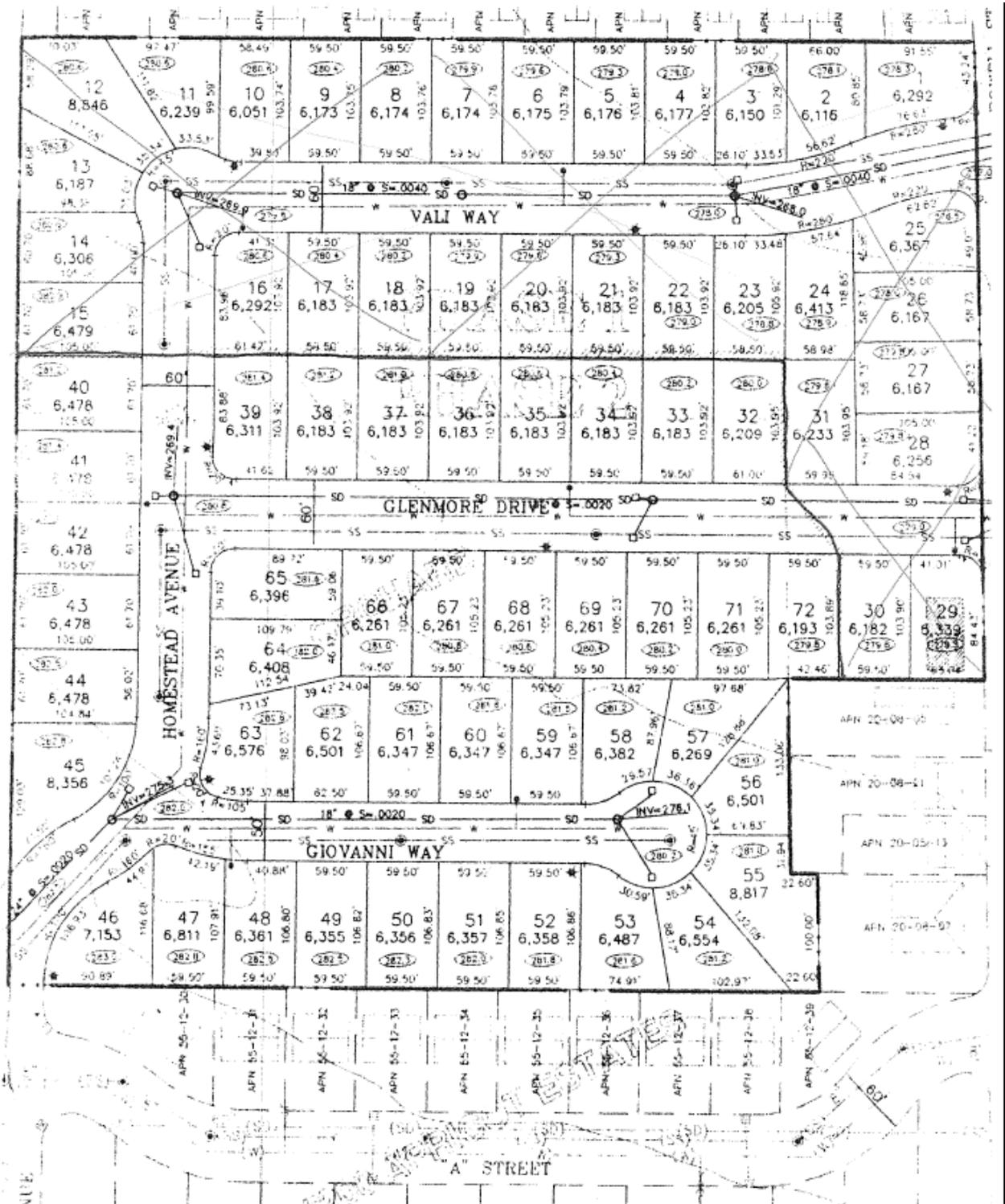
Additional Properties to be Annexed Per LAFCO Policy 2.2.18



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Figure 4

Conceptual Future Subdivision



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**III. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL AND STATE PLANS AND MANDATED LAWS**

Use the list below to indicate plans applicable to the project and verify their consistency or non-consistency with project implementation.

General Plan/Area Plan	■	Air Quality Mgmt. Plan	■
Specific Plan	□	Airport Land Use Plans	□
Water Quality Control Plan	■	Local Coastal Program-LUP	□

The proposed project involves the prezone for annexation and subdivision and development of three parcels consisting of a total of 8.04 acres. The General Plan designation for the project site is Low Density Residential with a density range of up to 8 units per acre. At build out, the project will be consistent with the density requirement of the General Plan, and is therefore consistent with the General Plan. Because the project is consistent with the General Plan, it is also consistent with the Monterey Bay Unified Air Pollution Control District (MBUAPCD) Air Quality Management Plan (AQMP). This is because the AQMP is based on population estimates by the Association of Monterey Bay Area Governments (AMBAG), which bases its population projections in part on population density as identified in city and county general plans, including the Hollister General Plan. Finally, the project will be required to adhere to the construction and post-construction water quality provisions of the adopted City of Hollister Storm Water Management Plan, and will therefore be consistent with this plan.

**IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION**

**A. FACTORS**

The environmental factors checked below would be potentially affected by this project, as discussed within the checklist on the following pages.

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

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

Check here if this finding is not applicable

**FINDING:** For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from the territory transfer and boundary adjustment of the proposed project and no further discussion in the Environmental Checklist is necessary.

**EVIDENCE:** Less than significant impacts are identified for **Air Quality, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hydrology/Water Quality, Noise, and Transportation/ Traffic**. These categories are discussed in more detail within the initial study.

The project will not have a quantifiable adverse environmental effect on the categories not checked above, as follows:

**Biological Resources:** The project site is surrounded by urban uses and is currently devoid of vegetation; therefore, plant and wildlife resources are not anticipated to be impacted as a result of the project.

**Hazards/Hazardous Materials:** The project will not create, use, dispose or otherwise involve hazardous materials nor will it create hazards.

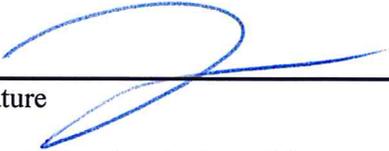
**Mineral Resources:** The project site does not have a history of producing or have the potential to produce valuable minerals; therefore, no mineral resources will be affected or disturbed by this project.

**B. DETERMINATION/ CEQA RECOMMENDATION**

On the basis of this initial evaluation:

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

Signature



Date

12/21/15

Jillian R. Morales, Assistant Planner and M. Abraham Prado, Associate Planner

## V. *EVALUATION OF ENVIRONMENTAL IMPACTS*

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites 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 should be 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 project-specific screening analysis). Referenced information is located at the conclusion of this initial study.
- 2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must 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 with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain 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 may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
  - 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 significance.

## VI. ENVIRONMENTAL CHECKLIST

1. AESTHETICS		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Have a substantial adverse effect on a scenic vista? (Ref: 1,2,3,4,7,9,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Ref: 1,2,3,4,7,9,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings? (Ref: 1,2,3,4,7,9,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Ref: 1,2,3,4,7,9,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion, Analysis and Conclusions:

#### Visual Setting

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

As stated above, the project site consists of three parcels that are currently vacant parcels that have been previously graded, are devoid of vegetation, and are surrounded by existing development to the north, south, west, and east.

**A/B) Scenic Vistas & Resources.** No designated scenic highways or scenic vistas within the City of Hollister have been identified within the General Plan. Further, the site is not located adjacent to or near significant visual resources, such as rock outcroppings or historic buildings. While views of the Diablo Range are visible from Powell Street east of the project frontage, these views are limited, and would not be substantially affected by the project. Additionally, the Diablo Range has not been identified as a scenic resource by the City, and therefore does not rise to the level of a scenic vista. The proposed project site is within the city's sphere of influence and general plan map 5, infill development strategy, identifies it as a priority area for annexation and development. The site is relatively flat and is adjacent to the city boundary and existing residential development. Impacts to scenic vistas in the city as a result of general plan implementation, including the future residential development of the project site, were considered in the general plan EIR. The EIR determined that the development consistent with the general plan, if not carefully designed, could result in adverse impacts on existing vistas. Future residential development of the site would be subject to the development review and design review processes to protect scenic resources, as outlined in the general plan policy LU1.3. Impacts are anticipated to be less than significant.

**C) Visual Character.** Section 17.14.010 of the City of Hollister Zoning Code contains specific provisions for the development of vacant parcels that are (1) surrounded by existing residential development; and (2) are designated for higher density development than surrounding parcels. Some of these provisions are intended to address the preservation of the existing visual character of the surrounding neighborhoods with regard to lot size, lot coverage, setbacks, and building height and massing, as articulated in General Plan Policy LU8.4 (Neighborhood Scale), which states:

[The City shall] Preserve and enhance the character of existing residential neighborhoods by limiting encroachment of new buildings and activities that are out of scale and character with surrounding uses.

While the specific design of the residences and buildings for the project have not yet been identified, the proposed subdivision design can be evaluated for consistency with provisions of the Zoning Code with regard to maintenance of the existing visual character of surrounding development, as discussed below.

Section 17.14.010(B)(5) requires that new lots proposed contiguous to existing residential development be similar in size to the adjoining residential district, unless the adjoining district is of a higher or lower density designation than the project site. While the project is for the rezoning and annexation of territory, the property owner has provided a conceptual map with the potential development of the property as illustrated in Figure 4 above and propose single-family lots that are generally similar in size. Additionally, the proposed setbacks for the potential development are similar to existing setbacks. This design therefore preserves the existing visual character of the surrounding neighborhood with regard to the density of development.

Section 17.04.030(A)(8) requires the height and mass of new structures to be consistent with those in the adjacent properties in the neighborhood. The project proposes single-family lots including along the portions of the site contiguous with existing development, which will serve to maintain the single-family massing and scale of the existing neighborhood.

**D) Light & Glare.** Existing night-time sources of lighting and glare within the project area consist of pole-mounted public street lighting and wall-mounted residential exterior light fixtures, such as porch lights. These lighting sources create a minor amount of glare within the project area, typical of suburban residential neighborhoods. The future development of the potential single-family homes with the project will result in additional street lighting and use of residential exterior light fixtures, similar to existing surrounding development. The new street lighting required for the project will be subject to review and approval by the City of Hollister Engineering Department, and is anticipated to be consistent with existing street lighting for the surrounding neighborhood. The specific design of any wall-mounted residential exterior lighting has not been identified at this stage of the project, however, lighting from these sources typically results in only minor levels of glare. For these reasons, new sources of lighting associated with the new single-family residential portion of the project are not anticipated to have a substantial impact on the surrounding neighborhood.

**2. AGRICULTURAL RESOURCES**

<b>Would the project:</b>	Potentially Significant Impact	Less than Significant with Mitigation 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 non-agricultural use? (Ref: 1,2,3,4,8,13,16,17)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Ref: 1,2,3,4,8,13,16,17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 Projectuion (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-fores use? (Ref: 1,2,3,4,9,13,16,17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion, Analysis and Conclusions:**

The project site consists of lands that have been used for agriculture but are now in the process of transitioning to urban uses consistent with the City’s land use plans. The project site is undeveloped fallow farmland. The Hollister General Plan identifies the site as Prime Farmland. Additionally, the California Department of Conservation’s (2014) Farmland Mapping and Monitoring Program (FMMP) identifies approximately 8 acres of the site as Prime Farmland. The General Plan EIR determined that the loss of farmland was a significant and unavoidable impact. Findings recognizing this impact were adopted by the City of Hollister. Additionally, the City’s General Plan land use designation (Low Density Residential) and zoning designation (R1 L/PZ) identify the site for residential use.

