CITY OF HOLLISTER

ROSATI ANNEXATION PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:
CITY OF HOLLISTER
339 FIFTH STREET
HOLLISTER, CA 95023

Prepared by:

Michael Baker
INTERNATIONAL

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500 YGNACIO VALLEY ROAD, SUITE 300
WALNUT CREEK, CA 94596

MAY 2019

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1.1 INTRODUCTION AND REGULATORY GUIDANCE

An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment (CEQA Guidelines Section 15063[a]). If there is substantial evidence that a project may have a significant effect on the environment, an environmental impact report (EIR) must be prepared, in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064(a). However, if the lead agency determines the impacts are, or can be reduced to, less than significant, a negative declaration or mitigated negative declaration may be prepared instead of an EIR (CEQA Guidelines Section 15070[b]). Pursuant to CEQA Guidelines Section 15070, a mitigated negative declaration is appropriate when the project's initial study identifies potentially significant effects, but:

a. Revisions to the project plan were made that would avoid or reduce the effects to a point where clearly no significant effects would occur; and

b. There is no substantial evidence that the project, as revised, may have a significant effect on the environment.

This Initial Study identifies potentially significant impacts on certain environmental resources. The Mitigated Negative Declaration proposes a range of mitigation measures to reduce all such effects to less than significant levels. Therefore, the City of Hollister (City) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) for the project because all impacts resulting from the project are reduced to less than significant levels through the adoption and implementation of mitigation measures incorporated into the project. This IS/MND conforms to the content requirements of a negative declaration under CEQA Guidelines Section 15071.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. In accordance with CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers." The project would be approved and carried out by the City of Hollister. Therefore, based on the criteria described above, the City of Hollister is the lead agency for the proposed project.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The City is proposing to implement the Rosati Annexation Project. The purpose of this IS/MND is to evaluate the potential environmental effects associated with implementation of the project and to provide mitigation where necessary to avoid, minimize, or lessen those effects. This document is divided into the following sections:

1.0 INTRODUCTION

This section provides an introduction and describes the purpose and organization of this document.

2.0 PROJECT DESCRIPTION

This section includes the project background and a detailed description of the proposed project. It also describes the process used for notifying and involving the public during project planning and for coordination with relevant agencies and organizations.

3.0 INITIAL STUDY CHECKLIST

This section describes the environmental setting for each of the environmental subject areas, including cumulative impacts; evaluates a range of impacts classified as "no impact," "less than significant impact," "less than significant impact with mitigation incorporated," or "potentially significant impact" in response to the environmental checklist, and includes mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level; and provides an environmental determination for the project.

4.0 SUMMARY OF MITIGATION MEASURES

This section lists the mitigation measures for the proposed project.

5.0 LIST OF PREPARERS

This section identifies staff and consultants responsible for preparation of this document.

6.0 REFERENCES

This section identifies resources used in the preparation of the IS/MND.

2.1 PROJECT LOCATION

The project site is located in an unincorporated area of San Benito County and bordered on its west, south, and east sides by developed lands inside Hollister (**Figure 2.0-1, Regional Vicinity**). The site is generally south of Santa Ana Road, east of Marguerite Maze Middle School and Gabilan Hills Elementary School, north of Meridian Street, and west of Moorpark Drive (**Figure 2.0-2, Project Location**). Lands to the north of Santa Ana Road are within the City of Hollister's (City) Sphere of Influence but located in San Benito County.

2.2 EXISTING AND SURROUNDING LAND USES

The project site is 24.4 acres, including a largely vacant 23.481-acre parcel (Assessor's Parcel Number 019-310-002) and a 0.957-acre portion of Santa Ana Road, which forms the site's northern boundary. There is one small storage building in the northwest corner of the site. The lands north of Santa Ana Road are currently undeveloped and used for agriculture. The project site is bounded to the east by residential development (the Villages single-family residential subdivision, which was recently completed as of January 2019, and the existing Brigantino single-family subdivisions), to the south by residential development (the Brigantino single-family subdivisions and additional apartment buildings), and to the west by Marguerite Maze Middle School and Gabilan Hills Elementary School, all of which are in Hollister. The Villages subdivision to the east includes two streets—Moorpark Drive and Brigantino Drive—that would ultimately connect to the project site.

The project site is designated Residential Mixed (RM) in the San Benito County General Plan and zoned Agriculture (AG). The site is within the City's Sphere of Influence and is designated on the Hollister General Plan Land Use Map as Medium Density Residential. According to the California Department of Conservation Farmland Mapping and Monitoring Program, the site is designated as grazing land (DOC 2016) (see **Figure 3.2-1, Designated Farmland**).

2.3 PROPOSED PROJECT

The project site would be prezoned and annexed into the City of Hollister. Once the site is annexed into the city, the site would not be developed until an applicant submits a project site plan for development on the site.

PREZONE

California Government Code Section 65859 allows the City of Hollister to adopt (i.e., prezone) a zone district for land outside of the city limits in anticipation of annexation and development. Under the provisions of the Government Code, the zoning district adopted by the City does not become effective unless and until the land is annexed to Hollister. Until the property is annexed, it is subject to existing zoning under San Benito County's Zoning Ordinance. Prezoning is a required component of the annexation process.

The project proposes to prezone the site to Medium Density Residential Performance Overlay (R3-M/PZ). The R3-M/PZ zoning district provides for medium- and medium- to high-density residential development at densities from 8 to 12 dwelling units per net acre and is consistent with the Medium Density Residential (MDR) land use category of the City's General Plan. The site would remain as currently designated in the City's General Plan (Medium Density Residential).

ANNEXATION

The project would annex the 23.481-acre development parcel and a 0.957-acre portion of Santa Ana Road into Hollister. The proposed annexation is contiguous with the current city limits (current service area) on three sides and would extend the boundary of police and fire services currently in effect.

The San Benito County Local Agency Formation Commission (LAFCO) has adopted policies for review of annexation requests. The City would request approval of the annexation from San Benito County LAFCO. As required by LAFCO policies, the project applicant has submitted a Plan for Services to show that the City can provide services to the project site. This Initial Study is intended to meet the LAFCO requirements for annexation.

DEVELOPMENT ASSUMPTIONS

Based on the Hollister General Plan Medium Density Residential land use designation and R3 zoning for the site, this IS/MND assumes that the site would be developed with 12 units per acre. Based on the need for roadways and infrastructure, the IS/MND assumes the development of 20 acres of the project site at this density for the proposed development of 240 units on the site. These 240 units would consist of 20 percent multi-family units and 80 percent single-family dwellings. Therefore, 48 multi-family dwellings and 192 single-family dwellings would potentially be developed on the project site.

2.4 PROJECT APPROVALS

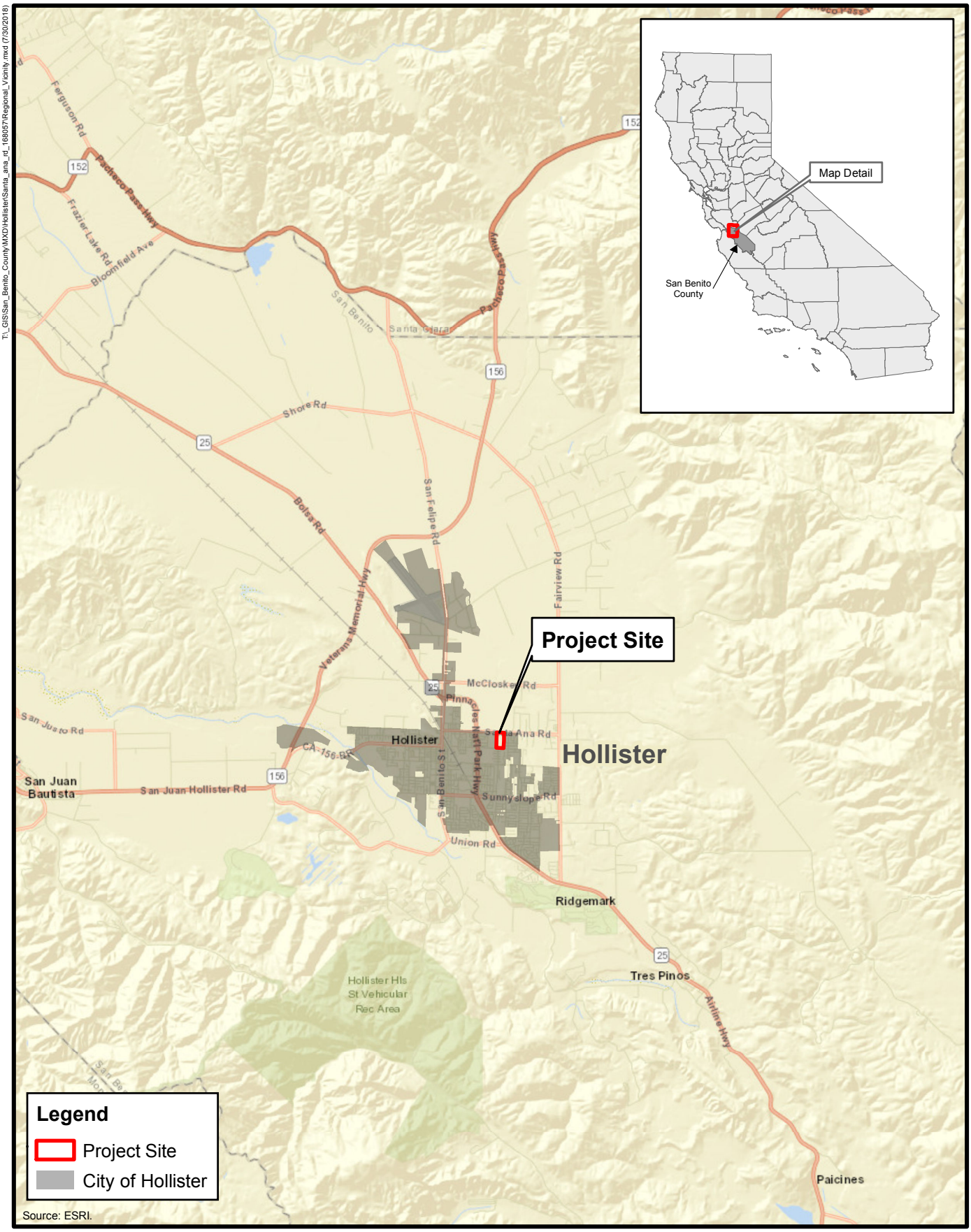
The City of Hollister is the lead agency for the project. The proposed project would require a number of discretionary actions by the City and other agencies. The entitlements and actions that are necessary for project approval and related improvements are listed below.