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

The loss of farmland citywide was previously considered and determined to result in a significant and unavoidable impact in the City’s General Plan EIR. The City of Hollister determined that the loss of agricultural land was an important consideration in the development of new land uses; however, the benefits of converting the land to residential uses outweighed identified impacts. The City Council adopted a Statement of Overriding Considerations for loss of important farmlands identified in the Hollister General Plan EIR (2005b). Because the proposed project conforms to the City’s intended uses for the site, which is surrounded by urban uses, development of the project site for residential uses would be a **less than significant impact**.

**B) Agricultural Zoning/Williamson Act Conflicts.** The project site is not in a Williamson Act contract. It is currently zoned Rural Residential (RR) by the County of San Benito; however, the proposed project includes rezoning the project site as Low Density Residential/Performance Overlay (R1 L/PZ). Therefore, the proposed project would not conflict with agricultural zoning or a Williamson Act contract.

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

**C/D) Forest Resources.** There are no forest resources, or zoning for forest land, on or adjacent to the project site.

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

3. AIR QUALITY		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Conflict with or obstruct implementation of the applicable air quality plan? (Ref: 1,2,3,4,13,19,20,21)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Ref: 1,2,3,4,13,19,20,21)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) (Ref: 1,2,3,4,13,19,20,21)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Expose sensitive receptors to substantial pollutant concentrations? (Ref: 1,2,3,4,13,19,20,21)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Create objectionable odors affecting a substantial number of people? (Ref: 1,2,3,4,13,19,20,21)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**A) Air Quality Plan.** The proposed project was evaluated for consistency with the Monterey Bay Unified Air Pollution Control District (air district) Air Quality Management Plan (2013) using the air district’s Consistency Determination Procedure for Residential Development Projects (2011), using an anticipated buildout/occupancy year of 2018. The results of the evaluation process are included as Appendix A. The evaluation determined that the proposed project is consistent with the 2020 (Jan 1, 2015 to Dec 31, 2019) time period and subsequent time periods. Also, the proposed project fits within the Association of Monterey Bay Area Governments (AMBAG) population projections, on which the air quality management plan is based, so the proposed project emissions are accounted for in the plan. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan.

**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 (PM10 ) 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.

**Operational Impacts.** According to table 5-4 in the air district’s CEQA guidelines (2008), the threshold for potential significance for the single-family dwelling category is 810 dwelling units. Future development of a maximum of 64 single family residences on the project site would not meet or exceed the threshold for potentially significant air quality impacts with regards to operational emissions. Because the size of the proposed project is under the air district’s threshold, no quantification of air emissions was conducted.

**Localized Mobile Source 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. Carbon monoxide transport is extremely limited; it disperses rapidly from the source under normal meteorological conditions. Under certain meteorological conditions, however, 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.). High carbon monoxide concentrations are associated with roadways or intersections operating at unacceptable levels of service, “E” or below, and therefore to determine significance relative to carbon monoxide emissions, the roadway and intersection level of service must be analyzed. Hatch Mott McDonald Consultants prepared a transportation impact analysis in January 2015, (included as Appendix A) which analyzed potential transportation impacts of the potential future single-family residences on the project site. The level of service of all study intersections was analyzed in the transportation impact analysis.

There is no impact associated with carbon monoxide as high carbon monoxide concentrations are associated with roadways or intersections operating at unacceptable levels of service, “E” or below. According to the transportation impact analysis, the proposed project would not cause an intersection level of services to fall to "E" or below and therefore, the proposed project would not result in significant levels of carbon monoxide.

**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

potential threshold of significance for construction activities is 2.2 acres per day. Development plans have not been submitted; therefore, there is no information regarding phasing. However, the project site is 8.04 acres and therefore, construction activities for the proposed project could exceed this amount, resulting in a potentially significant adverse impact. Implementation of the following mitigation measure would reduce the impact to a less-than-significant level.

**TABLE 7-1  
SHORT-TERM CONSTRUCTION-GENERATED EMISSIONS – UNMITIGATED POUNDS PER DAY**

Project Phase/Activity	Maximum Daily Emissions			
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>64 single-family units on 8.04 acres</b>				
<i>Maximum Daily Emissions</i>	185.73	81.97	23.18	23.18
MBUAPCD Significance Threshold	None	None	82	None
<b>Exceed MBUAPCD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

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

As shown, construction would not exceed MBUAPCD thresholds for PM<sub>10</sub>; therefore, construction emissions would be **less than significant**.

**TABLE 7-2  
LONG-TERM OPERATIONAL EMISSIONS – MITIGATED POUNDS PER DAY**

Source	Emissions					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO <sub>x</sub> )	Carbon Monoxide (CO)	Sulfur Dioxide (SO <sub>2</sub> )	Coarse Particulate Matter (PM <sub>10</sub> )	Fine Particulate Matter (PM <sub>2.5</sub> )
<b>Proposed Project – Summer Emissions</b>						
Area Source	3.50	0.06	5.38	.0028	0.07	0.07
Energy Use	0.05	0.50	0.21	.0032	0.04	0.04
Mobile Source	3.89	10.08	45.61	0.05	4.06	1.16
<b>Total</b>	<b>7.46</b>	<b>10.65</b>	<b>51.21</b>	<b>0.06</b>	<b>4.17</b>	<b>1.27</b>
MBUAPCD Potentially Significant Impact Threshold	137	137	550	150	82	None
<b>Exceed MBUAPCD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

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

As shown, implementation of mitigation measure **MM 3-1** would substantially reduce ROG emissions below the significance threshold. Therefore, regional operations emissions would not result in a significant long-term air quality impact with implementation of mitigation measure **MM 3-1**. This mitigation would also assist in the reduction of greenhouse gas emissions as described further. (Note: The “Short-term Construction Emissions” paragraph in this greenhouse gas section of the initial study was moved from the air quality section of the initial study per the comment letter received by the Monterey Bay Unified Air Pollution Control District on April 20, 2015 in response to this environmental document).

### Mitigation Measure

**MM 3-1** The project applicant shall implement the following MBUAPCD-recommended Best Construction Practices (BCPs) during all phases of construction, as determined necessary by the City of Hollister Planning Division and Building Division to minimize dust generation:

- Water all active construction areas at least twice daily. Frequency shall be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Cover inactive storage piles.

- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Sweep streets if visible soil material is carried out from the construction site.
- Post a publicly visible sign written in English and Spanish, which includes the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within two hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be included on the sign to ensure compliance with Rule 402 (Nuisance).

Implementation of mitigation measure 3-1 would reduce potential construction-related PM10 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 single-family residential homes and R.O. Hardin Elementary School is located along the western property line. Due to the location of sensitive receptors in proximity to the project site, the proposed project may result in the exposure of some sensitive receptors to pollutant concentrations, which would be a potentially significant impact. During operation, the proposed project is not expected to create any substantial pollutants, but there may be a potential for air pollutants to be released during construction. The emission of PM10 is a concern during the construction phase of the project.

Implementation of mitigation measure 3-1, presented above, would reduce potential impacts to sensitive receptors during construction activities to a less-than-significant level through incorporation of air district basic construction mitigation measures to control dust during construction. The impact is less-than-significant with mitigation incorporated. The project site is not near a highway with high traffic volumes, as it is approximately 1 mile from State Route 25 and 2.25 miles from State Route 156.

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

Construction activities would involve the use of a variety of gasoline- or diesel-powered equipment that would emit exhaust fumes. While exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. The proposed uses within the project are residential in character, and these uses do not generate objectionable odors. **No impact** is anticipated.

4. <b>BIOLOGICAL RESOURCES</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Ref: 1,2,3,4,7,10,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (Ref: 1,2,3,4,7,10,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Ref: 1,2,3,4,7,10,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Ref: 1,2,3,4,7,10,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Ref: 1,2,3,4,7,10,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ( Ref: 1,2,3,4,7,10,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion, Analysis and Conclusions:**

**A-F)** The project consists of a request to prezone to annex three parcels consisting of a total of 8.04 acres for the annexation of territory and ultimate development in the Low Density Residential Performance Overlay Zoning Designation. The City of Hollister General Plan Final EIR summarized the list of rare, threatened or endangered plants and animals that could occur in the General Plan Planning Area. The special status species listed in the FEIR are unlikely to occur at the project site because they are either associated with riparian/wetland habitat or expected in the eastern part of the General Plan Planning Area [1]. The proposed project would have no effect 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 Game or US Fish and Wildlife Service. The project site contains no riparian, wetland, or other sensitive natural community. The project site is substantially surrounded by urban development and does not support wildlife movement corridors. Implementation of the proposed project would not affect the movement of wildlife species. The City of Hollister General Plan Policy LU3.4 states that the existing significant trees shall be preserved and replaced if removed as a result of site development (page 2.33).

**5. CULTURAL RESOURCES**

<b>Would the project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**A) Historic Resources.** The project site is not listed on the California Register of Historic Places or in any of the two Hollister National Historic Districts [3, page 4.6-3]. The proposed rezoning of the project site does not include removal of the two existing storage containers. There are no existing homes or associated structures; therefore, the proposed project would have **no impact** in this regard.

**B) Archaeological Resources.** The project site currently contains vacant fallow land with two existing storage containers. According to the City of Hollister General Plan EIR, the project site is located within an area of archaeological sensitivity for archaeological resources identified in the General Plan Final EIR. Compliance with Mitigation Measure 5-1 will reduce potential cultural resource impacts to an insignificant level.

**Mitigation Measure**

**MM 5-1** Prior to issuance of a grading or building permit, the project proponent(s) shall contract with a qualified archaeologist to conduct further archival and field study to identify any possible cultural resources, including potentially buried archaeological materials. Field study may include, but is not limited to, pedestrian survey, auguring, geoarchaeological testing, as well as other common methods used to identify presence of archaeological resources.

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. Implementation of the following mitigation measure would reduce this potential significant effect to a less-than-significant level.

**Mitigation Measure**

**MM 5-2** As a condition of project approval, during construction activities, if any prehistoric or historic artifacts, or other indications of archaeological resources are found, all work in the immediate vicinity must stop and the City of Hollister Planning Division shall be immediately notified. An archaeologist meeting the Secretary of Interior’s Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered cultural resources. The City and the applicant shall consider

the mitigation recommendations of the qualified archaeologist. The City and the applicant shall consult and agree upon implementation of a measure or measures that the City and deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery or other appropriate measures.

Furthermore, Section 17.16.030 of the City of Hollister Municipal Code requires that if archaeological or historic resources are discovered during any construction, then all construction activities shall cease, and the Development Services Department shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist and disposition of the artifacts may occur in compliance with applicable State and Federal laws. Implementation of the above mitigation would reduce impacts on archaeological resources to a **less than significant level** by requiring work to be stopped immediately should any cultural resources be uncovered during construction, and that any such find be evaluated by a qualified archaeologist and mitigated by the applicant.

C) As with archaeological and historical resources, the potential exists for discovery of paleontological resources during ground-disturbing activities. Therefore, development of the project may potentially impact sensitive paleontological resources. This impact would be considered **potentially significant**. The following mitigation measure would reduce potential impacts on paleontological resources to a less than significant level.

#### **Mitigation Measure**

**MM 5-3** As a condition of project approval, and implemented during construction activities, if any paleontological resources (i.e., fossils) are found once project construction is underway, all work in the immediate vicinity shall cease and the City of Hollister Planning Division shall be immediately notified. A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the applicant shall consider the mitigation recommendations of the qualified paleontologist. The City and the applicant shall consult and agree upon implementation of a measure or measures that the City and the applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation or other appropriate measures.

Implementation of mitigation measure **MM 5-3** would reduce impacts on paleontological resources to a less than significant level by requiring that work stop immediately should any paleontological resources be uncovered during construction, and that any such find be evaluated and mitigated by a qualified paleontologist.

The project site is currently flat and undeveloped, and does not contain any unique geological features. **No impact** to unique geological features is therefore anticipated.

D) During earth-moving related activities, it is always possible to accidentally uncover unanticipated and accidental paleontological discoveries and/or discovery of human remains. This is considered a **potentially significant impact** requiring the following mitigation measure.

#### **Mitigation Measure**

**MM 5-4** As a condition of project approval, and implemented during construction activities, if human remains are discovered all work shall cease in the immediate vicinity of the find and the City of Hollister Planning Division and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. If the remains are determined to be Native American, the coroner shall notify the Native American

Heritage Commission, and the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) shall be followed.

Implementation of mitigation measure **MM 5-4** would reduce potential impacts to human remains to a **less than significant** level by requiring that work cease immediately and ensuring the appropriate procedures are followed in the event of an unanticipated discovery of human remains during project construction.

6. GEOLOGY AND SOILS	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Ref: 1,2,3,4,13,32, 33)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking? (Ref: 1,2,3,4,13,32, 33)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction? (Ref: 1,2,3,4,13,32, 33)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides? (Ref: 1,2,3,4,13,32, 33)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil? (Ref: 1,2,3,4,13,32, 33)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Ref: 1,2,3,4,13,32, 33)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Ref: 1,2,3,4,13,32, 33)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (Ref: 1,2,3,4,13,32, 33)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion, Analysis and Conclusions:**

**A, C, D)** The following analysis is based on information contained within the Environmental Impact Report prepared for the 2005 Hollister General Plan. The City of Hollister lies within a seismically active region, and has experienced severe damage caused by ground shaking within the last 35 years. The San Andreas Fault system crosses San Benito County in a southeasterly direction along the Gavilan Range two and a half miles west of the City, and is capable of generating an earthquake of up to 8.3 magnitude on the Richter Scale. Faults closer to the City include the Hayward/Calaveras Fault, Quien Sabe Fault, and the Tres Piños Fault. The Hayward/Calaveras Fault runs south and north and bisects the City through its downtown area. It has the capacity for a quake of 7+ on the Richter scale. The Quien Sabe Fault, three miles to the east of the project site and trending southeast, registered an earthquake of at least 5.5 on the Richter scale in 1986. The Tres Pinos Fault is a minor fault that is connected to the

Calaveras Fault in Hollister's downtown area, and is aligned in a southeasterly direction through the area. All but the Tres Pinos Fault are considered active faults. Much of the City lies with the Alquist-Priolo Special Study Zones for the Hayward/Calaveras and Tres Pinos Faults. The potential for the project to be impacted by fault rupture, ground shaking, liquefaction and landsliding is discussed below.

#### *Fault Rupture*

There are no active faults within or in the immediate vicinity of the project site. Impacts to the project associated with fault rupture are therefore anticipated to be **less than significant**.

#### *Ground Shaking and Expansive Soils*

While the proposed project site is neither within an Alquist-Priolo Special Study Zone nor within the City's Earthquake overlay zone, the project could be subject to strong ground shaking from earthquakes, which are likely to occur during the life of the project. It is not been established whether the project lies on potentially expansive soils. Impacts associated with ground shaking or expansive soils would be considered **potentially significant**. These potential impacts, however, will be mitigated through compliance with Section 16.28.040 of the City's municipal code, which requires applicants proposing a subdivision, either residential or commercial, to prepare a seismic report and comply with the measures contained within the prepared report. Due to the project site's proximity to active regional faults systems, the future development on the project site may be subject to at least one large severe magnitude earthquake that could cause considerable ground shaking on the project site, which could cause structural failure and collapse, local damage to underground utilities, and the cracking of paved areas, presenting a hazard to occupants and damage to contents. Implementation of the following mitigation measure

would reduce this impact to a less-than-significant level.

#### **Mitigation Measure**

**MM 6-1** Proposed buildings and structures shall be designed and constructed, and large appliances such as refrigerators, wall units, and water heaters shall be firmly attached to the floor or structural members of walls in conformance with the 2010 California Buildings Code, as adopted by reference in municipal code section 15.01.050, and in compliance with general plan policy HS1.4. If a later edition of the California Building Code has been issued and adopted by the city at the time future development occurs, proposed buildings and structures shall be designed and constructed to conform to the current edition in place at that time.

Implementation of mitigation measure GS 6-1 will ensure that potential impacts due to damage and hazards associated with seismic ground shaking will be reduced to a less than-significant level by requiring that future development is constructed in compliance with applicable state and local code requirements governing seismic regulations.

Expansive soils can cause damage to buildings and paved areas and near surface soils that exhibit low strength may settle under building loads, resulting in a potentially significant adverse impact. Implementation of the following mitigation measures would reduce this impact to a less than-significant level.

#### **Mitigation Measure**

**MM 6-2** *The expansion potential for any clayey materials encountered on the project site shall be determined for future development per ASTM D-4829, Standard Test Method for the Expansion Index of Soils. Engineering measures shall be taken, as found necessary by a project-specific geotechnical investigation; including, but not limited to measures such as over-excavation and recompaction of near surface soils, chemical treatment of expansive soils, or support of structures on mat or pier and grade beam foundations, to the extent that shrink-swell or low strength soils are mitigated.*

Implementation of mitigation measure 6-2 will ensure that potential impacts associated with unstable or expansive soils will be reduced to a less-than-significant level by requiring that soils at the project site are tested and treated, using current industry standard practices.

#### *Liquefaction*

The potential for liquefaction exists near the flood plain surrounding the San Benito River. The proposed project, however, is surrounded by city limits, approximately .41 miles away from the flood plain of San Benito River and approximately 2 miles away from the flood plain of the Santa Ana Creek. Sediments in this zone are highly unlikely to liquefy during a nearby seismic event. Implementation of policies HS 1.5 and HS 14.6 in the general plan would require preparation of a geotechnical and geology report when development of the project is proposed. The geology report would determine the liquefaction potential of the soils at the project site and provide recommendations for reducing potential impacts.

#### *Landsliding*

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

**B)** The project site is generally flat, and sloped areas potentially subject to erosion are not anticipated to be required to construct the project. Soil erosion of any stockpiles on site prior to completion of the final phase of the project could, however, potentially occur as a result of wind and rain. The project would be required to comply with Section 17.16.040 of the Zoning Code, which requires applicants to submit an erosion control plan, which is required to include measures stabilizing exposed earth. Implementation of the following mitigation measures will ensure the effectiveness of this plan in minimizing erosion, thereby reducing this potential impact to a **less than significant** level:

#### **Mitigation Measure**

##### **MM 6-3**

*Prior to issuance of any grading or building permits for the project, the applicant shall submit an erosion control plan that includes criteria for stabilizing any soil stockpiles which may be maintained on-site prior to completion of the final phase of the project. The plan 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. Stabilization criteria shall be acceptable to the City of Hollister Building Division. 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 or Santa Ana Creek.*
- 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 or Santa Ana Creek 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 6-3 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.

**E)** The project is planned to connect to the City of Hollister Wastewater Treatment Plant, and will not require the installation of septic systems; therefore, **no impact** is anticipated with regard to soil suitability for septic systems.

**7. GREENHOUSE GAS EMISSIONS**

<b>Would the project:</b>	Potentially Significant Impact	Less than Significant with Mitigation 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? (Ref: 1,2,3,4,7,9,13)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?? (Ref: 1,2,3,4,7,9,13, 21)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Cumulative Contribution to Global Climate Change*

Future development of the project would contribute to the cumulative increase in greenhouse gas emissions. Estimated greenhouse gas (GHG) emissions resulting from implementation of the proposed project would be primarily associated with increases of carbon dioxide (CO<sub>2</sub>) from mobile sources. Emissions of CO<sub>2</sub> constitute more than 90 percent of total mobile-source GHGs associated with future development. Future construction of the proposed project would increase daily vehicle trips to and from the project site, thereby increasing greenhouse gas emissions (GHGs). However, the project would emit negligible net GHG emissions and be consistent with statewide efforts to reduce cumulative impacts to global climate change. This impact is considered **less-than-significant with mitigation incorporated**.

Estimated emissions of GHGs associated with the potential future build out of the proposed project were calculated using the CALEEMOD computer program. To account for individual pollutants contribution to global warming, predicted emissions of GHGs are presented in CO<sub>2</sub> equivalent units of measure (CO<sub>2</sub>e), expressed in metric tons/year. Implementation of the proposed project would not result in a significant contribution to statewide emission inventory or interfere with statewide goals and objectives for reducing greenhouse gas emissions. Therefore, project impacts would be considered less than significant.

Discussion

The MBUAPCD, has not identified a significance threshold for GHG emissions or a methodology for analyzing air quality impacts related to greenhouse gas emissions. The state has identified 1990 emission levels as a goal through adoption of AB 32. To meet this goal, California would need to generate lower levels of GHG emissions than current levels. However, no standards have yet been adopted quantifying 1990 emission targets. It is recognized that for most projects there is no simple metric available to determine if a single project would help or hinder meeting the AB 32 emission goals. In addition, at this time AB 32 only applies to stationary source emissions.

For this analysis, the project’s incremental contribution to global climate change would be considered significant if it would conflict with any of the emissions thresholds, statewide programs, or exposure criteria discussed below:

*Substantial Increase in CO<sub>2</sub> Emissions*

A project’s incremental contribution to global climate change would be considered significant if it would result in substantial net increases in greenhouse gases and CO<sub>2</sub> emissions. A substantial net

increase occurs if the proposed project exceeds any threshold of significance for criteria pollutants set by the MBUAPCD <sup>(1)</sup>. Because no significance criteria have been established for CO<sub>2</sub> emissions by the air district, a quantitative comparison to a standard cannot be performed. Since the project's incremental additional contribution to the total CO<sub>2</sub> emissions of the City and region is negligible, it may be reasonably argued the increase is not substantial.

#### *Exposure of Persons to Significant Risks*

Emitting CO<sub>2</sub> into the atmosphere is not itself an adverse environmental effect. It is the increased concentration of CO<sub>2</sub> in the atmosphere resulting in global climate change and the associated consequences of climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to generally estimate a project's incremental contribution of CO<sub>2</sub> into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment. However, since the project's incremental contribution to the total CO<sub>2</sub> emissions of the City and region is negligible, the additional emissions resulting from the project will not contribute significantly to the exposure of persons to significant risks associated with the effects of global climate change.

#### *Conflict with Executive Order S-3-05*

Executive Order S-3-05 was issued by Governor Arnold Schwarzenegger on June 1, 2005. In recognition of the state's vulnerability to the impacts of climate change, the order mandates that overall state GHG emissions meet the following targets: By 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The project does not result in a reduction of GHG emissions, however, since the project's incremental additional contribution to the total CO<sub>2</sub> emissions of the City and region is negligible; it may reasonably be argued that the project will not substantially conflict with or obstruct implementation of the goals or strategies of Executive Order S-3-05.