City of Hollister approvals include the following discretionary actions:

- Prezone the parcel to Medium Density Residential Performance Overlay(R3-M/PZ)
- Annexation approval by the Hollister City Council and request to LAFCO for annexation of a 24.4-acre area into Hollister

This IS/MND will also be used as the primary environmental document to evaluate planning and permitting actions associated with the project by the following agencies:

- San Benito County LAFCO approval of the proposed annexation



0 1 2
MILES

Figure 2.0-1
Regional Vicinity

Michael Baker
INTERNATIONAL

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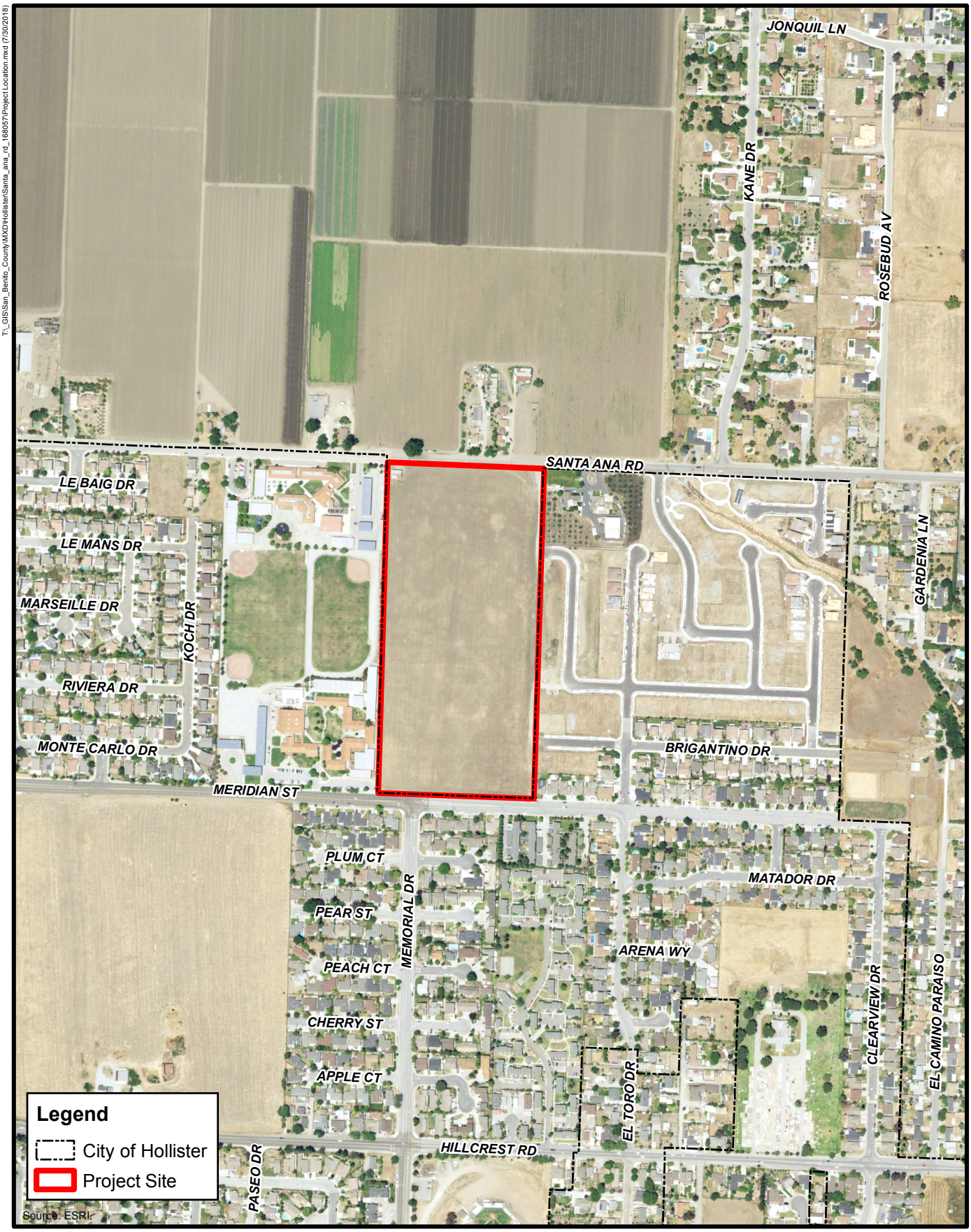

Figure 2.0-2
Project Location

Michael Baker
INTERNATIONAL

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A. BACKGROUND

1. Project Title:

Rosati Annexation

2. Lead Agency Name and Address:

City of Hollister
339 Fifth Street
Hollister, CA 95023

3. Contact Person and Phone Number:

Eva Kelly, Assistant Planner
City of Hollister Development Services
(831) 636-4360

4. Project Location:

The project site includes a largely vacant 23.481-acre parcel (Assessor's Parcel Number 019-310-002) and a 0.957-acre portion of Santa Ana Road. The project site is located in an unincorporated area of San Benito County and bordered on its west, south, and east sides by developed lands inside the Hollister city limits.

5. Project Sponsor's Name and Address:

City of Hollister
339 Fifth Street
Hollister, CA 95023
Attn: Eva Kelly

6. General Plan Designations and Zoning:

The project site is designated Residential Mixed (RM) in the San Benito County General Plan and zoned Agriculture (AG). The site is within the City of Hollister's Sphere of Influence and is designated on the Hollister General Plan Land Use Map as Medium Density Residential.

7. Description of Project:

The project would prezone the site to Medium Density Residential Performance Overlay (R3-M/PZ) and annex it into the City of Hollister. Once the site is annexed into the city, the applicant will submit a project site plan for development on the site.

8. Surrounding Land Uses and Setting:

The lands north of Santa Ana Road are currently undeveloped and used for agriculture. The project site is bounded to the east and south by residential development and to the west by Marguerite Maze Middle School and Gabilan Hills Elementary School.

9. Other Public Agencies Whose Approval Is Required:

In CEQA, the term *responsible agency* includes all public agencies other than the lead agency that may have discretionary actions associated with the implementation of the proposed project. The City of Hollister is the lead agency and the San Benito County Local Agency Formation Commission (LAFCO) is a responsible agency.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors that would be potentially affected by this project and are mitigated to a less than significant impact are indicated below.

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

C. DETERMINATION

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and 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.

Eva Kelly
Signature

5/17/2019
Date

Eva Kelly
Printed Name

Assistant Planner
Title

D. 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 cited. 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.

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

3) A "Less Than Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

4) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

5) "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099 would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcrops, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Hollister is located in San Benito County, southeast of Gilroy and east of San Juan Bautista. The city is situated in a basin that is surrounded on three sides by mountainous terrain; the Gabilan Mountains are located to the south and west and the Quien Sabe Range (part of the greater Diablo Range) are to the east. These mountains form a natural background to a landscape with a traditional downtown surrounded by suburban development and agricultural uses. The city limits have been largely defined by Hollister's immediate agricultural surroundings.

The city's topography is relatively flat, with low foothills near the San Benito River, located at the eastern limit of the city. The visual character of this area has transformed over time from a rural, agricultural community to a suburban community consisting of residential and commercial areas, with farmlands at the outer edges of Hollister.

The project site is located in San Benito County. The project site includes a largely vacant development parcel and an adjoining portion of Santa Ana Road, which forms the site's northern boundary. There is one small single-story storage building in the northwest corner of the site. The site is surrounded by agricultural land, residential uses, and a public-school complex.

Per the San Benito County General Plan (2015), the scenic elements in the county include "views of the mountains, undeveloped rangelands, large agricultural fields and croplands, natural ridgelines along the Diablo and Gablian Ranges, and annual grasslands." The Hollister General Plan (2005a) contains policies designed to promote the city's visual quality, including design review and design principles, street trees, a historical building code, signage, and neighborhood scale. However, these policies are primarily applicable to residential and commercial land development projects and do not designate any scenic views or vistas.

CHECKLIST DISCUSSION

a) ***Less Than Significant Impact.***

Scenic vistas are typically described as areas of natural beauty with features such as topography, watercourses, rock outcrops, and natural vegetation that contribute to the landscape's quality. The city's topography is relatively flat, with low foothills near the San Benito River. The Hollister General Plan (2005a) does not officially designate any scenic vistas in the vicinity of the project site or the city. Distant views of the mountains are available from the project site and surrounding areas, and from many vantage points within the city limits.

The project proposes to prezone the site to Medium Density Residential Performance Overlay (R3-M/PZ) and annex the 23.481-acre development parcel and a 0.957-acre portion of Santa Ana Road into Hollister. Once annexed into the city, the development parcel could be developed with residential uses, open space and park areas, and roadway improvements.

An impact would be considered significant if the project would substantially affect a scenic vista. No home designs are proposed as part of this project. However, as outlined in Table 17.04-3 of the City's Zoning Ordinance, R3 zoning limits building height to 35 feet for dwellings and 15 feet for accessory units. This height would be similar to residential development in the area that surrounds the site to the east and south.

While the project may affect public views from adjacent roadways, these views are typical of views available throughout the city and are not unique, designated as scenic vistas, or protected. The project would comply with City regulations regarding height and would be similar in height with surrounding uses. Therefore, impacts on scenic vistas would be **less than significant**.

b) ***No Impact.***

According to the California Department of Transportation's (Caltrans) Scenic Highway Program (2018), State Route (SR) 25 between SR 198 and SR 156 is an eligible scenic highway. The project site is located approximately 2,000 feet from SR 25. Fully developed residential neighborhoods exist between the project site and SR 25, thereby limiting the view of the site from the highway. No scenic resources would be damaged on the project site due to project development. The proposed project would have **no impact** on scenic resources.

c) ***Less Than Significant Impact.***

The project site is largely vacant and was previously used for agricultural uses. The site is surrounded by agricultural land, residential uses, and a public-school complex. The project would be consistent with the changing visual character of the city and the project vicinity, which are characterized by suburban development at the city's edge. The proposed prezone and annexation, which could result in the development of residential uses and other improvements, would be consistent with the existing visual character of the surrounding areas in Hollister.

Per CEQA Guidelines Section 15387, the project is not located in what is considered an urbanized area (city with population greater than 50,000). However, the project would

comply with the City's design and development standards as outlined in the General Plan Land Use and Community Design Element and in the Municipal Code. These standards are intended to maintain Hollister's visual quality and encourage well-designed buildings that are compatible with their surroundings. Any residential development would undergo the City's design review process (per Hollister Municipal Code Section 17.24.240), which would ensure that the project would be consistent with existing development in the vicinity.

The project site is designated Residential Mixed (RM) in the San Benito County General Plan and is designated on the Hollister General Plan Land Use Map as Medium Density Residential. The change in visual character on the site would be consistent with these land use designations. Therefore, the proposed project would not degrade the existing visual character or quality of the site and its surroundings. The impact would be **less than significant**.

d) ***Less Than Significant Impact***.

Existing sources of light and glare in the vicinity include the schools to the west of the project site and residential uses to the east and south. Since the project site is largely vacant, the existing level of lighting and glare is minimal.

The proposed project would prezone the site to Medium Density Residential Performance Overlay (R3-M/PZ) and annex the 23.481-acre development parcel and a 0.957-acre portion of Santa Ana Road into Hollister. Once annexed into the city, the site could be developed with residential uses, open space and park areas, and roadway improvements. These uses would introduce new sources of light, including streetlights, building-mounted outdoor lighting, indoor residential lighting, and new sources of glare from windows and cars. Because the existing level of lighting on the project site is minimal, this would represent an increase in the amount of lighting on the site.

However, any lighting that would be installed would comply with Hollister Municipal Code Section 17.16.090. Proposed exterior lighting would be shielded and directed downward to prevent light spillage onto adjacent properties or illumination of the night sky. Light would also be confined to the boundaries of the property to reduce light pollution and trespass onto adjacent properties. Therefore, although the project would annex the site into the city and could result in development that would introduce new sources of nighttime lighting on the project site, any development would be consistent with Hollister Municipal Code requirements. As such, the project would have a **less than significant impact** related to light and glare.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Hollister is located in the San Benito Valley, a fertile agricultural valley with high quality soils and a climate that is favorable to growing a wide variety of crops. The city's agricultural uses are divided into three classifications: fruit orchards; field crops and pasture; and vegetable and row crops. Fruit orchards are concentrated on the southern and western edges of the city near the San Benito River. Grain and field crops include wheat, alfalfa, barley, and hay and are grown on the northern and eastern edges of the city. Vegetable and row crops make up the largest portion of agricultural land in the city and are grown adjacent to the fruit orchards (Hollister 2005a).

The project site is designated Residential Mixed (RM) in the San Benito County General Plan and zoned Agriculture (AG). The site is within the City of Hollister's Sphere of Influence and is designated on the Hollister General Plan Land Use Map as Medium Density Residential. The City's (2005a) General Plan indicates that the project site is designated as prime agriculture land (Map 15), but this designation has since been updated to grazing land (DOC 2016), as shown on **Figure 3.2-1, Designated Farmland**.

Prime farmland refers to "farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season,

and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date" (DOC 2018). Grazing land refers to "land on which the existing vegetation is suited to the grazing of livestock" (DOC 2018).

CHECKLIST DISCUSSION

a) ***No Impact.***

As described above and shown on **Figure 3.2-1**, the project site is categorized as grazing land by the Farmland Mapping and Monitoring Program (DOC 2016). Therefore, the project would not result in the conversion of lands classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and there would be **no impact**.

b) ***Less Than Significant Impact.***

The project site is designated Residential Mixed in the San Benito County General Plan and zoned Agriculture. The site is within the City's Sphere of Influence and is designated on the Hollister General Plan Land Use Map as Medium Density Residential. The project would prezone the site to Medium Density Residential and annex the site into Hollister. The proposed residential zoning and use would conflict with the County's current AG zoning for the property. However, the project would make the site's zoning consistent with the residential land use designations under both the County and City General Plans. The City and County have planned for residential use at this location, as reflected by the General Plan land use designations.