#### *Inconsistency with the California Air Resources Board's (CARB) 44 Early Action Measures for AB 32 Compliance*

In accordance with Part 4 of Assembly Bill 32 (California Global Warming Solutions Act), the CARB has made public a number of early action measures that can be implemented prior to adopting formal limitations on GHG emissions in 2012. Most of these measures are not directly related to construction and development activities, however, two of the measures are applicable to the project, and can be addressed by appropriate mitigation measures. These measures include:

##### CARB Measure 2: Transportation: Diesel-Off-road equipment (non-agricultural)

The goal of this measure is to reduce emissions of construction equipment through all feasible measures. The following mitigation measure shall be implemented to make the project consistent with this goal:

**MM 7-1** The proposed project shall be required to implement Best-Available Mitigation Measures for the control of emissions generated by off-road construction equipment, as recommended by the MBUAPCD at the time development is proposed. Such measures may include the use of low emission construction vehicles and use of emission reduction devices and alternative fuels. Idling of construction equipment for periods of greater than five minutes when not in use would be prohibited.

##### CARB Measure 11: Energy Efficiency: Cool communities

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<sup>1</sup> This approach is consistent with guidance from the California Air Pollution Control Officers' Association (CAPCOA), which notes that implementing CEQA without an explicit threshold prior to formal guidance from the State of California's Office of Planning and Research is appropriate. This approach is also consistent with CAPCOA's assertion that by defining substantial emissions of GHGs to performance standards (e.g., criteria pollutant emission thresholds), lead agencies would amass information and experience with specific project categories that would support establishing explicit thresholds in the future.

The objective of this measure is to reduce the need for air conditioning through the siting and design of buildings and site features.

The following mitigation measure shall be implemented to make the project consistent with this goal, resulting in **no significant impact** with consistency:

**MM 7-2** The Applicant shall implement measures sufficient to increase building insulation and energy efficiency beyond that required for compliance with California Title 24 energy-efficiency requirements, and that the most current recommended measures are implemented to reduce energy-usage demands. Such measures may include, but would not necessarily be limited to, incorporation of increased building insulation features, use of alternative renewable energy sources (e.g., solar panels and water heating); as well as the installation of energy-efficient (e.g., Energy-Star rated) building components, appliances, and heating/cooling equipment.

*Be subject to CARB's (California Air Resources Board) mandatory reporting requirements (generally required for projects producing more than 25,000 annual metric tons of CO<sub>2</sub>).*

Because the project is not anticipated to generate a substantial increase in overall vehicle trips the 25,000 annual metric ton threshold for reporting requirements would not be met. The project is therefore not subject to the CARB's mandatory reporting requirements.

*Be inconsistent with the recommended global warming mitigation measures from the Attorney General, CAPCOA, Office of Planning and Research, or other appropriate sources.*

In September 2008, the California Attorney General issued a paper for use by local agencies in carrying out their duties under CEQA as they relate to global warming and climate change. Included were examples of various measures that may reduce GHG emissions of individual projects. These measures address incorporation of energy efficient and renewable energy features; water conservation and efficiency features; waste reduction; and reduction of vehicle emissions. This analysis will not address each measure specifically; however, the measures required under MM 7-2 are anticipated to be similar to measures recommended by the Attorney General.

**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

potential threshold of significance for construction activities is 2.2 acres per day. Development plans have not been submitted; therefore, there is no information regarding phasing. However, the project site is 8.04 acres and therefore, construction activities for the proposed project could exceed this amount, resulting in a potentially significant adverse impact. Implementation of the following mitigation measure would reduce the impact to a less-than-significant level.

**TABLE 7-1  
SHORT-TERM CONSTRUCTION-GENERATED EMISSIONS – UNMITIGATED POUNDS PER DAY**

Project Phase/Activity	Maximum Daily Emissions			
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>64 single-family units on 8.04 acres</b>				
<i>Maximum Daily Emissions</i>	185.73	81.97	23.18	23.18
MBUAPCD Significance Threshold	None	None	82	None
<b>Exceed MBUAPCD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

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

As shown, construction would not exceed MBUAPCD thresholds for PM<sub>10</sub>; therefore, construction emissions would be **less than significant**.

**TABLE 7-2  
LONG-TERM OPERATIONAL EMISSIONS – MITIGATED POUNDS PER DAY**

Source	Emissions					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO <sub>x</sub> )	Carbon Monoxide (CO)	Sulfur Dioxide (SO <sub>2</sub> )	Coarse Particulate Matter (PM <sub>10</sub> )	Fine Particulate Matter (PM <sub>2.5</sub> )
<b>Proposed Project – Summer Emissions</b>						
Area Source	3.50	0.06	5.38	.0028	0.07	0.07
Energy Use	0.05	0.50	0.21	.0032	0.04	0.04
Mobile Source	3.89	10.08	45.61	0.05	4.06	1.16
<b>Total</b>	<b>7.46</b>	<b>10.65</b>	<b>51.21</b>	<b>0.06</b>	<b>4.17</b>	<b>1.27</b>
MBUAPCD Potentially Significant Impact Threshold	137	137	550	150	82	None
<b>Exceed MBUAPCD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

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

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

**Mitigation Measure**

**MM 7-3** The project applicant shall implement the following MBUAPCD-recommended Best Construction Practices (BCPs) during all phases of construction, as determined necessary by the City of Hollister Planning Division and Building Division to minimize dust generation:

- Water all active construction areas at least twice daily. Frequency shall be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Sweep streets if visible soil material is carried out from the construction site.
- Post a publicly visible sign written in English and Spanish, which includes the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within two hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be included on the sign to ensure compliance with Rule 402 (Nuisance).

Implementation of mitigation measure 7-1 would reduce potential construction-related PM10 air quality impacts to a less-than-significant level by incorporating the air district basic construction mitigation measures into construction activities.

**8. HAZARDS AND HAZARDOUS MATERIALS**

<b>Would the project:</b>	Potentially Significant Impact	Less than Significant with Mitigation 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? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion, Analysis and Conclusions:**

**A-C) No Impact.** The proposed project would not create a significant hazard to the public or the environment, emit hazardous emissions, or expose people or structures to wild land fire risks. The project will not be involved in transporting, usage, releasing or disposal of hazardous material. According to the City of Hollister General Plan Map, the project site is located in a Low Density Residential designation. The project site is not located within the vicinity of a private airstrip and it is not on the list of hazardous materials sites compiled pursuant to Government Code section 65962.5

**E-H)** The project site is located outside of the Hollister Municipal Airport Safety zones and would not result in a safety hazard for people residing or working in the project area. The project site would not expose people or structures to wild land fire risks.

**9. HYDROLOGY AND WATER QUALITY**

<b>Would the project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements? (Ref: 1,2,3,4,13,14,24,25,29,30,31)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Ref: 1,2,3,4,13,14,24,25,29,30,31)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? (Ref: 1,2,3,4,10,12,13,27,30)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? (Ref: 1,2,3,4,10,12,13,27,31)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Ref: 1,2,3,4,13,14,21,27,29,30)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality? (Ref: 1,2,3,4,13,14,19,27,29,30,31)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Ref: 1,2,3,4,10,13,26,30)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows? (Ref: 1,2,3,4,10,13,26,30)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? (Ref: 1,2,3,4,10,13,26,30)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow? (Ref: 1,2,3,4,10,13,26,30)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion, Analysis and Conclusions:

A) Wastewater facilities and treatment are provided by the city, which 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 plant, also located west of the project site, is located west of downtown 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 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 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 long-term wastewater management program and the urban area water and wastewater master plan. The project would not violate any water quality standards or waste discharge requirements.

Municipal code title 13, public services chapter 13.04, sewer service system, pertains to sewer service and sewage disposal. Chapter 13.04 prohibits unlawful discharges to the storm drain system. Other provisions include dischargers are to implement BMPs, such as prohibiting certain waters and materials to be discharged into the system, and requiring grease traps and screens. Future development of the site would be subject to the provisions of these chapters; therefore, the proposed project would not violate any water quality standards or waste discharge requirements.

The City of Hollister's Domestic Water Treatment Plant and Reclamation Plant will treat wastewater from the project site. Because no on-site septic systems will be required to treat wastewater from the project, and no other sources of wastewater discharge are proposed with the project, **no impacts** associated with wastewater discharge are anticipated with the project.

Water quality is regulated by the State Water Resources Control Board through the National Pollutant Discharge Elimination System (NPDES) program, which was established by the Clean Water Act. 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 then to 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 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 NPDES general permit requires development and implementation of a storm water pollution prevention plan that uses storm water best management practices to control runoff, erosion and sedimentation from the site both during and after construction. A storm water pollution prevention plan has two major objectives: to help identify the sources of sediments and other pollutants that affect the quality of storm water discharges; and to describe and ensure the implementation of practices to reduce sediment and other pollutants in storm water discharges. Because the proposed project must go through

the NPDES permit process, any impacts would be less than significant. In addition, according to the city's Storm Water Management Plan, 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.

**B)** The project site is within the City of Hollister water service area and will receive its water supply from the City. According to the 2005 Hollister Area Urban Water Management Plan, adequate water supplies exist for planned development through the 20-year timeframe of the plan, or 2025. Water demand in the Hollister area estimated within the plan is based on population growth projections by AMBAG, which in turn rely in part on allowable population density based on general plan land use densities. Because the project is consistent with the general plan, it is therefore consistent with AMBAG population projections, and therefore accounted for within the Urban Water Management Plan. **Less than significant impacts** to the Hollister area water supply are therefore anticipated.

Future development of the site would incrementally increase groundwater draw as it would receive water from the city; however, the conjunctive use of surface and groundwater is done to ensure adequate water supply. General plan policy CSF2.6 requires developers to apply to the city, Sunnyslope Water District and San Benito County Water District for water service.

The total water supplied within the city in 2010 was approximately 2.6 million gallons per day. Future maximum allowable development of 64 residential units is anticipated to have the following water demand at maximum buildout based on a rate of 312 gallons per day per dwelling unit (Hollister 2005b, p. 4.10-18): 19,968 gallons per day (total average daily demand). It is anticipated that the city can provide the additional water needed resulting from future development of the project site; therefore, the impact to groundwater resources would be considered less than significant.

**C-F)** The project has the potential to negatively impact water quality as a result of polluted runoff associated with both the construction phase of the project, as well as the operational phase. 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 6-3** 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. Each of these potential impacts are discussed below

#### Construction Phase Impacts

Construction phase impacts pending development of the site could result from dirt leaving the site and entering the storm drain system by being tracked onto adjacent sidewalks and streets by haul trucks; by runoff from exposed earth and stockpile areas during rainy periods; and from wind-blown dirt and dust off-site from stockpiles. Construction runoff can also result from cleaning solvents and leaking fluids from construction equipment being used during project construction.

Section 17.16.140(C)(3) of the City of Hollister Municipal Code requires the project applicant to prepare a Stormwater Pollution Prevention Plan (SWPPP) for approval by the City. The SWPPP is required to list Best Management Practices (BMPs), which specify how the applicant will protect water quality during the course of construction. BMPs typically include, but are not limited to, scheduling earthwork to occur during the dry season to prevent runoff erosion, protecting drainages and storm drain inlets from sedimentation with berms or filtration barriers, and the installation of gravel entrances to

reduce tracking of sediment onto adjoining streets. The following mitigation measure will ensure timely preparation and implementation of the SWPPP for the project, resulting in a **less than significant** impact to water quality during the construction phase of the project:

### Mitigation Measure

**MM 9-1** Prior to issuance of any grading or building permits for the project, the applicant shall submit a Stormwater Pollution and Prevention Program (SWPPP) to the City of Hollister Planning Division and Engineering Division. The SWPPP shall comply with all applicable requirements of Section 17.16.140 of the Hollister Municipal Code. The SWPPP shall be implemented prior to commencement of construction, and shall be continuously maintained through the duration of construction for each phase of the project.

### *Post Construction / Operational Impacts*

#### Grading and Drainage Plan

Prior to any site development or grading, the applicant shall submit for review and approval by the Engineering Department a grading plan that complies with Chapter 15.14 Grading and Best Management Practice Control of the Hollister Municipal Code. Low Impact Development (LID) strategies shall be considered and incorporated as part of site planning and design.

The project site development is subject to the requirements of the California Regional Water Quality Control Board Central Coast Region, Resolution No. R3-2013-0032 entitled "Post-Construction Storm water Management Requirements for Development Projects in the Central Coast Region", dated July 12, 2013". The grading and drainage design plans shall include, but is not limited to, depiction of all areas tributary to the site, and provide all information pertinent to the capability of the proposed drainage facilities to handle the expected post construction storm water management (LID, runoff control and reduction, water quality treatment, etc.), and flood control as required for the site. In addition, the grading and drainage design plans shall include, but is not limited to, all necessary calculations and support documentation as required by the City Engineer.

On-site sources of polluted runoff associated with residential improvements typically include surface parking areas and driveways, refuse storage areas, and planting areas where pesticides and fertilizers are used. Pollutants from these areas can potentially be washed into the storm drain system during storm events, thereby impacting surface water quality.

Also, section 16.04.060 requires every final map to be conditioned on compliance with the requirements for erosion control, including the prevention of sedimentation or damage to off-site property. These measures are required to be incorporated in the site map and grading plan for the building permit, per section 15.24.130. As future development would disturb one or more acres of land, it would be required to obtain coverage under the NPDES general permit. The general permit requires the development and implementation of a storm water pollution prevention plan (SWRCB 2013).

In addition to the policies in the general plan, implementation of the city and state requirements discussed above 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 best management practices and standards established for compliance with non-point discharge emissions for storm water. The impact is less than significant.

Section 17.16.140(A) of the Hollister Municipal Code requires all development projects within the City to be designed to detain storm water runoff on-site in order to prevent contaminated storm water from entering the City's storm drain system. Project applicants are required to obtain an Administrative Drainage Permit from the City of Hollister Engineering Division, by submitting a storm water drainage plan that incorporates measures designed to retain storm water on-site. In accordance with the Municipal Code, specific measures to be incorporated into the plan may include, but are not limited to:

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

The following mitigation measure will ensure timely preparation and implementation of the required Administrative Drainage Permit for the project, resulting in a **less than significant** impact to water quality during the operation of the project:

#### **Mitigation Measure**

**MM 9-2** Prior to issuance of any grading or building permits for the project, the applicant shall obtain an Administrative Drainage Permit from the City of Hollister Engineering Division. The storm water management plan submitted for the permit shall comply with all applicable requirements of Section 17.16.140 of the Hollister Municipal Code. All storm water pollution prevention measures shall be implemented prior to issuance of certificates of occupancy for each phase of the project.

Mitigation measure **MM 9-2** will ensure timely preparation and implementation of the required Administrative Drainage Permit for the project, resulting in a **less than significant impact** to water quality during the operation of the project.

**G, H, I** According to the Flood Insurance Rate Map (FIRM) No. 06069C0185D covering the site area (effective April 16, 2009), the area is not located within a 100-year flood hazard area according to the Federal Emergency Management Agency. There are no levees or dams located within a two-mile radius of the project site. The project does not propose to place housing or structures within a 100-year flood hazard area and does not exist in close proximity to a flood hazard area subject to frequent flooding or to an existing levee or dam. Therefore, flooding of housing, the redirection of flood flows and exposure of people and structures to significant risk caused by flooding is considered **less than significant impact**.

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

<b>10. LAND USE AND PLANNING</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Physically divide an established community? (Ref: 1,2,3,4,6,13,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Ref: 1,2,3,4,6,13,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan? (Ref: 1,2,3,4,13,14,15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion, Analysis and Conclusions:**

The project proposes to pre-zone for annexation properties identified for Low Density Residential uses on the Hollister General Plan. The Low Density Residential (LDR) land use designation allows up to eight (8) dwelling units per net acre (du/ac). Zoning for the site is Low Density Residential Performance Overlay (R1-L/PZ). This zoning is consistent with the general plan designation of Low Density Residential. The future development of this project would require improvements to conform to the general plan and zoning ordinance in the Hollister Municipal Code.

**A)** The project site is located in an area of residential uses. Future annexation and development of the site would not divide an established community, as the project would be consistent with surrounding uses in the area. The project would have **no impact**.

**B)** The proposed rezoning is consistent with the general plan. The project site is within the city’s sphere of influence and is designated in the general plan for low-density residential development. Rezoning to low density residential is consistent with land uses anticipated and planned for in the general plan. In addition, the general plan map 5, infill development strategy, identifies the project site as being located within a “priority infill area.” As such the proposed project does not conflict with applicable land use plans.

**C)** The City of Hollister currently does not have an established habitat conservation plan or a natural community conservation plan. Therefore, the project is not expected to conflict with the any habitat conservation plan or natural community conservation plan, **no impact** is anticipated.

**11. MINERAL RESOURCES**

<b>Would the project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion, Analysis and Conclusions:**

**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 (Hollister 2005a, p. 7.3). However, the general plan does not identify the location of these resources. The project site has historically been in agricultural production and therefore, would not be 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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Ref: 1,2,3,4,13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion, Analysis and Conclusions:**

**A-D)** Future annexation and development of the project will increase vehicular traffic in the project area, however based upon the area traffic levels, it is not expected that the increase in noise or vibration levels will violate any state or local noise ordinance or applicable standards of other agencies. Future development of the subdivision project may have a short-term effect as to noise levels in the community during construction. The project will be required to comply with construction standards in Title 17 of the Hollister Municipal Code that limit construction hours to 7:00a.m. to 6:00p.m. on weekdays and 8:00a.m. to 6:00p.m. on Saturdays. Compliance with existing standards will avoid off-hour noise from construction.

The project has the potential to result in both short term (construction phase) and long term (operational phase) noise impacts to both existing and proposed uses within the project. Each of these potential impacts will be discussed below.

Construction Impacts

Future construction noise in any one particular area would be temporary and would include noise from activities such as excavations, site preparation, truck hauling of material, pouring of concrete, and use of power hand tools. Construction noise typically occurs intermittently and varies depending on the nature of the construction activities being performed. Noise generated by construction equipment, including excavation equipment, material handlers, and portable generators, can reach high levels for brief periods.

When noise levels generated by construction operations are being evaluated, activities occurring during the more noise-sensitive evening and nighttime hours are of increased concern. Because exterior ambient noise levels typically decrease during the late evening and nighttime hours as community activities (e.g., industrial activities, vehicle traffic) decrease, construction activities performed during these more noise-sensitive periods of the day can result in increased annoyance and potential sleep disruption for occupants of nearby residential dwellings. Construction noise during daytime hours can also be significant when noise-generating construction activity takes place in close proximity to noise sensitive uses, particularly during extended periods of loud and/or repetitive activity (i.e. use of backhoes, concrete trucks and power saws).

Noise from localized point sources (such as construction sites) typically decreases by approximately 6 dBA with each doubling of distance from source to receptor. Given this noise attenuation rate and assuming no noise shielding from either natural or human-made features (e.g., trees, buildings, fences), outdoor receptors within approximately 1,600 feet of construction sites could experience maximum instantaneous noise levels of greater than 60 dBA when onsite construction-related noise levels exceed approximately 90 dBA at the boundary of the construction site. The United States Environmental Protection Agency (US EPA) has found that the average noise levels associated with construction activities typically range from approximately 76 dBA to 84 dBA  $L_{eq}$ , with intermittent individual equipment noise levels ranging from approximately 74 to 89 dBA  $L_{max}$  for brief periods. The following table lists typical uncontrolled noise levels generated by individual pieces of construction equipment at a distance of 50 feet.

#### TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Typical Noise Level (dBA) 50 feet from Source
Backhoe	80
Compactor	82
Dozer / Grader / Loader / Concrete Mixer	85
Truck	88
Air Compressor	81
Concrete Pump	82
Generator	81
Impact Wrench / Pneumatic Tool	85
Jack Hammer	88
Paver	89
Pump	76
Roller	74
Saw	76

Equipment	Typical Noise Level (dBA) 50 feet from Source
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Sources: Federal Transit Administration, 2006

Nearby noise-sensitive land uses located adjacent to the project site consist of R.O. Hardin Elementary School and residential dwellings. As a result, noise-generating construction activities would be considered to have a **significant short-term impact**. Implementation of the following mitigation measure, however, will reduce this short term impact to a less than significant level:

### Mitigation Measure

**MM 12-1** During all phases of construction, the project applicant shall adhere to the following requirements for construction activities with respect to hours of operation and idling and muffling of internal combustion engines:

- a) Noise-generating construction activities shall be limited to the hours between 7:00 a.m. to 6:00 p.m., Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday. No construction activities shall take place on Sundays. Construction equipment and activities shall use noise suppression devices and techniques;
- b) Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation;
- c) Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use;
- d) Use of radios should be controlled so that the sound of radios is inaudible at adjacent residences;
- e) All diesel powered equipment should be located more than 200 feet from any residence if the equipment is to operate for more than several hour 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 impacts to a less-than-significant level.

In addition to mitigation measure 12-1, a noise reduction benefit can also be achieved by equipment selection utilized for various operations. Implementation of the following mitigation measure would further reduce potential construction noise impacts to a less than- significant level.

**MM 12-2** Subject to equipment availability and cost considerations, the construction plans and conditions of approval for the proposed project shall include a note that the following equipment shall be used to further reduce construction noise impacts:

- a. Scrapers: Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks;
- b. Backhoes: Use a backhoe for backfilling, as it is less costly and quieter than either dozers or loaders;
- c. Motor Graders: Use a motor grader rather than a bulldozer for final grading;
- d. Powers saws should be shielded or enclosed where practical to decrease noise emissions. Nail guns should be used where possible as they are less noisy than

manual hammering.

Implementation of the mitigation measures 12-1 and 12-2 would reduce potential construction noise impacts to a less-than-significant level through the use of quiet or "new technology" construction equipment.

*Post Construction Impacts*

Future annexation and development of the project will increase vehicular traffic in the project area, however based upon the area traffic levels, it is not expected that the increase in noise or vibration levels will violate any state or local noise ordinance or applicable standards of other agencies.

**E & F)** The project is not located within the vicinity of a public or private airstrip. The closest airstrip is the Hollister Municipal Airport and the closest private airstrip is the Christensen Ranch private airstrip. The Hollister Municipal Airport is located at the north end of Hollister approximately 3.10 miles north from the project site. The Christensen Ranch private airstrip is privately owned and operated and is located approximately 4.26 miles northeast of the project site. Due to the distance of the project from these facilities, development of the project site will not expose people residing or working to an excessive noise level resulting from normal airport operations; therefore, **no impact** is anticipated to occur as a result of project implementation.