The City's (2005b) General Plan EIR considered the impact of converting agricultural land to residential use. The City Council adopted a Statement of Overriding Considerations for the loss of important farmland within the General Plan planning area. Since the project would not directly affect important farmland, and possible indirect effects were considered in the General Plan EIR and found to be acceptable by the City, the project's impact would be less than significant. In addition, there are no Williamson Act contracts applicable to the site (DOC 2015). Therefore, the impact due to a conflict with a Williamson Act contract or zoning for agricultural use would be **less than significant**.

c, d) ***No Impact.***

As described above, the project site is not located on land designated as forestland, is not zoned for forestry uses, and is not actively used as a forestry operation. Therefore, the project would have **no impact** on forestland.

e) ***Less Than Significant Impact.***

As shown on **Figure 3.2-1**, lands to the north of the project site across Santa Ana Road are identified as Prime Farmland. Development resulting from the project could affect farming activities or increase development pressure on neighboring farmland. Farm equipment noise, odors, pesticide/insecticide use, dust, and agricultural land trespassing are the main reasons for conflicts between residential and agricultural uses. Santa Ana Road separates the project site and the farmland to the north. Therefore, the interaction between the future residential uses and existing agriculture would be limited. Farmland to the north of Santa Ana Road is in San Benito County, and this area of agricultural

cultivation is largely intact. Therefore, development in this area would be subject to San Benito County policies for the preservation of farmland.

The loss of Prime Farmland due to buildout of the General Plan was identified in the Hollister (2005b) General Plan EIR as a significant impact to agricultural activity in the county. The General Plan EIR concluded that compliance with General Plan policies and implementing actions would reduce the impact, but not to a less than significant level. In adopting the General Plan, the City found that the loss of agricultural land was an important consideration in the development of new land uses, but the benefits of converting Prime Farmland and Farmland of Statewide Importance for residential uses to meet Hollister's regional housing needs outweighed the significant environmental impact. The City Council adopted a Statement of Overriding Considerations for the loss of important farmland within the General Plan planning area. Since the project would not directly affect important farmland, and possible indirect effects were considered in the General Plan EIR and found to be acceptable by the City, the project's impact would be **less than significant**.

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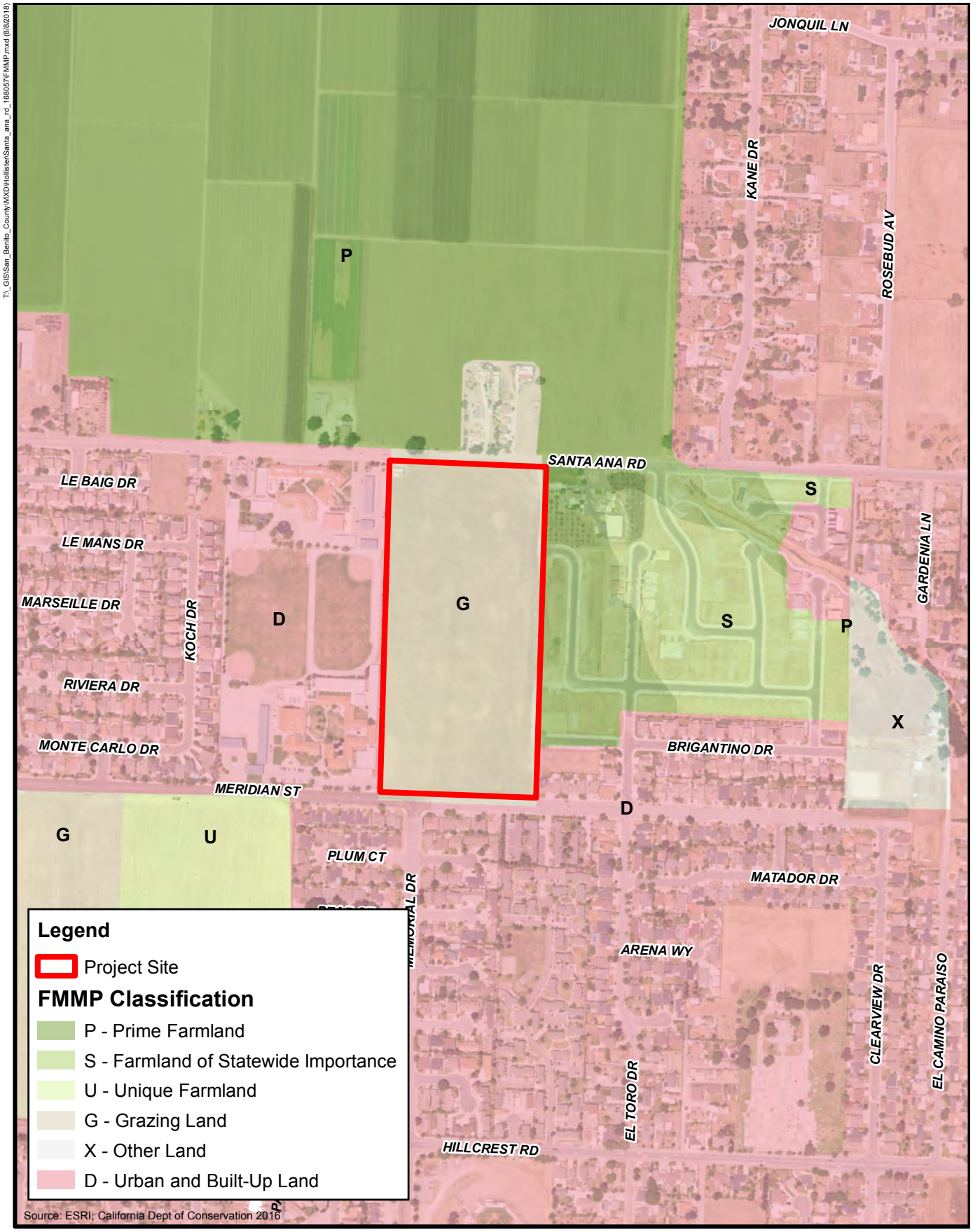

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Feet

Figure 3.2-1
Designated Farmland

Michael Baker
INTERNATIONAL

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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The project site is located in the North Central Coast Air Basin. The basin comprises a single air district, the Monterey Bay Air Resources District (MBARD). MBARD recently adopted the 2012-2015 Air Quality Management Plan (AQMP). The 2012-2015 AQMP is an update to the 2008 AQMP and incorporates portions of the 2008 plan by reference.

CHECKLIST DISCUSSION

a) ***Less Than Significant Impact.***

The Monterey Bay Air Resources District (MBARD) CEQA Air Quality Guidelines, dated February 2008, state that population-related projects determined to be consistent with Association of Monterey Bay Area Governments (AMBAG) population growth forecasts are consistent with the Air Quality Management Plan (AQMP).

For a proposed residential project, consistency is determined by comparing the project population at the year of project completion with the forecast for the appropriate five-year increment for the jurisdiction in which the project is located. A proposed residential project is consistent with the AQMP if the population increase resulting from the project would not cause the estimated cumulative population (i.e., existing population plus population from locally approved but not yet constructed projects) to exceed forecasts for the next five-year increment. At the time of this analysis the project completion date is unknown; however, using a project completion date of 2021 would result in the most conservative population projections. As the proposed project would be located in the City of Hollister, the increase in population that would result from construction and operation of the proposed project is compared to the population forecast for Hollister.

For Hollister, as of January 2018, the California Department of Finance (DOF) estimates the total population at 36,703 and total housing units at 11,259 (DOF 2019). The AMBAG 2018 Regional Growth Forecast predicts a 2020 population total of 39,862 and a 2020

housing unit total of 11,690—an approximate increase of 3,159 persons and 431 housing units. The proposed project would potentially construct 48 multi-family dwellings and 192 single-family dwelling units, which would add approximately 821 persons to the City of Hollister. The project proposes to prezone the site to Medium Density Residential Performance Overlay (R3-M/PZ), which includes a maximum density of up to 12 dwelling units per acre. The R3 zoning district is consistent with the Medium Density Residential (MDR) land use category of the City of Hollister General Plan. Given that the project would have 240 units in an approximate 20-acre area, the project would have a density of approximately 12 units per acre, which is consistent with the General Plan and AMBAG population forecasts. This represents approximately 25 percent of the projected total population increase, and approximately 56 percent of the projected total housing unit increase. The population increase resulting from the project would not cause the estimated cumulative population to exceed forecasts. Therefore, the project is consistent with the AQMP and impacts would be less than significant.

In addition, as described below in checklist items 3.3(b) and 3.3(c), construction and operational air quality emissions generated by the proposed project would not exceed the MBARD's emissions thresholds. These thresholds are established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the proposed project would not exceed these thresholds, the proposed project would not be considered by the MBARD to be a substantial emitter of criteria air pollutants and would not contribute to any non-attainment areas in the North Central Coast Air Basin. Therefore, the project would be in compliance with the AQMP and impacts would be **less than significant** in this regard.

b) ***Less Than Significant Impact With Mitigation Incorporated.***

CRITERIA POLLUTANTS

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone. Ozone occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" ozone is a photochemical pollutant, and needs volatile organic compounds (VOCs), nitrogen oxides (NO_X), and sunlight to form; therefore, VOCs and NO_X are ozone precursors. To reduce ozone concentrations, it is necessary to control the emissions of these ozone precursors. Significant ozone formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While ozone in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level ozone (in the troposphere) can adversely affect the human respiratory system and other tissues. Ozone is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of ozone. Short-term exposure (lasting for a few hours) to ozone at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis, and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, and increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both state and federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with preexisting cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the North Central Coast Air Basin as a nonattainment area for federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current state standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with sulfur oxide (SO_X) and lead. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to ozone, which is a criteria pollutant.

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to ozone, which is a criteria pollutant.

SHORT-TERM CONSTRUCTION EMISSIONS

Short-term air quality impacts are predicted to occur during grading and construction activities associated with implementation of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from demolition, grading, and building construction activities; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

Future construction activities would involve demolition, grading, paving, building construction, and application of architectural coatings. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model version 2016.3.2 (CalEEMod). Refer to **Appendix AIR/GHG**, Air Quality/Greenhouse/Energy Gas Data, for the CalEEMod outputs and results. Table 3.3-1 presents the anticipated daily short-term construction emissions.

ROG EMISSIONS

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings emits ROGs, which are ozone precursors. In accordance with the methodology prescribed by the MBARD, the ROG emissions associated with paving have been quantified with CalEEMod. Architectural coatings were also quantified with CalEEMod based upon the size of the proposed buildings. As indicated in Table 3.3-1, the project would result in a maximum of 123.44 lbs/day of ROG emissions during Year 2 (2021) construction activities. As such, construction ROG emissions would not exceed the MBARD threshold of 137 lbs/day. Therefore, a **less than significant impact** would occur with regard to ROG emissions.

TABLE 3.3-1
SHORT-TERM CONSTRUCTION EMISSIONS

Emissions Source	Pollutant (pounds/day)1,2				
	ROG	NOX	CO	PM10	PM2.5
Year 1 (2020)					
Construction Emissions[3]	*4.53*	*50.26*	*32.53*	*9.39*	*5.93*
MBARD Thresholds	*137*	*137*	*550*	*82*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***
Year 2 (2021)					
Construction Emissions[3]	*123.44*	*20.68*	*20.04*	*2.00*	*1.19*
MBARD Thresholds	*137*	*137*	*550*	*82*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***

ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less

Notes:

1. *Based on CalEEMod modeling results, worst-case seasonal emissions for construction emissions have been modeled. Refer to Appendix **AIR/GHG**, Air Quality/Greenhouse Gas/Energy Data, for assumptions used in this analysis.*
2. *MBARD, California Environmental Quality Act Air Quality Guidelines, 2008.*
3. *The emissions presented in this table are based on mitigation included in the CalEEMod model and as required by the MBARD through Basic Construction Mitigation Measures. The mitigation includes the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.*

CONSTRUCTION EQUIPMENT AND WORKER VEHICLE EXHAUST

Exhaust emission factors for typical diesel-powered heavy equipment are based on the CalEEMod program defaults. Variables factored into estimating the total construction emissions include level of activity, length of construction period, number of pieces/types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on-site or off-site.

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials and workers to and from the site. Emitted pollutants would include ROG, NO_X, and particulate matter (PM_{10} and $PM_{2.5}$). As shown in Table 3.3-1, MBARD thresholds would not be exceeded for any criteria pollutants. Although construction pollutant emissions associated with the proposed project would be below MBARD thresholds, basic construction mitigation measures and NO_X reduction measures would be implemented; refer to mitigation measure **MM AQ-1**. These measures include properly maintaining mobile and other construction equipment; watering exposed surfaces three times daily; covering stock piles with tarps; watering all haul roads twice daily; and limiting speeds on unpaved roads to 15 miles per hour. Adherence to mitigation measure **MM AQ-1** would further reduce emissions and a **less than significant impact** would occur in this regard.

NATURALLY OCCURRING ASBESTOS

Pursuant to guidance issued by the Governor's Office of Planning and Research, State Clearinghouse, lead agencies are encouraged to analyze potential impacts related to naturally

occurring asbestos. Naturally occurring asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations.

Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties associated with the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. CARB has established two airborne toxic control measures (ATCMs) that address naturally occurring asbestos. The first one regulates surfacing materials and amends an older ATCM for asbestos-containing serpentine. The second ATCM, which applies to construction, grading, quarrying, and surface mining operations, requires more stringent dust control measures at these operations. The requirements for road construction and maintenance differ somewhat from those for general construction and grading (e.g., development of a shopping center). Other requirements of the proposed ATCM address post-construction stabilization of disturbed areas. These areas must be revegetated, paved, or covered with at least 3 inches of non-asbestos-containing material. Naturally occurring asbestos-containing material may be transported if the loads are adequately wetted or covered with tarps.

According to the Department of Conservation Division of Mines and Geology (DOC 2000), the project site is located in an area where naturally occurring asbestos is not likely to be present. Thus, there would be no impact in this regard.

TOTAL DAILY CONSTRUCTION EMISSIONS

In accordance with MBARD guidelines, CalEEMod was utilized to model construction emissions for carbon monoxide (CO), ROG, NO_X, and PM_{10}. The greatest amount of fugitive dust emissions would be generated during the grading phase of construction. As indicated in Table 3.3-1, the proposed project would not result in an exceedance of any MBARD thresholds for ROG, CO, NO_X, PM_{10}, and/or $PM_{2.5}$ emissions during construction activities. Therefore, a less than significant impact would occur. It should be noted, however, that mitigation measure **MM AQ-1** would be implemented during construction to further reduce emissions.

LONG-TERM OPERATIONAL IMPACTS

MOBILE SOURCE EMISSIONS

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form ozone [photochemical smog], and wind currents readily transport PM_{10} and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. Trip generation rates associated with the project were based on traffic data in the Rosati Annexation Project Traffic Impact Analysis, prepared by Michael Baker International (dated March 5, 2019); this report is included as **Appendix TIA**. According to this report, the proposed project would result in approximately 2,163 total daily trips. Table 3.3-2 presents the anticipated mobile source emissions for the project. As shown, operational emissions generated by the proposed project would not

exceed established MBARD thresholds for CO, ROG, NO_X, PM_{10}, and/or $PM_{2.5}$. Impacts from mobile source air emissions would be less than significant.

TABLE 3.3-2
LONG-TERM OPERATIONAL AIR EMISSIONS

Emissions Source	Pollutant (pounds/day)1,2				
	ROG	NOX	CO	PM10	PM2.5
Long-Term Operational Air Emissions[1]					
Area Source Emissions[3]	*10.72*	*3.16*	*21.09*	*0.35*	*0.35*
Energy Emissions	*0.10*	*0.87*	*0.37*	*0.07*	*0.07*
Mobile Emissions	*4.67*	*58.62*	*44.96*	*10.21*	*2.88*
Total Operational Air Emissions	*15.49*	*62.65*	*66.43*	*10.63*	*3.29*
MBARD Thresholds[2]	*137*	*137*	*550*	*82*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***

ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less

Notes:

1. *Based on CalEEMod modeling results, worst-case seasonal emissions for operational emissions have been modeled. Refer to Appendix AIR/GHG, Air Quality/Greenhouse Gas/Energy Data, for assumptions used in this analysis.*
2. *MBARD, California Environmental Quality Act Air Quality Guidelines, February 2008.*
3. *The default CalEEMod parameters for emissions from wood and gas burning hearths/fireplaces were altered to specify that all hearths/fireplaces for the proposed project would be natural gas fired, following Goal HS-5.13 of the San Benito County 2035 General Plan Health and Safety Element.*

AREA SOURCE EMISSIONS

Area source emissions would be generated due to an increased demand for consumer products, architectural coating, hearths/fireplaces, and landscaping. It should be noted that the default CalEEMod parameters for emissions from wood and gas burning hearths/fireplaces were altered to specify that all hearths/fireplaces for the proposed project would be natural gas fired, following Goal HS-5.13 of the San Benito County 2035 General Plan Health and Safety Element. As shown in Table 3.3-2, area source emissions from the proposed project would not exceed MBARD thresholds for CO, ROG, NO_X, PM_{10}, or $PM_{2.5}$. Impacts from area source air emissions would be **less than significant.**

ENERGY SOURCE EMISSIONS

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed project. The primary use of electricity and natural gas by the project would be lighting, appliances, and electronics. Pursuant to 2019 Title 24 standards, the project would be required to construct solar panels at all residences that are built post-2020. As such, project-related GHG emissions from energy-related sources, provided in Table 3.3-2, accounts for compliance with 2019 Title 24 standards. As shown in Table 3.3-2, energy source emissions from the proposed project would not exceed MBARD thresholds for CO, ROG, NO_X, PM_{10}, or $PM_{2.5}$. Impacts from energy source air emissions would be **less than significant**.

Total Operational Emissions

As indicated in Table 3.3-2, operational emissions from the proposed project would not exceed MBARD thresholds. Thus, operational air quality impacts would be **less than significant**.

AIR QUALITY HEALTH IMPACTS

Adverse health effects induced by criteria pollutant emissions are highly dependent on many interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, age/gender/etc. of the exposed individual). In particular, ozone precursors VOCs and NOx affect air quality on a regional scale. Health effects related to ozone are therefore due to emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the South Coast Air Quality Management District (SCAQMD) (April 6, 2015), it would be extremely difficult, if not impossible, to quantify health impacts of criteria pollutants for various reasons, such as modeling limitations or knowing where in the atmosphere air pollutants interact and form. Furthermore, as noted in its Brief of Amicus Curiae (April 13, 2015), the San Joaquin Valley Air Pollution Control District also acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that the quantification of health effects from ozone, as an example, is correlated with the concentrations of ambient ozone levels in the air that an individual person breathes. The SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on its own modeling in the SCAQMD's 2012 Air Quality Management Plan, a reduction of 432 tons (864,000 pounds) per day of NOx and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels by only nine parts per billion at the SCAQMD monitor site with the highest measured levels. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NOx or VOC emissions from relatively small projects due to photochemistry and regional model limitations. Thus, as the project would not exceed MBARD emissions thresholds for any criteria pollutants during construction and/or operational activities, the project would have a less than significant impact for air quality health impacts.

CUMULATIVE SHORT-TERM EMISSIONS

The project site is located in the North Central Coast Air Basin, which is currently in nonattainment status with state standards for ozone and suspended particulate matter PM_{10}. State standards are promulgated by CARB as mandated by the California Clean Air Act. The MBARD has developed criteria pollutant emissions thresholds, which are used to determine whether or not the proposed project would violate an air quality standard or contribute to an existing violation during operations and/or construction. As discussed above, the project's construction-related emissions would not have the potential to exceed the MBARD significance thresholds for criteria pollutants.

Since these thresholds indicate whether an individual project's emissions have the potential to affect cumulative regional air quality, it can be expected that the project-related construction emissions would not be cumulatively considerable. Therefore, construction emissions associated with the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

CUMULATIVE LONG-TERM EMISSIONS

The MBARD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The MBARD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the North Central Coast Air Basin's existing air quality conditions. Therefore, a project that exceeds the MBARD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact. As depicted in Table 3.3-2, the proposed project's operational emissions would not exceed MBARD thresholds. Therefore, operational emissions associated with the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Mitigation Measure

AQ-1 Prior to issuance of grading or building permits, the applicant or developers of the project site shall prepare a grading plan subject to review and approval by the City of Hollister. The following dust control measures shall be implemented to the extent necessary to eliminate visible dust:

- Water all active construction areas to maintain 12 percent soil moisture.
- All grading shall be suspended when winds exceed 20 miles per hour.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked

by a certified mechanic and determined to be running in proper condition prior to operation.

c) ***Less Than Significant Impact With Mitigation Incorporated.***

SENSITIVE RECEPTORS

According to the MBARD's CEQA guidelines, a sensitive receptor is generally 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 nearest sensitive receptors are residential uses bounded to the east and south of the project site, as well as Marguerite Maze Middle School and Gabilan Hills Elementary School to the west.

The proposed project would not include significant new operational sources of toxic air emissions. However, due to the location of sensitive receptors in proximity to the project site, and prevailing winds from the north, the proposed project would result in the exposure of some sensitive receptors to pollutant concentrations of ROG, diesel PM, and PM_{10} during construction. Implementation of mitigation measure **MM AQ-1** would reduce impacts to sensitive receptors to **less than significant** during project construction activities.

AIR QUALITY HEALTH IMPACTS

As evaluated above, the project's air emissions would not exceed MBARD thresholds for construction or operations. Therefore, the project would not exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_X, PM_{10}, or $PM_{2.5}$. It should be noted that the ambient air quality standards are developed to represent levels at which the most susceptible persons (children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Thus, an air quality health impact would be **less than significant** in this regard.

Mitigation Measure: Refer to mitigation measure **MM AQ-1**.

d) ***Less Than Significant Impact.***

Emissions and odors generated by the proposed residential project, which would not include project attributes or facilities that would create objectionable odors, are not expected to be significant or highly objectionable. According to the MBARD's CEQA guidelines, "odors are objectionable emissions of one or more pollutants (sulfur compounds, methane, etc.) that are a nuisance to healthy persons and may trigger asthma episodes in people with sensitive airways." Nuisance odors are commonly associated with agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.

Potential odors could arise from the diesel construction equipment used on-site, as well as architectural coatings application and asphalt off-gassing. Construction-related odors would be temporary and would cease upon completion. As the project site is located in an area without tall buildings to block air movement and hold odors, construction-related odors would disperse and dissipate and would not cause substantial odors at the closest sensitive receptors. Therefore, there would be **no impact** related to objectional odors or emissions during construction or operation.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands a (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

REGULATORY SETTING

FEDERAL

Federal Endangered Species Act (16 USC 1531-1544)

The federal Endangered Species Act (ESA) provides protection for federally listed endangered and threatened species and their habitats. An "endangered" species is a species in danger of extinction throughout all or a significant portion of its range. A "threatened" species is one that is likely to become endangered in the foreseeable future without further protection. Genetically

distinct subpopulations of species may receive individual protection. Other special-status species include "proposed" species and "species of concern." Proposed species are those that have been officially proposed (in the Federal Register) for listing as threatened or endangered. "Species of concern" are species without current federal protection and for which not enough scientific information has been gathered to support a listing proposal, but still may be appropriate for listing in the future, after further study. A "de-listed" species is one whose population has reached its recovery goal and is no longer in jeopardy. The U.S. Fish and Wildlife Service (USFWS) administers the ESA. A project may obtain permission to take federally listed species in one of two ways: a Section 10 Habitat Conservation Plan to a private party, or a Section 7 Biological Opinion from the USFWS and/or the National Oceanic and Atmospheric Administration issued to another federal agency that funds or permits an action (e.g., the U.S. Army Corps of Engineers [USACE]). Under either section of the ESA, adverse impacts to protected species are avoided, minimized, or mitigated. Both cases require consultation with the USFWS and/or National Marine Fisheries Service, which ultimately issues a Biological Opinion determining whether the federally listed species will be adversely impacted by a project, or by the issuance of an incidental take permit.

Migratory Bird Treaty Act of 1918

The Migratory Bird Treaty Act (MBTA) (16 USC 703–711), as administered by the USFWS, makes it unlawful to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export at any time, or in any manner, any migratory bird, or any part, nest, or egg of any such bird." This includes direct and indirect acts, with the exception of harassment and habitat modification, which are not included unless they result in direct loss of birds, nests, or eggs. The Migratory Bird Treaty Reform Act defines a native migratory bird as a species present within the United States and its territories as a result of natural biological or ecological processes.

Clean Water Act – Section 404/10 Jurisdiction

The USACE regulates activities within "waters of the United States" pursuant to congressional acts: Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act (1977, as amended). Section 10 of the Rivers and Harbors Act requires a permit for any work in, over, or under navigable "waters of the United States." Examples of work include piers, docks, breakwaters, and dredging. Navigable waters are defined as those waters subject to the ebb and flow of the tide to the mean high water line (tidal areas) or below the mean high water line (freshwater areas). Navigable waters may be used currently, in the past, or in the future, to transport interstate or foreign commerce.