**13. POPULATION AND HOUSING**

<b>Would the project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Ref: 1,2,3,13,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Ref: 1,2,3,13,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Ref: 1,2,3,13,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion, Analysis and Conclusions:**

**A)** The project will result in the construction of single-family homes, which will increase the population of the City of Hollister. These additional dwelling units have been anticipated, however, by the General Plan designation for the site of Low Density Residential, and accounted for in City plans for services, roadways, and infrastructure. The proposed project is within the city’s primary sphere of influence and would not induce significant population growth. The proposed project would not extend infrastructure or foster growth beyond that planned in the general plan. **Less than significant impacts** are anticipated.

**B & C)** The project site is vacant; therefore, **no impact** would occur.

**14. PUBLIC SERVICES**

<b>Would the project result in:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection? (Ref: 1,2,3,4,5,11,12,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection? (Ref: 1,2,3,4,5,11,12,14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools? (Ref: 1,2,3,4,5,11,12,13,36,37, 38)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks? (Ref: 1,2,3,4,5,11,12,14,35)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities? (Ref: 1,2,3,4,5,11,12,14,38)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion, Analysis and Conclusions:**

A) Fire service to the affected area will be provided by the Hollister Fire Department upon annexation. The department provides this service throughout the city and adjoining county areas, via a mutual aid agreement, based on staffing levels set by the city council. The closest fire station to the project site is Station 1 located at 110 5th Street between East Street and Sally Street, about .60 miles northeast of the project site. Station 2 is also close to the project site located at 1000 Union Road between Valley View Road and Airline Highway, roughly 1.88 miles southeast of the project site. Station 1 and Station 2 are each staffed with one fire captain, one fire apparatus engineer, and one firefighter. In addition, future Station 3, which will out by the Hollister Airport, is currently being operated out of Station 1, with one fire captain and one apparatus engineer. In June 2013, the city approved the consolidation between the fire departments of the city and the county.

The project site is within the five minute first engine response time, as set forth in the fire protection master plan. The project site is continuous to the current city limits. Annexation of the project site will extend the boundary of fire service currently in effect. The area is within the five minute first response of the stations. It is within the five minute first response of the county fire department and it is within the current auto aid area.

Services to additional single-family units at the site would require an incremental increase in staffing levels and capital equipment due to the increase in population. The increase in 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 fire impact fees collected at the time of building permit issuance or prior to occupancy of the site. Annexation will not create the need for any fire related structures or improvements.

Additionally, development in the project site 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 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, no impact is anticipated.

**B)** Police services to the project site upon annexation will be provided by the Hollister Police Department. The department includes 23 total sworn police officers, one services supervisor, three services officers, one multi services officer, and one community services officer. This equates to approximately 0.65 sworn officers per 1,000 residents. The project site is contiguous with the current city limits and service area. Annexation would extend the boundary of service currently in effect. Upon future residential development of the site, population will increase and development will include additional roadways that may affect traffic enforcement/collision investigation responsibilities; therefore an incremental increase in staffing levels and capital equipment is needed.

The increase in police service would be financed by the imposition of a Mello-Roos Community Facilities public safety tax. The increase in capital equipment would be financed through the imposition of police impact fees collected at the time of a building permit issuance or prior to occupancy of the site. The proposed project would not create the need for any police related structures or improvements.

Since future residential development of the single-family dwelling units on the site will not result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police facilities, no impact is anticipated.

**C)** The project site is located within the Hollister School District (K-8) and the San Benito High School District (9-12). The Hollister School District serves a student population of about 5,600 students. There are five elementary schools (K-6), a K-8 school, two middle schools (7-8), a Dual Language Immersion Academy (K-6, Spanish/English), and an Accelerated Achievement Academy (4-8). The San Benito High School District serves a student population of 2,156 and has one high school (9-12).

Based on the composite yield rate of 0.376 for K-5 students per single-family dwelling unit, the proposed project could potentially generate about 24 K-5 students at maximum buildout. Based upon the composite yield rate of 0.187 for 6-8 grade students, buildout of the proposed project is anticipated to generate about 12 new 6-8 grade students. Based on the yield rate of 0.190 for high school students (grades 9-12) per dwelling unit, buildout of the project is expected to generate approximately 12 new high school students.

Development of the project site would be subject to a school impact fee as calculated by the school district, per California statute, and due prior to issuance of occupancy permits. The school impact fees from the project site would contribute to development, expansion and modifications to existing and proposed public school facilities. Therefore, the payment of this fee would mitigate the project's contribution to the development and expansion of existing and future school facilities and the impact is considered to be less than significant.

**D)** The Parks and Recreation Master Plan for the City of Hollister indicates that Hollister currently provides approximately 4.1 acres of parks and recreational facilities per 1,000 residents. This is above

the standard of four acres per 1,000 residents that has been established by the Parks and Recreation Master Plan. The city maintains nine public park facilities within its jurisdictional limits to serve the needs of city residents. Based on the average household size of 3.61 persons per household, the maximum allowable single-family home development within the approximate 8.04 acres of the site could generate an estimated 231 new residents in the city (Hollister 2005a, p. 3.5). This growth is expected to increase use of existing recreational facilities and generate demand for additional park space.

Per Park Facility Master Plan Policy 1.1, 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. Thus, future development of 8.04 acres at a maximum of 8 dwelling units per acre can potentially allow up to 64 residential units. Thus, development of a maximum allowed 64 single-family residential units within 8.04 acres would require provision of approximately 0.231 acres of new parkland.

The increase in population is not anticipated to cause the ratio of parkland to City population to be exceeded; therefore, no new park facilities will be required to serve the project, and **no impact** is anticipated.

**E)** There are no other public facilities have been identified that would require construction of expansion, therefore, **no impacts** associated with other public facilities are anticipated.

**15. RECREATION**

<b>Would the project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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? (Ref: 1,2,3,4,5,11,12,14,35)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Ref: 1,2,3,4,5,11,12,14,35)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion, Analysis and Conclusions:**

**A-B)** As stated in Section 13. Public Services, the 2003 Parks and Recreation Master Plan for the City of Hollister indicates that Hollister currently provides approximately 4.1 acres of parks and recreational facilities per 1,000 residents. General Plan policy CSF 4.4 requires that recreational facilities be provided at a ratio of four acres of parkland per 1,000 persons. The City of Hollister currently maintains a park to population ratio above the standard established by the Parks and Recreation Master Plan.

The proposed Apricot Lane Park was included with the previously approved Tentative Map 2014-4 (Apricot Lane) and is to be located along the west side of the extension of Summer Drive. The subdivision is currently under construction and will include the installation of the Apricot Lane Park. The park would be located approximately .47 mile from the project site. This 1.4-acre park includes playground facilities, informal turf area, play equipment, picnic tables, benches, and lineal pathway to connect to the future river park trail.

Although future annexation and improvements of the project may cause an increase to the use of the existing neighborhood and regional parks or other recreational facilities, it is expected that the increase would be minor and would not cause substantial physical deterioration of facilities. Therefore, the project is not expected to result in the substantial deterioration of existing park facilities. A **less than significant impact** is anticipated.

**16. TRANSPORTATION/TRAFFIC**

<b>Would the project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (1,2,3,4,5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (1,2,3,4,5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (1,2,3,5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (1,2,3,5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access? (1,2,3,5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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? (1,2,3,5,6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

***Comments and Methodology:***

The proposed project is the rezoning and annexation of a property consisting of approximately 7.25 acres, located west of Powell Street, east of R. O. Hardin Elementary School, north of A Street, and south of Vali Way within the City of Hollister (“city”) Sphere of Influence. Although rezoning and annexation are the only actions proposed at this time, it is expected that development of the parcels with Low Density Residential uses would occur in the future, at which time additional CEQA compliance may be required. Based on a residential density of eight units per acre, the parcel could accommodate up to 63 single-family homes. Therefore, this analysis evaluates the future maximum development of up to 63 single-family residential units on the site.

This section is based in part on the *Homestead Avenue Subdivision (Sywak) Traffic Impact Analysis Hollister, California Administrative Draft Report* (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 neighborhoods. Traffic counts were conducted on Thursday, January 22, 2015 from 7:00 to 9:00 AM and 4:00 to 6:00 PM.

Daily traffic volumes were estimated based upon the peak hour traffic volumes collected at the study intersections, the number of existing homes on the street, and daily traffic volume counts collected using machine tube counters on Vali Way during a period ranging from January 15 and January 25, 2015. Average counts collected on Tuesday, January 22 through Thursday, January 24 were used for the traffic analysis as they were most representative of typical road conditions (i.e. non-holiday, non-weekend traffic) The traffic impact analysis is included as Appendix A 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. All of the study intersections are unsignalized.

For the purpose this traffic analysis, the project is said to create a significant adverse impact on traffic conditions at an unsignalized, all-way stop intersection for peak hour if:

- The level of service at the intersection degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under project conditions; or
- The level of service at the intersection is an unacceptable LOS D or worse under baseline conditions and the addition of project trips causes the average intersection delay to increase by five 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 no project 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 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 and roadways. Each of the areas evaluated and their location (as labeled on Exhibit 1 of the traffic impact analysis) are listed below.

The following three intersections were evaluated:

- Westside Boulevard and Apricot Lane (location “1”);
- Homestead Avenue and Apricot Line – A Street (location “2”); and
- Powell Street and A Street (location “3”).

The increase in daily traffic that would be anticipated (due to both addition project traffic and the completion of formerly discontinuous streets) is evaluated on the following streets:

- Homestead Avenue, Apricot Lane – A Street to Vali Way;
- Glenmore Drive, Homestead Avenue to Powell Street; and
- Vali Way, Homestead Avenue to Powell Street.

At two-way stop-controlled intersections, such as the Homestead Avenue and Apricot Lane – A Street and Powell Street and A Street intersections, only the side street approaches must stop before entering the intersection; the major street is allowed to pass freely through the intersection. The side-street delay (and corresponding level of service) is therefore the criteria used to evaluate two-way stop-controlled intersections, although the overall intersection delay (and corresponding level of service) is also reported to provide overall context to the side-street operations.

Impacts to the State highway system were not evaluated.

a/b. **Performance Standards.** In order to determine potential traffic impacts associated with the proposed project and assumed future development of 63 single-family residences on the project site, the traffic impact analysis evaluated five study scenarios: existing conditions, existing plus project conditions, background conditions, background plus project conditions, and cumulative conditions. Each study scenario is summarized below.

***Existing Conditions:***

The results of the level of service (LOS) analysis under existing conditions are summarized in Exhibit 5A of the traffic impact analysis. The results indicate that all three of the study intersections currently operate at an overall LOS A, an acceptable level of service, during the weekday AM and PM peak hours. Side-street operations at the Homestead Avenue and Apricot Line – A Street and the Powell Street and A Street intersections operate at an acceptable LOS A or LOS B

***Existing Plus Project Conditions:***

Development of the project would complete two street segments – Homestead Avenue and Glenmore Drive – that would provide new access and circulation opportunities for existing development in the vicinity of the project. Existing plus project conditions were represented by traffic volumes, with the project, on the existing roadway network. Traffic volumes with the project were estimated by adding to existing traffic volumes the traffic generated by the project. Existing plus

project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Based upon trip generation rates published by the Institute of Transportation Engineers, the project is estimated to generate 600 trips per day, with 47 trips generated during the AM peak hour (12 in, 35 and 63 trips generated during the PM peak hour (40 in, 23 out).