Section 404 of the Clean Water Act (1977, as amended) requires a permit for discharge of dredged or fill material into "waters of the United States." Under Section 404, "waters of the United States" is defined as all waters that are used currently, or were used in the past, or may be used in the future for interstate or foreign commerce, including waters subject to the ebb and flow of the tide up to the high tide line. Additionally, areas such as wetlands, rivers, and streams (including intermittent streams and tributaries) are considered "waters of the United States." The extent of wetlands is determined by examining the presence of hydrophytic vegetation, hydric soils, and wetland hydrology. Under normal circumstances, all three of these parameters must be satisfied for an area to be considered a jurisdictional wetland under Section 404 of the Clean Water Act. Fill within wetlands is regulated under the Clean Water Act through a Nationwide Permit Program and an Individual Permit Program.

The Clean Water Act also regulates discharges under a nationwide permit program established under Section 402, referred to as the National Pollutant Discharge Elimination System. Under this program, any person responsible for the discharge of a pollutant or pollutants into any waters of the United States from any point source must apply for and obtain a permit. The Section 402 program is focused on discharges such as wastewater discharges from industrial operations and sewage treatment plants, and stormwater. A pollutant will normally be considered by the USACE to be subject to Section 402 if it is a discharge in liquid, semi-liquid, or suspended form, or if it is a discharge of solid material of homogeneous nature normally associated with single-industry wastes. These materials can include mining wastes, sand and gravel wastes, and drilling muds. Pollutant discharges are controlled under the Section 402 program principally through restrictions on the quantities, rates, and constituents that are discharged from point sources into navigable waters.

STATE

California Endangered Species Act

The California Department of Fish and Wildlife (CDFW) is responsible for administering the California Endangered Species Act (CESA). Section 2080 of the California Fish and Game Code (FGC) prohibits take of any species that the Fish and Wildlife Commission determines to be an endangered species or a threatened species. Section 15380 of the CEQA Guidelines designates that Species of Special Concern, as defined by CDFW, should be included in CEQA review in addition to endangered or threatened species. CESA does allow for take that is incidental to otherwise lawful development projects.

Sections 2081(b) and (c) of CESA allow the CDFW to issue an Incidental Take Permit for a state-listed threatened and endangered species only if specific criteria are met. These criteria are reiterated in Title 14 CCR 783.4(a) and (b):

- The authorized take is incidental to an otherwise lawful activity.
- The effects of the authorized take are minimized and fully mitigated.
- The measures required to minimize and fully mitigate the effects of the authorized take:
    - Are roughly proportional in extent to the effect of the taking of the species.
    - Maintain the applicant's objectives to the greatest extent possible.
    - Are capable of successful implementation.
- Adequate funding is provided to implement the required minimization and mitigation measures and to monitor compliance with and the effectiveness of the measures.
- Issuance of the permit will not jeopardize the continued existence of a state-listed species.

Incidental Take Permits cannot be issued for species that are "fully protected" under state law. Several state-listed species also are listed as threatened or endangered under the ESA. Section 2080.1 allows the CDFW to make a determination that a federal incidental take authorization for a species also listed by the state is consistent with CESA. Section 2080.1 consistency cannot be issued for federally listed species that are fully protected under state law.

Native Plant Protection Act

Under the Native Plant Protection Act (NPPA) (FGC Section 1900 et seq.), the CDFW must establish criteria for determining whether a species, subspecies, or variety of native plant is endangered or rare. Under Section 1913(c) of the NPPA, the owner of land where a rare or endangered native plant is growing is required to notify the CDFW at least 10 days in advance of changing the land use, to allow for salvage of rare or endangered plants.

Lake or Streambed Alteration Agreement

The CDFW regulates activities within watercourses, lakes, and in-stream reservoirs. Under FGC Section 1602, referred to as the Lake or Streambed Alteration Agreement, the CDFW regulates activities that would alter the flow—or change or use any material from the bed, channel, or bank—of any perennial, intermittent, or ephemeral river, stream, or lake. Each of these activities requires a permit (Section 1602 permit). Section 1602 requires the CDFW to be notified of any activity that might affect lakes and streams, and identifies the process through which an applicant can come to an agreement with the state regarding the protection of these resources—both during and following construction.

Fish and Game Code—Sections 3503, 3503.5, and 3513

FGC Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nests or eggs of any bird—except as otherwise provided by the FGC or any regulation made pursuant thereto. FGC Section 3503.5 protects all birds of prey (raptors) and their eggs and nests. Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA. These regulations could require that elements of the project (specifically vegetation removal or construction near nest trees) be reduced or eliminated during critical phases of the nesting cycle unless surveys by a qualified biologist demonstrate that nests, eggs, or nesting birds will not be disturbed, which may be subject to approval by the CDFW and/or the USFWS.

Fish and Game Code—Fully Protected Species

FGC Sections 3505, 3511, 4700, 5050, and 5515 afford full protection to a number of specific wildlife species. Fully protected species cannot be taken or possessed under state law, even if federal take authorization is issued, except for the purpose of scientific research and relocation of bird species for the protection of livestock.

State Regional Water Quality Control Plans

Water quality in California is governed by the Porter-Cologne Water Quality Control Act and certification authority under Section 401 of the Clean Water Act, as administered by the Central Coast Regional Water Quality Control Board (RWQCB). The Section 401 water quality certification program allows the state to ensure that activities requiring a federal permit or license comply with state water quality standards. The Porter-Cologne Act requires any person discharging waste or proposing to discharge waste in any region that could affect the quality of the "waters of the State" to file a report of waste discharge. The Central Coast RWQCB issues a permit or waiver that includes implementing water quality control plans that reflect the beneficial uses to be protected. "Waters of the State" subject to RWQCB regulation extend to the top of bank, as well as isolated water/wetland features.

LOCAL

City of Hollister General Plan

The 2005-2023 Hollister General Plan Program, adopted in December 2005, provides a comprehensive land use plan for the City of Hollister. The project area falls within the General Plan sphere of influence and partially within the Hollister city limits. Chapter 7 of the General Plan, the Natural Resources and Conservation Element, discusses natural resources in Hollister and presents policies and implementation measures aimed at meeting conservation goals. The Program's Environmental Impact Report evaluates environmental impacts associated with implementing the plan.

City of Hollister Code of Ordinances

Chapter 12.24 of the City of Hollister Municipal Code outlines a Street Tree ordinance for trees along publicly maintained streets, paved or unpaved, for the purpose of vehicle travel. Section 12.24.050 states: "No person shall plant, root-trim, cut, prune, trim, brace, spray, remove or replace any street tree without prior written authority therefore issued by the director." There are no ordinances for trees on private property.

San Benito General Plan

The San Benito 2035 General Plan, adopted by the Board of Supervisors on July 21, 2015, provides a vision for land use, development, and environmental quality in unincorporated regions of San Benito County. Section 8, the Natural and Cultural Resources Element, outlines policies for management and conservation of open space, wildlife habitat, mineral, water, energy, scenic, recreation, cultural, and historic resources in San Benito County. Section 8: Natural and Cultural Resources Element presents the following goals which are relevant to this project:

- Goal NCR-1: To preserve and enhance valuable open space lands that provide wildlife habitat and conserve natural, historical, archaeological, paleontological, tribal, and visual resources of San Benito County.
- Goal NCR-2: To protect and enhance wildlife communities through a comprehensive approach that conserves, maintains, and restores important habitat areas.

METHODS

LITERATURE REVIEW

To assess the potential occurrence of special-status biological resources, electronic databases were accessed to determine recorded occurrences of sensitive plant and wildlife species. Databases included the California Native Plant Society (CNPS), USFWS Information for Planning and Consultation System (IPaC), USFWS National Wetlands Inventory, United States Geologic Survey (USGS) National Hydrography Dataset, USFWS Critical Habitat, and the CDFW California Natural Diversity Database (CNDDB).

The USFWS IPaC database was queried by uploading a geographic information system shapefile of the approximate project footprint to the website, which generated a list of federally listed species, Critical Habitats, and federally protected habitats (e.g., wetlands) that may be impacted by the project. The IPaC search query is presented in **Appendix BIO-A**.

The CNDDB was reviewed for occurrences of federally and state-listed plants and animals, rare plants, sensitive natural communities, and California Species of Special Concern within the study area and a 5-mile buffer around the site (CNDDB 2018). A rare plant list was also obtained from the CNPS CalFlora Electronic Inventory (2018). A "nine-quad" advanced search queried the USGS quadrangle in which the proposed project is located and the eight quadrangles surrounding this quadrangle for rare plant species. The results of the IPaC, CNDDB, and CNPS queries are presented in Tables 1 and 2 in **Appendix BIO-B**. These occurrences are mapped in Figures 2 and 3 in **Appendix BIO-C**. USFWS Critical Habitat within the study area and a 5-mile buffer is also presented in Figure 3, **Appendix BIO-C**.

The USFWS National Wetlands Inventory and National Hydrography Dataset were reviewed to determine the presence, location, and extent of potentially jurisdictional wetlands and other waters within the study area and 5-mile buffer, to evaluate both the potential presence of jurisdictional features that might be impacted by project activities and the potential for breeding habitat for federally listed amphibians within potential dispersal distance to the study area. Mapped wetlands and National Hydrography Dataset flowlines are presented in Figure 4, **Appendix BIO-C**.

RECONNAISSANCE SURVEY

On August 22, 2018, Sequoia Ecological Consulting, Inc. biologist Margaret Finch conducted a biological resources assessment survey of the Rosati annexation project site. The survey covered the entire proposed project footprint, including potential access roads, staging areas, and adjacent areas within approximately 50 feet of the project footprint, where access permitted. This area is referred to as the study area.

During the survey, the study area was examined for: (1) the potential to support special-status plant and wildlife species, (2) the potential presence of sensitive biological communities such as wetlands or riparian habitats, and (3) the potential presence of other sensitive biological resources protected by local, state, and federal laws and regulations. No focused or protocol-level biological surveys were performed.

SETTING

REGIONAL SETTING

The Rosati annexation is a 23.48-acre parcel on the northeast side of the City of Hollister in San Benito County. Topography in the study area is flat and the elevation is approximately 290 feet above mean sea level. The site is bordered by paved roads to the north and south (Santa Ana Road and Meridian Street, respectively), and is enclosed by chain link fences to the west and south, and cement and wooden fences to the east. North of the site is irrigated cropland, while the majority of the land use to the east, south, and west is residential. A middle school and elementary school with athletic fields border the site immediately to the west, and a small, intermittent tributary to Santa Ana Creek is present 0.1 miles east of the site. The parcel is undeveloped aside from one small, enclosed utility building.

VEGETATION COMMUNITIES

The parcel is a fallow field, recently mowed or stubble mulched. A row of woody vegetation, including mature walnut trees (*Juglans* sp.), is present on the western edge of the site. No other trees grow on the parcel, although they can be found growing on adjacent parcels.

The fallow field supports ruderal vegetation. Ruderal vegetation is composed primarily of weedy nonnative plants adapted to disturbed conditions. Ruderal areas generally provide relatively low habitat value for wildlife because they are degraded communities dominated by nonnative, weedy plants. These areas typically provide low-quality foraging habitat for most birds and small mammals but can provide marginal habitat for some species depending on the type and amount of vegetation present.

A review of historical imagery on Google Earth indicates that this parcel has been consistently mowed or disced since at least 1998.

EXISTING BIOTIC RESOURCES

SPECIAL-STATUS PLANT SPECIES

Twenty-eight special-status plant species were determined to occur in the vicinity of the project site, following a CNDDB and CNPS "nine-quad" search. The predominance of ruderal vegetation on-site and history of disturbance likely precludes the occurrence of special-status plants, and no special-status plant species were observed during the site visit.

SPECIAL-STATUS WILDLIFE SPECIES

Eighteen special-status wildlife species were determined to occur in the vicinity of the project site after the IPaC and CNDDB search. Following field verification, two species have a low to moderate potential to occur: American badger (*Taxidea taxus*) and western burrowing owl (*Athene cunicularia hypugaea*), due to the presence of suitable friable soil and small mammal burrows. The remaining species are not expected to occur due to a lack of suitable habitat and the site's isolation from known occurrences.

OTHER NESTING BIRDS AND RAPTORS

The study area has the potential to support nesting birds and raptors at the edge of the project footprint and beyond the project boundaries. Nesting birds and raptors are protected under the MBTA and FGC. Activities that result in the direct removal of active nests or disturbance to nesting birds sufficient to result in the abandonment of active nests may be considered a significant impact under CEQA and a potential violation of the MBTA and the FGC.

No special-status species or nesting birds were observed during the reconnaissance-level surveys, although these surveys were not intended or adequate to detect these cryptic species. Species with a "low to moderate" potential to occur in the study area are further discussed in the Checklist Discussion below. Implementation of mitigation measures would reduce potential impacts to biological resources to a less than significant level.

CRITICAL HABITAT

Final Critical Habitat for California tiger salamander is located 0.87 miles east of the study area. Final Critical Habitat for California red-legged frog is south of Hollister, 4 miles south of the study area.

AQUATIC RESOURCES

No aquatic resources were observed in the study area during the reconnaissance survey. An intermittent, unnamed tributary to Santa Ana Creek is located east of the site, between 0.1 and 0.4 miles away. This waterway may be USACE or CDFW jurisdictional and may provide habitat for special-status wildlife species. While there is a low potential for amphibians to disperse to the site via the irrigated fields north of Santa Ana Road, the residential developments and paved roads present major barriers to dispersal for most species.

The nearest occurrence of a sensitive aquatic community tracked by the CNDDB is North Central Coast Drainage Sacramento Sucker/Roach River, 3.2 miles northeast of the Santa Ana Creek Trail study area.

CHECKLIST DISCUSSION

a) ***Less Than Significant Impact with Mitigation Incorporated.***

Based on the results of the literature review and reconnaissance survey, two special-status plant and animal species have the potential to occur within or near the study area. The project would prezone and annex the site into the city. At this time, no development is proposed. However, future project activities have the potential to significantly impact these species, either through direct habitat modification and impacts, or indirectly through construction noise, dust, and increased anthropogenic disturbance. Activities that result in the take of protected species would be considered a significant impact under CEQA. The mitigation measures presented below will avoid, minimize, and/or mitigate for potential impacts.

Special-status Plants

Suitable habitat for special-status plants (ESA, CESA, NPPA, and/or CNPS Rank 1, 2, 3, or 4 listed) is absent from the study area and no special-status plant species are expected to occur. No specific mitigation measures are recommended.

Western Burrowing Owl

Western burrowing owl is a state Species of Special Concern. Burrowing owl habitat consists of grassland, desert, and agricultural lands in grass, forb, and open shrubland habitats. The species nests and seeks year-round cover in burrows excavated by fossorial mammals, primarily California ground squirrels (Shuford and Gardali 2008).

There are four CNDDB occurrences for burrowing owl within 5 miles of the project site. The nearest known occurrence is within pastureland 0.5 miles northeast of the study area. A low density of ground squirrel burrows is present on-site, especially on the western fence line, which provides suitable nesting or wintering habitat. Additional burrows may be created by ground squirrels before project activities begin, improving the habitat quality.

Destruction of burrows could result in the direct take of burrowing owls if they are present on-site. Additionally, noise and dust from construction may cause adult birds to abandon nesting burrows or overwintering sites if they are located in the proximity of the construction zone, resulting in indirect take of these species.

If present on-site, owl burrows in upland habitat may be destroyed by upland grading and excavation. Noise and dust from construction may also cause adult burrowing owl to abandon eggs or chicks if they are nesting in proximity to the construction zone, resulting in indirect take of these species. Implementation of mitigation measures **MM BIO-1** through **-3** would reduce potential impacts to burrowing owl during future project construction to a less than significant level:

- **MM BIO-1: Burrowing Owl Surveys.** Focused surveys shall be performed by a qualified biologist for the purposes of determining presence or absence of burrowing owl burrows within the proposed impact area, including construction access routes, no longer than two weeks prior to vegetation removal or ground disturbance activities. If clearing and construction activities begin during the breeding season (February 1 through August 31), the survey area shall include a 500-foot buffer, where feasible. If clearing and construction activities begin during the non-breeding season (September 1 through January 31), the survey area shall include a 250-foot buffer, where feasible.

- **MM BIO-2: Biological Monitoring and Worker Environmental Awareness Training.** If no burrowing owls are detected during preconstruction surveys performed pursuant to mitigation measure MM BIO-1, no further mitigation is required. If preconstruction surveys detect signs of burrowing owl or any other sensitive biological resources, a qualified biologist shall be retained to conduct mandatory contractor and worker environmental awareness training. The awareness training shall be provided to all construction personnel to brief them on the identified location of sensitive biological resources, including how to identify the species most likely to be present, the need to avoid impacts on biological resources, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor shall ensure that they receive the mandatory training before starting work. At project-appropriate intervals, a qualified biologist shall monitor construction activities that could potentially cause significant impacts on sensitive biological resources. The amount and duration of monitoring shall depend on the project specifics and should be discussed with the qualified biologist.

- **MM BIO-3: Burrowing Owl Avoidance.** If burrowing owls are detected, a qualified biologist shall be retained and the avoidance, minimization, and mitigation methodologies outlined in CDFW's Staff Report on Burrowing Owl Mitigation (2012) shall be implemented prior to initiating proposed project-related activities that may impact burrowing owls. Any observations of burrowing owl or other special-status species shall be recorded on CNDDB field sheets and submitted to the CDFW.

American Badger

American badger is a state Species of Special Concern that inhabits grassland and open areas including meadows, marshes, parks, and agricultural land. Badgers require environments with ample supply of rodent prey and dry, friable soil in which they dig burrows (Quinn 2008).

There are four CNDDB records within 5 miles of the project site. One CNDDB occurrence is from a non-specific location in Hollister; the next nearest occurrence is 1.0 mile east of the Rosati annexation parcel. While the semi-urban setting of the site would generally preclude inhabitance by badgers, the site does support friable soil and burrowing mammals, and the agricultural land and riparian area to the north and east could provide movement corridors for American badger to the site.

Due to the presence of suitable habitat for American badger, implementation of proposed project-related activities may result in adverse impacts on this species should it be present in areas proposed for disturbance, which would be considered a significant impact.

Impacts on American badger would be minimized during future project construction to a less than significant level through the implementation of mitigation measures **MM BIO-4** through **-6:**

- **MM BIO-4: American Badger Surveys.** A qualified biologist shall be retained to conduct a preconstruction survey for active badger den sites within the proposed impact area, including construction access routes and a 250-foot buffer (if feasible). The survey shall be conducted no longer than two weeks prior to vegetation removal or ground disturbance activities and may occur concurrently with burrowing owl surveys.

- **MM BIO-5: Biological Monitoring and Worker Environmental Awareness Training.** If preconstruction surveys detect sign of American badger or any other sensitive biological resources, a qualified biologist shall be retained to conduct mandatory contractor and worker environmental awareness training. The awareness training shall be provided to all construction personnel to brief them on the identified location of sensitive biological resources, including how to identify the species most likely to be present, the need to avoid impacts on biological resources, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor shall ensure that they receive the mandatory training before starting work. At project-appropriate intervals, a qualified biologist will monitor construction activities that could potentially cause significant impacts on sensitive biological resources. The amount and duration of monitoring will depend on the project specifics and should be discussed with the qualified biologist.

- **MM BIO-6: Badger Den Avoidance.** If active breeding sites are identified within 250 feet of proposed project activities, a no-disturbance buffer shall be established prior to commencement of any construction activities to avoid construction- or access-related disturbances to breeding activities for American badger. Activities permitted within and inside of the no-disturbance buffers may be adjusted based on an evaluation by the qualified biologist. The buffer shall be imposed until a qualified biologist determines breeding activities have ended. If active dens are detected, the CDFW shall be contacted, as appropriate, and CNDDB field forms shall be submitted to the CDFW.

Other Migratory Birds and Raptors

Non-special-status migratory birds and raptor species protected by the MBTA and FGC may nest and forage in or near the study area in trees, shrubs, grassland, and buildings. Project activities may directly or indirectly impact nesting birds if they are present. Removal of vegetation or nests could result in the direct take of these species, while noise and dust from construction may cause adult birds to abandon eggs or chicks if they are nesting in proximity to the construction zone, resulting in indirect take of these species. Implementation of mitigation measures **MM BIO-7** and **-8** would reduce potential impacts to protected nesting bird species during future project construction to a less than significant level:

- **MM BIO-7: Migratory Bird and Raptor Surveys.** If feasible, tree and vegetation clearing (removal, pruning, trimming, and mowing) shall be conducted outside the migratory bird nesting season (February 15 through August 31). However, if clearing and/or construction activities shall occur during the migratory bird nesting season, then preconstruction

surveys to identify active migratory bird and/or raptor nests shall be conducted by a qualified biologist no longer than 14 days prior to construction initiation.

- **MM BIO-8: Nest Avoidance.** If active nest sites are identified within the survey areas, a no-disturbance buffer shall be established for all active nest sites prior to commencement of any proposed project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. A no-disturbance buffer constitutes a zone in which proposed project-related activities (e.g., vegetation removal, earth moving, and construction) cannot occur. The size of the buffers shall be determined by a qualified biologist based on the species, activities proposed near the nest, and topographic and other visual barriers. Buffers shall remain in place until the young have fledged and/or the nest is inactive, as determined by the qualified biologist.

b) ***No Impact.***

No riparian habitat or other sensitive natural community is present within or adjacent to the project site, and no impacts are expected to occur. No mitigation measures are required.

c) ***No Impact.***

No wetlands, including marshes and vernal pools, are present within or adjacent to the project site, and no impacts are expected to occur. No mitigation measures are required.

d) ***No Impact.***

The proposed project area does not fall within an Essential Connectivity Area (CNDDB 2018). Additionally, the field is isolated from wildlife habitat and does not provide a movement corridor for wildlife. No impacts are expected to occur and no mitigation measures are required.

e) ***No Impact.***

There are no trees on the site, including trees classified by the City as "street trees." Therefore, there would be **no impact** from the removal of trees, including street trees.

f) ***No Impact.***

The proposed project is not within the bounds of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. There would be **no impact** and no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The setting and impact analysis in this subsection is based on several resources, including a records search conducted at the Northwest Information Center (NWIC), literature and historic map review, field survey, and geoarchaeological literature review. Michael Baker International prepared a cultural resources study (Davis and Nayyar 2019) for the project, which is provided in **Appendix CUL,** with the results summarized throughout this subsection.

CULTURAL RESOURCES IDENTIFICATION EFFORTS

RECORDS SEARCH

Michael Baker cultural resources staff conducted a records search at the NWIC. The records search (File No. 18-0239) was conducted on August 2, 2018. The NWIC, as part of the California Historical Resources Information System, California State University, Sonoma, an affiliate of the California Office of Historic Preservation, is the official state repository of cultural resources records and reports for San Benito County.

No cultural resources were identified within the project area or the quarter-mile search radius. No cultural resources studies were completed in the project area and three were completed within the search radius. See **Appendix CUL** for NWIC search results.

HISTORICAL MAP SEARCH

Michael Baker reviewed literature and historical maps for archaeological, ethnographic, historical, and environmental information about the project area and the vicinity. Historical maps only depict an orchard in the project area from 1960-1974. The shed is first depicted in 1971. See **Appendix CUL** for a detailed list of sources consulted.

PEDESTRIAN SURVEY

Michael Baker cultural resources staff conducted an archaeological and built environment field survey of the project area on August 28, 2018. The surveys were conducted to identify archaeological deposits and built environment resources within and adjacent to the project area. Archaeological survey methods consisted of pedestrian transects over open land where permitted, with an emphasis on exposed sediment. Ground visibility was excellent because the

entire property had recently been tilled except for at the location of a small building in the northwest corner. No archaeological materials were observed.

One built environment resource, a shed, is located in the project area. The shed features a continuous concrete foundation, dirt floor, wood frame, and sheet metal wall and roof cladding. It dates to circa 1971.

GEOARCHAEOLOGICAL LITERATURE REVIEW

A geoarchaeological sensitivity assessment of the region was completed by Rosenthal et al. (2003). The Hollister Valley filled with alluvium in the Late Holocene, contributing to elevated prehistoric archaeological buried site or geoarchaeological sensitivity in the valley. Surface landforms in the project area have low potential for surface-level archaeology and high potential for buried archaeology.