The roadway infrastructure developed by the project will complete two currently discontinuous streets: Homestead Avenue and Glenmore Drive. This will provide existing traffic with alternative travel routes and traffic diversions are anticipated.

Potential traffic diversions were estimated based upon the existing AM and PM peak hour traffic volumes as shown on Exhibit 3 of the traffic impact analysis. The estimated traffic diversion during the AM and PM peak hour upon completion of the project road network is shown on Exhibit 8 of the traffic impact analysis.

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 9 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 all of the study intersections are projected to operate at LOS A overall under existing plus project conditions. According to city's LOS standards the study intersections will operate acceptably under existing plus project and no improvements are recommended from a level of service standpoint.

The results of the traffic volume analysis under existing plus project conditions, taking into account any anticipated traffic diversions that are expected to occur with development of the project into account, are shown on Exhibits 4, 5A, and 5B of the traffic impact analysis. Side-street operations at the Homestead Avenue and Apricot Line

– A Street and the Powell Street and A Street intersections continue to operate at an acceptable LOS B.

The results indicate that no significant operational problems are anticipated to occur on the local residential streets because of the development of the proposed project.

***Background Conditions:***

Background conditions models traffic conditions with traffic from approved but not yet constructed developments added to the study intersections. A listing of approved but not yet constructed or occupied projects within San Benito County (“county”) and the city is included in Appendix E of the traffic impact analysis.

Weekday AM and PM peak hour traffic generated by approved projects were estimated and assigned to the local road work and combined with existing peak hour traffic volumes to obtain background condition AM and PM peak hour traffic volumes, which are shown Exhibit 10 of the traffic impact

analysis. The analysis of background conditions assumes full development of the approved projects.

The results of the level of service under background conditions are summarized in on Exhibit 5A of the traffic impact analysis. The results indicate that all of the study intersections will operate at LOS A overall under background conditions, which is better than the city's LOS C standard.

Exhibit 5B of the traffic impact analysis summarizes the volumes on the study segments under background conditions. No traffic from approved projects is anticipated to travel along the study segments; therefore, traffic volumes under background conditions would remain the same as under existing conditions.

***Background 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 and the traffic diversions associated with the completed street network were combined with the background peak hour volumes to obtain background plus project buildout conditions traffic volumes, which are shown in Exhibit 11 of the traffic impact analysis.

The results of the level of service are summarized in Exhibit 5A of the traffic impact analysis. All study intersections are projected to operate at an overall LOS A during the AM and PM peak hour under background plus project traffic conditions. Side-street operations at the Homestead Avenue and Apricot Line – A Street and the Powell Street and A Street intersections would operate at an acceptable LOS B. Therefore, the project would not cause any significant impacts to the study intersections under background plus project conditions.

Exhibit 5B of the traffic impact analysis summarizes the volumes on the study segments under background conditions. No traffic from approved projects is anticipated to travel along the study segments; therefore, traffic volumes under background plus project conditions would remain the same as existing plus project existing conditions.

***Cumulative Conditions:***

The cumulative conditions analysis in the traffic impact analysis is based on the 2035 traffic volume forecasts from the *San Benito County General Plan Draft PEIR* (“county general plan PEIR”).

Future growth based upon the 2025 traffic volume forecasts documented in the county general plan PEIR as well as anticipated developments along the Westside Boulevard corridor were used to quantify condition traffic volumes at the study intersections. It is noted that for some of the study intersections, as well as all of the study segments, little traffic growth is anticipated beyond the background plus project traffic volumes at buildout, primarily due to few vacant parcels in the immediate neighborhood (other than the study project).

The results of the level of service under cumulative conditions are summarized in Exhibit 5A of the traffic impact analysis. The results indicate that the Westside and Apricot intersection would operate at LOS B during the AM and PM peak hours, while the remaining study intersections would remain at the same overall (LOS A). Side-street levels of service at the Homestead Avenue and Apricot Line – A Street and the Powell Street and A Street intersections operate at the same level as under background plus project conditions (namely LOS B for both the AM and PM peak hours). Therefore, based upon the analysis of cumulative conditions, the project would not significantly impact the study intersections.

Exhibit 5B of the traffic impact analysis summarizes the volumes on the study segments under cumulative conditions. Volumes along the study segments are not anticipated to change under cumulative conditions, primarily due to few vacant parcels in the immediate neighborhood (other than the study project); therefore, traffic volumes under cumulative conditions would remain the same as under background plus project conditions.

***Conclusion:***

The traffic impact analysis determined that impacts due to an increase in traffic associated with the future development of 63 single-family residences at the project site would be less than significant; traffic associated with the future residential development would not exceed, either individually or cumulatively, the city's level of service standard.

The traffic impact analysis prepared by Hatch Mott MacDonald was limited in scope in that it did not evaluate potential impacts to regional facilities (e.g., State Routes 25 and 156).

Based upon trip generation rates published by the Institute of Transportation Engineers, the project is estimated to generate 600 trips day to the existing roadway system. Because future development of the site will likely add several trips to the regional roadway system that could have impacts in terms of traffic and operations, the following mitigation measure will be implemented to determine the significance of any regional traffic operation impacts.

**Mitigation Measure**

*T-1. Prior to approval of a tentative map for the property, a traffic impact analysis will be completed which evaluates potential impacts of the proposed project on the regional roadway system. Depending on the findings of the traffic impact analysis, one of two actions would be required:*

- 1) Should the traffic impact analysis determine that the proposed project would not result in any significant regional traffic impacts (either no impact or less than significant impact) then impacts will be considered to be less than significant and no further analysis is necessary; or,*
- 2) Should the traffic impact analysis identify that the project will result in*

*significant impacts that require mitigation; the city will conduct supplemental CEQA analysis.*

*The traffic analysis will be completed and any mitigation considered prior to approval of a tentative map by the City of Hollister.*

Implementation of mitigation measure T-1 will ensure impacts associated with regional traffic and circulation are evaluated prior to tentative map approval.

- a. **Air Traffic Pattern.** As identified in the city's general plan, Map 16, the project site is not located within the "Influence Area" or "Safety Zone" of the airport land use plan for the Hollister Municipal Airport. The proposed project would not result in a change in air traffic patterns. Therefore, the proposed project would not result in a safety risk associated with air traffic.
- b. **Design Hazard.** The traffic impact analysis prepared for the project identified that although conversion of the Powell Street and A Street and Homestead Avenue and Apricot Lane – A Street intersections to all-way stop control is not warranted based upon volumes and delay, it may be warranted based upon other safety/design criteria (i.e. qualitative warrants for conflict, sight distance and similar streets).

At the Powell Street and A Street intersection, sight distance is restricted somewhat on the eastbound A Street. Measuring from approximately five feet back from the stop bar, sight distance in the eastbound direction is only 70 feet towards the north and 185 feet towards the south. Normally, the Caltrans corner sight distance standard at an intersection with a roadway of 25 mph like Powell Street is 275 feet, but the minimum Caltrans stopping sight distance standard for 25 mph is 150 feet. The sight distance is restricted by landscaping (i.e. trees and bushes) on private property at the northwest and southwest corners of the intersection. To achieve an adequate level of sight distance, on-street parking would need to be prohibited along the southbound side of the street for approximately 100 feet north of the intersection and 25 feet south of the intersection. If that amount of parking restriction cannot be achieved, then all-way stop control is recommended at this intersection.

The Powell Street and A Street intersection currently operates at an overall LOS A. With implementation of the project, the delay would not increase and the intersection would continue to operate at an overall acceptable LOS A. Under cumulative conditions, the delay would increase slightly over project conditions; however, the intersection would continue to operate at an acceptable LOS A.

Therefore, although conversion of the Powell Street and A Street intersection to all-way stop control is not warranted based upon volumes and delay, conversion to all-way stop control is warranted due to restricted sight distance if the parking restriction cannot be implemented.

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As identified in the traffic impact analysis, with the restriction on-street parking or all-way stop

conversion, the intersection would operate at an overall LOS under all study scenarios (Exhibit 5A). In addition, the need for an all-way stop, as indicated in the warrant analysis, would be satisfied. Neither the parking restriction nor the all-way stop conversion is included within the City of Hollister Capital Improvement Projects program for Fiscal Year 2014/2015.

If the two streets that cross at an intersection are of similar width and function, conversion to all-way stop control may be warranted. Apricot Lane and A Street are designated in the City of Hollister General Plan as major collector streets, although they both have relatively low volumes. Neither Homestead Avenue nor Powell Street share that designation; however, street widths are relatively similar between all of these streets (i.e. about 40 feet). While the driver perception of hierarchy would place Powell Street above A Street at their intersection, Apricot Lane A Street and Homestead Avenue appear to have a similar stature. The Powell Street and A Street intersection would not meet the similar streets warrant, but the Homestead Avenue and Apricot – A intersection would meet the similar streets warrant.

The Homestead Avenue and Apricot Lane – A Street intersection currently operates at an overall LOS A. With implementation of the project, the delay would increase slightly; however, the intersection would continue to operate at an overall acceptable LOS A. Under cumulative conditions, the delay would be similar to project conditions and the intersection would continue to operate at an acceptable LOS A.

Therefore, although conversion of the Homestead Avenue and Apricot Lane – A Street intersection to all-way stop control is not warranted based upon volumes and delay, conversion to all-way stop control is warranted due to the similar widths and functions of the two cross streets.

As identified in the traffic impact analysis, with the all-way stop conversion, the intersection would operate at an overall LOS under all study scenarios (Exhibit 5A). Also the need for an all-way stop, as indicated in the warrant analysis, would be satisfied. 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.

In addition, the traffic impact analysis identified that the northerly extension of Homestead Avenue north of Apricot Lane – A Street (i.e. the southerly access to the project site) would create a more awkward connection with the “out” driveway from the nearby early childhood education center.

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

**Mitigation Measures:**

*T-2. Prior to the approval of the first building permit for future development on the site, one of the two following improvements (to be determined by the city) shall be made to the Powell Street and A Street intersection:*

- 1) *On-street parking shall be prohibited along the southbound side of Powell Street for approximately 100 feet north and 25 feet south of the intersection with A Street. The City shall determine, and the applicant shall agree upon, a fair share cost for the project's portion of improvements; or,*
- 2) *Powell Street and A Street intersection shall be improved with an all-way stop control. 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 the approval of the first building permit for future development on the site, the Homestead Avenue and Apricot Lane intersection shall be improved with an all-way stop control. 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-4. Prior to approval of a tentative map for the project site, the tentative map shall include, as a component of the proposed Homestead Avenue extension, identification that the education center "out" driveway onto Homestead Avenue will be realigned as much as possible to meet the new Homestead Avenue extension at an angle closer to 90 degrees, while still preserving full access (where possible) for the duplex driveway. The design shall meet or exceed city roadway and site design standards and be verified using vehicle turning templates at both driveways.*

*T-5. Prior to approval of a tentative map for the project site, the tentative map shall include roadway and site design that meet or exceed the city's 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.*

Implementation of mitigation measures T-2 through T-5 will ensure that potential design hazards are reduced to a less than significant level by requiring that identified intersection deficiencies are improved prior to the issuance of building permits and 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 design.

- c. **Emergency Access.** Access to the site will be provided by Vali Way, Glenmore Drive and the Homestead Avenue extension. Therefore, the proposed project would provide adequate emergency access. With the proposed roadway connectivity and adherence to city roadway design standards and guidelines (see mitigation measure T-5, 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.
- d. **Public Transit, Bicycle, and Pedestrian Facility Policies.** The Hollister General Plan includes the following related goals and policies:

GOAL C2 Provide a variety of pedestrian and bicycle facilities to promote safe and efficient non-motorized vehicle circulation in Downtown and throughout Hollister. Facilities should accommodate recreational and commuter circulation patterns.