CHECKLIST DISCUSSION

a) ***Less Than Significant with Mitigation Incorporated***.

The NWIC records search, archaeological field survey, and historical map and literature review identified no historical resources within the project site. A circa-1965 built shed is located on the project site. It has not been previously identified or evaluated for inclusion in the California Register as outlined in CEQA Section 15064.5(a)(3). The structure on the project site is not named as a historic or cultural resource on the County's list. An evaluation of the shed is necessary for future construction projects that may significantly impact the shed as defined in CEQA Section 15064.5(b)(1-2). This project proposes prezoning and annexation of the project site into the city and does not propose any construction-related activities that may significantly impact the shed. Therefore, there will be no impact to the shed as part of this project. However, future projects have the potential to result in a **significant impact**. Therefore, future projects would either need to avoid impacting the shed or would require a California Register evaluation of the shed prior to approval of any future project.

Mitigation Measure

MM CUL-1 **California Register of Historical Resources Evaluation.** As part of future environmental studies completed in support of development on the project site, a California Register evaluation of the circa-1965 shed must be completed according to CEQA Section 15064.5(a)(3) as defined in Public Resources Code 5024.1. The evaluation must be completed by a Secretary of the Interior Professionally Qualified historian or architectural historian as defined in the Code of Federal Regulations, 36 CFR Part 61. If the shed is found eligible for the California Register, further mitigations may be required.

Timing/Implementation: *Prior to approval of future projects*

Enforcement/Monitoring: *City of Hollister Planning Division*

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

b) Less Than Significant with Mitigation Incorporated.

The NWIC records search, archaeological field survey, and historical map and literature review identified no archaeological resources within the project area. The geoarchaeological literature review identified the project area as having a high sensitivity for buried archaeological resources.

However, because this project proposes prezoning and annexation of the project site into the city and does not propose any construction-related activities that may significantly impact archaeological resources, there will be no impact to archaeological resources as part of this project.

There is the potential, during future project-related activities, to uncover archaeological resources within the project area, which would be a **significant impact**. Therefore, standard late discovery mitigation **CUL-2** is required to mitigate impacts to less than significant.

Mitigation Measure

MM CUL-2 **Treatment of previously unidentified archaeological deposits**. If prehistoric or historical archaeological deposits are discovered during construction, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist shall assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Impacts to archaeological deposits shall be avoided by the project, but if such impacts cannot be avoided, the deposits shall be evaluated for their eligibility for the California Register of Historical Resources. If the deposit is not California Register eligible, no further protection of the finds is necessary. If the deposits are California Register eligible, they shall be protected from project-related impacts, or such impacts shall be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility.

Timing/Implementation: *During grading and excavation*

Enforcement/Monitoring: *City of Hollister - Engineering Department and Building Division*

Implementation of mitigation measure **MM CUL-2** would reduce impacts on archaeological resources to **less than significant**.

c) Less Than Significant Impact.

The NWIC records search, archaeological field survey, and historical map and literature review identified no human remains within the project area, and no earth-moving activities that could uncover human remains are proposed as part of this project. Future ground-disturbing activities as part of a future project could uncover human remains. However, the City is required to comply with California Health and Safety Code Section 7050.5 related to the discovery of unknown human remains. Compliance with the

California Health and Safety Code Section 7050.5 would ensure a **less than significant impact** to human remains.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS (TITLE 24)

The 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2017. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Title 24 standards are 28 percent more efficient than previous standards for residential development (California Energy Commission 2016). The standards promote better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

The 2019 Building Energy Efficiency Standards, which take effect on January 1, 2020, will promote photovoltaic systems in newly constructed residential buildings. With rooftop solar electricity generation, homes built under the 2019 standards will use about 53 percent less energy than those under the 2016 standards (California Energy Commission 2018b).

California Green Building Standards (CALGreen)

The 2016 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2017. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies, divert construction waste from landfills, and incorporate electric vehicles charging infrastructure.

a) ***Less Than Significant Impact.***

The proposed project would prezone the site to Medium Density Residential Performance Overlay (R3-M/PZ) and annex the 23.481-acre development parcel and a 0.957-acre portion of Santa Ana Road into Hollister. Once annexed into the city, the site could be developed with residential uses, open space and park areas, and roadway improvements. This development would require energy for construction and operation.

This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips associated with new development and for project construction. The analysis of operational electricity/natural gas usage is based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) modeling results for the project, which quantifies energy use for future project uses. The project's estimated electricity/natural gas consumption during construction is based primarily on CalEEMod's default settings for San Benito County, and consumption factors provided by Pacific Gas & Electric Company (PG&E) (the electricity and natural gas providers for the City of Hollister and the project site). The results of the CalEEMod modeling are included in **Appendix AIR/GHG**.

The amount of operational fuel consumption was estimated using the California Air Resources Board's (CARB) Emissions Factor 2014 (EMFAC2014) computer program, which provides projections for typical daily fuel usage in San Benito County, and the project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the project's construction equipment list timing/phasing, and hours of duration for construction equipment. The project's estimated energy consumption is summarized in Table 3.6-1, which shows that a future project's electricity usage would constitute an approximate 0.463 percent increase over San Benito County's typical annual electricity and an approximate 0.287 percent increase over San Benito County's typical annual natural gas consumption. The project's construction and operational vehicle fuel consumption would increase San Benito County's consumption by 0.227 percent and 1.052 percent, respectively.

TABLE 3.6-1
ENERGY CONSUMPTION

Energy Type	Project Annual Energy Consumption1	San Benito County Annual Energy Consumption2	Percentage Increase Countywide2
Electricity Consumption	1,756 MWh	379,307 MWh	0.463%
Natural Gas Consumption	38,426 therms	13,387,283 therms	0.287%
Fuel Consumption			
• Construction (Heavy-Duty Diesel Vehicle) Fuel Consumption[3]	41,000 gallons	18,095,454 gallons	0.227%
• Operational Automotive Fuel Consumption[3]	273,173 gallons	25,966,481 gallons	1.052%

Notes:

1. *As modeled in CalEEMod version 2016.3.2.*
2. *The project increases in electricity and natural gas consumption are compared to the total consumption in San Benito County in 2017. The project increases in automotive fuel consumption are compared with the projected countywide fuel consumption in 2017 (California Energy Commission 2019).*
3. *Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2014 model.*

Refer to Appendix AIR/GHG, Air Quality/Greenhouse Gas/Energy Data, for assumptions used in this analysis.

Construction-Related Energy Consumption

Future project construction would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with state requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest CARB and Environmental Protection Agency engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than nonrecycled materials. The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business.

As indicated in Table 4.6-1, the project's fuel consumption from construction would be approximately 41,000 gallons, which would increase fuel use in the County by 0.227 percent. As such, construction would have a nominal effect on the local and regional energy supplies. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. The proposed project would annex the project site and development residential uses. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, impacts would be **less than significant**.

Operational Energy Consumption

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-1 provides an estimate of the daily fuel consumed by vehicles traveling to and from the site. As shown, future project operations are estimated to consume approximately 273,173 gallons of fuel per year, which would increase the San Benito County's automotive fuel consumption by 1.052 percent. The project would not result in any unusual characteristics that would result in excessive operational fuel consumption. Fuel consumption

associated with project-related vehicle trips would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. As such, impacts would be **less than significant**.

Electricity Demand

Future project development would consume energy for interior and exterior lighting, HVAC systems, refrigeration, electronics systems, appliances, and security systems, among other common household features. The project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Furthermore, the electricity provider, PG&E, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy from resources that are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance on such energy resources further ensures projects would not result in the waste of the finite energy resources. In accordance with the 2019 Title 24 standards, the project would be required to provide solar panels which would further reduce the project's electricity consumption. As indicated in Table 4.6-1, operational energy consumption would represent an approximate 0.463 percent increase in electricity consumption and a 0.287 percent increase in natural gas consumption over the current countywide usage. Therefore, the project would not result in the inefficient, wasteful, or unnecessary consumption of building energy, and impacts in this regard would be **less than significant**.

The project would adhere to all federal, state, and local requirements for energy efficiency, including the Title 24 standards. Additionally, the project would not result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure. The project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Impacts would be **less than significant**.

b) *Less Than Significant Impact.*

State plans for renewable energy and energy efficiency include the California Public Utilities Commission (CPUC) Energy Efficiency Strategic Plan, California Building Energy Efficiency Standards (Title 24), and CALGreen. The project would be required to comply with Title 24 and CALGreen standards. Compliance with Title 24 and CALGreen standards would ensure the project incorporates energy-efficient windows, insulation, lighting, and ventilation systems, as well as water-efficient fixtures and electric vehicles charging infrastructure. The 2016 Title 24 standards are 28 percent more efficient than previous standards for residential development. Additionally, the 2019 Title 24 standards will promote photovoltaic systems in newly constructed residential buildings, which will use about 53 percent less energy than residential buildings constructed under the 2016 standards. Approximately 10 percent of the energy that would be consumed by daily project operations would be related to lighting (U.S. Energy Information Administration 2015). Adherence to the CPUC's energy requirements would ensure conformance with the state's goal of promoting energy and lighting efficiency. Therefore, impacts associated with renewable energy or energy efficiency plans would be **less than significant**.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause 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?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

This subsection evaluates geological and soils issues associated with the proposed project. Earth Systems Pacific prepared a preliminary geotechnical exploration report for the proposed project in June 2017. The study is included in **Appendix GEO**, and information from the report is summarized throughout this subsection.

ENVIRONMENTAL SETTING

REGIONAL AND SITE SEISMICITY

California, including San Benito County, contains numerous active faults. The project site is not in a Alquist-Priolo Earthquake Fault Zone, as designated by the State, or is it within a fault hazard zone as delineated by the County. No known faults cross the site. The major active faults near the project area are the Calaveras and San Andrea faults. The Calaveras fault is approximately 1.0 miles to the east of the project site, and the San Andreas (Pajaro segment) fault is approximately 6.3 miles to the southwest (Earth Systems Pacific 2017). Because of the presence of nearby active faults, San Benito County is considered seismically active. Numerous small earthquakes occur every year in the region, and larger earthquakes have been recorded and can be expected to occur in the future.

Potential seismic hazards resulting from a nearby moderate to major earthquake can generally be classified as primary and secondary. The primary effect is ground rupture, also called surface faulting. The common secondary seismic hazards include ground shaking, soil liquefaction, and lateral spreading. These hazards are discussed below. Based on topographic and lithologic data, the risk from regional subsidence or uplift and landslides is considered low at the project site.

Ground Rupture

As noted above, the project site is not located in an Alquist-Priolo Earthquake Fault Zone. Fault rupture is unlikely within the limits of the project site.

Liquefaction

Soil liquefaction results from loss of strength during cyclic loading, such as that imposed by earthquakes. Soil most susceptible to liquefaction is clean, loose, saturated, uniformly graded, fine-grained sand. According to the geotechnical report, the site is in an area having a low liquefaction potential, and potentially liquefiable soils and groundwater were not encountered during exploratory borings. Therefore, the risk of liquefaction occurring at the site is nil.

Static Settlement

The exploratory borings indicated a stiff to very stiff clay and medium dense to dense sandy soil profile. Therefore, no substantial static settlement is anticipated.

Soil Expansion Potential

The project site's near-surface soils were evaluated by performing a plasticity index test, which resulted in indications of high expansion potential. Expansive soils tend to swell with increases in soil moisture and shrink as the soil moisture decreases. The volume changes that the soils undergo in this cyclical pattern can stress and damage slabs, foundations, and other improvements if precautionary measures are not incorporated into the design and construction procedures.

Earthquake-Induced Landsliding

Earthquake-induced landsliding involves lateral ground movements caused by seismic shaking. The project site is generally flat, with no embankments or hills; therefore, earthquake-induced landsliding is unlikely.