C2.2 “Safe Routes to School” Program. Work cooperatively with local school districts to develop, implement and maintain the "Safe Routes to School" program.

C2.3 Pedestrian Connections. Work with local businesses, private developers, and public agencies to ensure provision of safe pedestrian pathways to major public facilities, schools and employment centers. Require new developments to provide internal pedestrian connections and linkages to adjacent neighborhoods and community facilities.

C4.2 Public Transit. Cooperatively work with COG, Caltrans, and San Benito County to develop, implement and maintain public transit services.

In February 2014, a Safe Routes to School needs assessment was prepared for the nearby R.O. Hardin Elementary School on Line Street (*Calaveras Elementary & R. O. Hardin Elementary Safe Routes to School Needs Assessment and Preliminary Recommendations – Draft February 2014*) (“Safe Routes to School Plan”), located just west of the project. The Safe Routes to School Plan was adopted by the City on April 21, 2014. Exhibit 13 of the traffic impact analysis identifies the opportunities and recommended improvements identified in Safe Routes to School Plan.

Of the issues identified in the Safe Routes to School Plan, only one would be directly affected by students traversing to school with future development of the site: the access to the school from Homestead Avenue (item 1 on exhibit 13 of the traffic impact analysis). Provision of access from Homestead Avenue would minimize the distance needed for a student to walk to the school, as well as potentially reduce the number of students that would be driven to the school. However, the current site plan does not propose such a connection, nor does it provide the necessary space for such a connection to be made. It is also uncertain if the Hollister School District is interested in establishing such a connection.

The following mitigation measure would ensure the proposed project is consistent with city goal and policies (including provisions of the adopted Safe Routes to School Plan) to and would reduce this potential impact to a less than significant level.

#### **Mitigation Measure**

*T-6. Prior to tentative map approval for the proposed project, 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 (including the adopted Safe Routes to School Plan).*

*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.*
- *A new pedestrian connection between Homestead Avenue and R. O Hardin Elementary School (if determined to be desired and feasible by the city and the Hollister School District). The design shall meet or exceed established standards for a multi-use pathway, including safety issues.*

*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 contribution shall be determined by the City of Hollister and it shall be based on the project’s contribution to the total projected growth in the study area.*

*The final project plans shall meet all city design standards and shall be subject to the review and*

*approval of the city engineering department prior to tentative map approval.*

Implementation of mitigation measure T-6 will ensure that future residential development does not conflict with adopted policies, plans, or programs supporting safe to school programs and alternative transportation by requiring that design plans accommodate safe to school routes, adequate bicycle, pedestrian and transit facilities designed to city roadway design standards. The impact is less than significant with mitigation.

**17. UTILITIES AND SERVICE SYSTEMS**

<b>Would the project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Ref: 1,2,3,4,12,14,23,24,25,28,29,31)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Ref: 1,2,3,4,12,14,23,24,25,28,29,31)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? (Ref: 1,2,3,4,12,14,23,24,25,28,29,31)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Ref: 1,2,3,4,12,14,23,24,25,28,29,31)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Ref: 1,2,3,4,12,14,23,24,25,28,29,31)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Ref: 1,2,3,4,12,14,23,24,25,28,29,31)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste? (Ref: 1,2,3,4,12,14,23,24,25,28,29,31)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**A) Wastewater Treatment Capacity/Requirements.** Development of the site after annexation would require city sewer service. The city currently provides sewer service with the domestic wastewater treatment plant, which serves within the limits of city's service area. General plan map 5, infill development strategy, identifies the project site as "priority infill area" on (Hollister 2005a, p. 2.19), has been anticipated for residential development, and is accounted for in the city's long-term wastewater management program for the domestic wastewater treatment plant and industrial wastewater treatment plant and city's Sanitary Sewer Collection System Master Plan. Also, to offset the use of capacity for the transmission lines and plant, new development is assessed an impact fee at the time of building permit issuance. Therefore, the proposed project would not cause an exceedance in wastewater requirements or capacity and would have a less-than-significant impact.

The City's utilities division operates the industrial wastewater treatment plant and the domestic wastewater treatment plant, mentioned above. The industrial wastewater treatment plant primarily treats waste from the tomato cannery located in the city. It also collects a portion of the city's storm water runoff. The domestic wastewater treatment plant treats domestic, commercial and industrial wastewater in the city and produces Title 22 reclaimed water for park irrigation, airport greenery and ground water recharge. Wastewater flows are transported to the domestic wastewater treatment plant via a series of transmission lines. Existing sewer mains are stubbed at the boundaries of the project site and abutting the property.

Future maximum allowable development of 64 residential units is anticipated to generate domestic wastewater that would require collection, treatment, and disposal. At maximum buildout, the development is estimated to generate wastewater flows up to 18,560 gallons per day, using the city "Q Average Coefficient" of 290 gallons per day per dwelling unit (64 total units). The proposed project would connect to the existing city infrastructure and convey wastewater to the existing downstream system.

The proposed project has been accounted for in the general plan and is accounted for in the long-term wastewater management program for the domestic wastewater treatment plant and industrial wastewater treatment plant. It is not anticipated that development of the proposed project would trigger the need for downstream off-site improvements to the existing conveyance system however, the project will contribute to the use and wear on the city's domestic wastewater treatment plant. A sewer impact fee would be assessed at the time of building permit issuance for the use in future sanitary sewer capital improvement projects. Therefore, the payment of this fee would mitigate the project's contribution to the future development and expansion of sanitary sewer facilities when needed, and the impact is considered to be less-than-significant impact.

**B) Water Treatment Facilities.** The project site will receive its water supply from the City of Hollister. According to the 2005 Hollister Area Urban Water Management Plan, adequate water supplies exist for planned development through the 20-year timeframe of the plan, or 2025. Water demand in the Hollister area estimated within the plan is based on population growth projections by AMBAG, which in turn rely in part on allowable population density based on general plan land use densities. Because the project is consistent with the general plan, it is therefore consistent with AMBAG population projections, and therefore accounted for within the Urban Water Management Plan. 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.

**C) Storm Drain Systems.** The City of Hollister maintains a series of transmission lines that convey storm water flows to either the San Benito River, Santa Ana Creek, or, one of the terminal storm water basin located within the City. The City owns and operates an Industrial Wastewater Treatment Plan that provides treatment for wastewater from industrial facilities within the City and also captures and infiltrates storm water runoff from a portion of the City.

As applicable, Development Projects within the City's jurisdiction are subject to the State of California Water Resources Control Board MS4 General Permit Water Quality Order No. 2013-0001-DWQ, and, the California Regional Water Quality Control Board, Central Coast Region, Resolution R3-2013-0032, "Post-Construction Storm Water Management Requirements for

Development Projects in the Central Coast Region” (PCRs). The City of Hollister Municipal Code Section 17.16.140 (c) (2) requires compliance with storm water requirements.

Because the project is required to manage its site storm water runoff in accordance with the PCRs, the project is not expected to contribute to the exceedance of existing storm water drainage capacity; therefore, construction or expansion of storm water drainage facilities is not anticipated.

The proposed project would incorporate low impact development strategies and city best management practices to reduce storm water runoff, encourage infiltration, and reduce pollutant transmission.

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 constraints or financial hardship, the developer would be required to pay additional fees to the 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. The project is anticipated to result in **no impact** to existing storm water facilities.

**D) Water Supply.** The properties are within the city sphere of influence and the annexation would have minimal effect on the provision of water service by the city. The total water supplied within the city in 2010 was approximately 2,859 acre-feet per year (average of 2.6 million gallons per day), which equates to a maximum daily demand of approximately 5.2 million gallons per day (San Benito County Water District 2011, Table 3-2). Future maximum allowable development of 64 residential units is anticipated to have a water demand of 19,968 gallons per day, based on a rate of 312 gallons per day per dwelling unit, at maximum buildout allowable (Hollister 2005b, p. 4.10-18).

According to the *Hollister Urban Area Water and Wastewater Master Plan*, the city average daily water demand is expected to increase to 6.1 million gallons per day by the year 2023, which equates to a maximum daily demand of approximately 12.2 million gallons per day. The city is in the process of implementing water supply and treatment improvement projects to improve water quality for existing users and provide sufficient supply to accommodate future demands. Although future residential development of the project site would incrementally add to water demand, the city anticipates having sufficient water supplies available to serve the project from existing entitlements and resources and no new or expanded entitlements to service the proposed project would be needed. Refer also to discussion in Section 9, Hydrology and Water Quality, item b.

**F & G)** Solid waste from the City is disposed of at the John Smith landfill, which serves San Benito County. The landfill is located approximately 4.6 miles east of the project site on John Smith Road. As of 2012, the landfill had a remaining capacity of 4.6 million cubic yards, and is expected to provide capacity until 2032 based on the average daily refuse acceptance rate of 250 tons. Regulations contained in Title 14 of the California Code of Regulations require the maintenance of a minimum of 15 years of permitted disposal capacity for county or regional landfills. The project is not anticipated to generate an amount of solid waste that would significantly reduce the 15-year capacity of the landfill, therefore, an expansion of the landfill to accommodate the project is not required. In addition, municipal code section 15.04.045 requires

50 percent diversion by weight of the total construction and demolition debris, which is also required by the California Green Building Code. The proposed project would not conflict with any federal, state, and local statues and regulations related to solid waste. The impact is less than significant.

**VII. MANDATORY FINDINGS OF SIGNIFICANCE**

Does the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Ref:1,2,3,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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)? (Ref: 1,2,3,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly? (1,2,3,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion, Analysis and Conclusions:**

**A)** The project would result in the future annexation and development of an in-fill site that does not currently provide habitat for any special status species of plant or animal. Additionally, there is no evidence of significant archaeological or cultural resources within or adjacent to the project site. Measures are included, however, to ensure that any cultural resources that maybe discovered during the construction phase of the project will be protected. **A less than significant impact to these resources with mitigation incorporated** is therefore anticipated.

**B) Cumulatively Considerable Impacts.** The proposed project has the potential to result in cumulatively considerable impacts. 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 will not have a direct or indirect substantial adverse effect on human beings. With the implementation of incorporated mitigation measures, any potential impacts will

be mitigated to a level of non-significance. Therefore, any adverse effects on human beings either directly or indirectly resulting from implementation of the proposed project will be reduced to a **less than significant level**.

### ***VIII. FISH AND GAME ENVIRONMENTAL DOCUMENT FEES***

#### **Assessment of Fee:**

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to CEQA review had a “de minimis” (minimal) effect on fish and wildlife resources under the jurisdiction of the Department of Fish and Game. Projects that were determined to have a “de minimis” effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of “de minimis” effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the Department of Fish and Game determines that the project will have no effect on fish and wildlife resources.

To be considered for determination of “no effect” on fish and wildlife resources, development applicants must submit a form requesting such determination to the Department of Fish and Game. Forms may be obtained by contacting the Department by telephone at (916) 631-0606 or through the Department’s website at [www.dfg.ca.gov](http://www.dfg.ca.gov).

**Conclusion:** The project **will** be required to pay the fee, unless the Lead Agency requests such a determination from CDFG.

**Evidence:** Based on the record as a whole as maintained by the City of Hollister

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