CHECKLIST DISCUSSION

a) i) ***No Impact.***

The project site is not in an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972; therefore, conditions necessary for ground rupture do not exist on the site. No impact would occur.

ii) ***Less Than Significant Impact.***

The project site is in a seismically active region and is located about 1.0 miles from the Calaveras fault and 6.3 miles from the San Andreas fault. The project proposes to prezone and annex the 23.481-acre development parcel and a 0.957-acre portion of Santa Ana Road into Hollister. Once annexed into the city, the development parcel could be developed with residential uses, open space and park areas, and roadway improvements. This development would require building permit application plans, which would be reviewed and approved as part of the standard building permit plan check process. These plans would be required to comply 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 in the prepared report. Therefore, the potential for the proposed project to expose people to risk as a result of ground shaking would be less than significant.

iii) ***Less Than Significant Impact.***

Liquefaction describes the phenomenon where soil loses its supportive strength and becomes incapable of bearing the load or overlaying soils or structures. Liquefaction occurs during earthquake conditions in saturated, relatively loose, sandy soils located near the ground surface. The geotechnical investigation report evaluated the project site's soils for liquefaction potential based on soil type, density of the site soils, and the absence of groundwater at shallow depth. As noted above, the project site not in a California Earthquake Fault Zone and is not susceptible to liquefaction. The project would prezone and annex the site. No building plans are proposed at this time. When plans are proposed, the project would be required to implement procedures and techniques during construction to mitigate potential geotechnical/geological hazards. Final recommendations regarding site grading and foundation construction would be provided and incorporated into building permit application plans after additional site-specific exploration has been undertaken. With these measures, the impact is considered less than significant.

iv) ***Less Than Significant Impact.***

The project site is generally flat and is therefore unlikely to be susceptible to earthquake-induced landslides. Therefore, this impact is considered less than significant.

f) ***Less Than Significant with Mitigation Incorporated***.

The project site is generally flat, and sloped areas potentially subject to erosion are not anticipated to be required to construct the project. The project would prezone and annex the site. No building plans are proposed at this time. Excavation and grading associated with future construction could result in short-term erosion or loss of topsoil, which would be a **significant impact**. Final recommendations regarding site grading and foundation construction would be provided and incorporated into building permit application plans after additional site-specific exploration has been undertaken.

The project would be required to comply with Section 17.16.040 of the City's Zoning Code, which requires applicants to submit an erosion control plan that must include measures stabilizing exposed earth. Implementation of the following mitigation measure will ensure the effectiveness of this plan in minimizing erosion.

Mitigation Measure

MM GEO-1 **Erosion Control Plan.** Prior to issuance of any grading or building permits for the project, the applicant shall submit an erosion control plan to the City that includes criteria for stabilizing any soil stockpiles that may be maintained on-site prior to completion of the final phase of the project. Stabilization criteria shall consist of measures deemed acceptable by the City of Hollister Building Division.

Timing/Implementation: *Prior to issuance of grading permits*

Enforcement/Monitoring: *City of Hollister - Engineering Department and Building Division*

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

g) ***Less Than Significant Impact.***

According to the geotechnical report, the site is in an area having a low liquefaction potential, and potentially liquefiable soils and groundwater were not encountered during exploratory borings. Additionally, exploratory borings indicated a stiff to very stiff clay and medium dense to dense sandy soil profile, and no substantial static settlement or collapse is anticipated. The project site is generally flat, with no embankments or hills; therefore, earthquake-induced landsliding is unlikely. Therefore, this impact is considered less than significant.

d) ***Less Than Significant Impact.***

Several borings conducted as part of the geotechnical study indicated the presence of highly expansive near-surface soil. Structures on expansive soil require special attention during construction. Specific grading recommendations for compaction of clay soil at the site would be included in a design-level study submitted with any future building plans. This impact is considered less than significant.

e) ***No Impact.***

The project does not propose the use or construction of septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact.

f) ***Less Than Significant with Mitigation Incorporated.***

The NWIC records search, field survey, historic map and literature review, did not identify paleontological resources or sites or unique geologic features. The project would prezone and annex the site. No building plans are proposed at this time. Excavation and grading associated with future construction could result in impacts to paleontological resources, which would be a **significant impact**. In the event paleontological resources be discovered during future project related activities the City would implement mitigation measure **CUL-3** to reduce impacts to less than significant. Mitigation Measure **CUL-3** requires consulting a paleontologist in the event of a discovery.

Mitigation Measure

MM GEO-2 **Treatment of previously unidentified paleontological deposits.** In the event of a fossil discovery during excavation, the construction contractor shall notify the City or County and immediately cease work in the area of the find. The contractor shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan for immediate implementation, including field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City or County to be necessary and feasible will be implemented before construction activities resume in the area where the paleontological resources were discovered.

Timing/Implementation: *During grading and excavation*

Enforcement/Monitoring: *City of Hollister - Engineering Department and Building Division*

Implementation of mitigation measure **MM GEO-2** would reduce impacts to paleontological resources **less than significant**.

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

GLOBAL CLIMATE CHANGE

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide (CO_2) per year (California Energy Commission 2018a). Climate studies indicate that California is likely to see an increase of 3 to 4 degrees Fahrenheit (°F) over the next century. Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm, carbon dioxide equivalent (CO_2eq)[1] concentration, is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

REGULATORY SETTING

FEDERAL

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

[1] Carbon dioxide equivalent (CO_2eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.

- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020, and direct the National Highway Traffic Safety Administration to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding. The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Clean Power Plan and New Source Performance Standards for Electric Generating Units. On October 23, 2015, the EPA published a final rule (effective December 22, 2015) establishing the carbon pollution emission guidelines for existing stationary sources: electric utility generating units (80 FR 64510–64660), also known as the Clean Power Plan. These guidelines prescribe how states must develop plans to reduce GHG emissions from existing fossil fuel-fired electric generating units. The guidelines establish CO_2 emission performance rates representing the best system of emission reduction for two subcategories of existing fossil fuel-fired electric generating units: (1) fossil fuel-fired electric utility steam-generating units and (2) stationary combustion turbines. Concurrently, the EPA published a final rule (effective October 23, 2015) establishing standards of performance for GHG emissions from new, modified, and reconstructed stationary sources: electric utility generating units (80 FR 64661–65120). The rule prescribes CO_2 emission standards for newly constructed, modified, and reconstructed affected fossil fuel-fired electric utility generating units. The U.S. Supreme Court stayed implementation of the Clean Power Plan pending resolution of several lawsuits. Additionally, in March 2017, President Trump directed the EPA Administrator to review the Clean Power Plan in order to determine whether it is consistent with current executive policies concerning GHG emissions, climate change, and energy.

Presidential Executive Order 13783. Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

STATE

The state of California has adopted various administrative initiatives and legislation relating to climate change, much of which set aggressive goals for GHG emissions reductions statewide. Although lead agencies must evaluate climate change and GHG emissions of projects subject to CEQA, the CEQA Guidelines do not require or suggest specific methodologies for performing

an assessment or specific thresholds of significance and do not specify GHG reduction mitigation measures. Instead, the guidelines allow lead agencies to choose methodologies and make significance determinations based on substantial evidence, as discussed in further detail below. No state agency has promulgated binding regulations for analyzing GHG emissions, determining their significance, or mitigating significant effects in CEQA documents. Thus, lead agencies exercise their discretion in determining how to analyze GHGs.

California Global Warming Solutions Act (Assembly Bill 32). The primary act that has driven GHG regulation and analysis in California include the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599), which instructs the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The act directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020.

Senate Bill 32 (SB 32). Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

CARB Scoping Plan. On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California will implement to reduce CO_2eq emissions by 174 million metric tons (MT), or approximately 30 percent, from the state's projected 2020 emissions level of 596 million MT CO_2eq under a business as usual (BAU) scenario.[2] This is a reduction of 42 million MT CO_2eq, or almost 10 percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020. CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal."

[2] "Business as usual" refers to emissions that would be expected to occur in the absence of GHG reductions. See http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

In December 2017, CARB approved the *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target*. This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this, the updated Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- *More Clean Cars and Trucks:* The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.

- *Increased Renewable Energy:* California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.

- *Slashing Super-Pollutants:* The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.

- *Cleaner Industry and Electricity:* California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.

- *Cleaner Fuels:* The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.

- *Smart Community Planning:* Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.

Achieving the 2030 target under the updated Scoping Plan will also spur the transformation of the California economy and fix its course securely on achieving an 80 percent reduction in GHG emissions by 2050, consistent with the global consensus of the scale of reductions needed to stabilize atmospheric GHG concentrations at no higher than 450 ppm carbon dioxide equivalent, and reduce the likelihood of catastrophic climate change.

California Code of Regulations, Title 24, Part 6. California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The California Energy Commission adopted the 2016 Title 24 standards, which became effective on January 1, 2017, and are applicable to the project. The 2016 standards improve upon the 2013 Title 24 standards for new construction of, and additions and alterations to, residential and nonresidential buildings (California Energy Commission 2016). Compliance with Title 24 is enforced through the building permit process. Additionally, the 2019 Title 24 standards, which take effect on January 1, 2020, will promote photovoltaic systems in newly constructed residential buildings. With rooftop solar electricity generation, homes built under the 2019 standards will use about 53 percent less energy than those under the 2016 standards (California Energy Commission 2018b).

California Code of Regulations, Title 24, Part 11. The California Green Building Standards Code, commonly referred to as the CALGreen Code, went into effect on January 1, 2017. Most mandatory measure changes in the 2016 CALGreen Code from the previous 2013 CALGreen Code were related to definitions and to the clarification or addition of referenced manuals, handbooks, and standards. For example, several definitions related to energy that were added or revised affect electric vehicle (EV) chargers and charging and hot water recirculation systems. For new multifamily dwelling units, the residential mandatory measures were revised to include additional EV charging space requirements, such as quantity, location, size, single EV space, multiple EV spaces, and identification; for nonresidential mandatory measures, the number of required EV charging spaces was revised in its entirety (California Building Standards Commission 2018b). Compliance with Title 24 is enforced through the building permit process.

CHECKLIST DISCUSSION

a,b) ***Less Than Significant Impact.***

The project is located in the North Central Coast Air Basin, where air quality is regulated by the Monterey Bay Unified Air Pollution Control District. The Monterey Bay Air Resources District (MBARD) has jurisdiction within San Benito County, and thus the project site. The MBARD has not adopted GHG emissions thresholds or a GHG emissions reduction plan that would apply to the project. Since the MBARD has no adopted thresholds, the MBARD encourages lead agencies to consider a variety of metrics for evaluating GHG emissions and related mitigation measures as they best apply to the specific project.

Based on communications with MBARD staff (2019), GHG thresholds established by the Bay Area Air Quality Management District (BAAQMD) or San Luis County Air Pollution Control District (SLOAPCD) are recommended for land use development projects. Upon further review, BAAQMD and SLOAPCD thresholds are based on AB 32 projected 2020 forecasts (i.e., reducing emissions to 1990 levels by 2020). As the proposed project's operational year would be post-2020,[3] the BAAQMD and SLOAPCD thresholds would not be applicable. Therefore, this analysis will primarily focus on consistency with the Scoping Plan and the AMBAG 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy's (MTP/SCS).

Project Construction and Operational GHG Emissions

The proposed project would result in direct and indirect emissions of GHGs emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. Project-related GHG emissions were quantified with the California Emissions Estimator Model (CalEEMod), as recommended by the MBARD. CalEEMod relies upon vehicle trip rates and project-specific land use data to calculate emissions. The project proposes a total forecast trip generation of approximately 2,163 daily trips, per the Rosati Annexation Project Traffic Impact Analysis; see Appendix **TIA**. Table 3.7-1 presents the estimated metric tons of carbon dioxide equivalent ($MTCO_2eq$) for the proposed project.[4]

[3] The specific operational year for the project is unknown at this time. However, assuming a post-2020 operational year is considered conservative due to the increasing efficiency of clean technology with lower emissions in future years and the state's GHG reductions goals in compliance with SB 32.

[4] The unit "CO_2eq" represents an amount of a GHG emissions whose atmospheric impact has been standardized to that of one unit mass of CO_2, based on the global warming potential of the gas.

CalEEMod outputs with the GHG emissions data are contained within Appendix **AIR/GHG**, Air Quality/Greenhouse Gas/Energy Data.

TABLE 3.7-1
ESTIMATED GREENHOUSE GAS EMISSIONS

Source	Emissions (MTCO2eq per year)	
	Proposed Project Business as Usual (2021)1,2,3,4	Proposed Project with GHG Reductions (2021)1,2,3,5
Direct Emissions		
• Construction (amortized over 30 years)	24.28	24.28
• Area Source	144.10	144.10
• Mobile Source	3,824.77	3,410.16
Indirect Emissions		
• Energy	872.21	697.88
• Solid Waste	66.29	66.29
• Water Demand	56.07	55.46
Total Emissions	***4,987.72***	***4,398.16***
Project Reduction from Business as Usual	**589.56 $MTCO_2eq$**	

Notes:

1. *Emissions calculated using CalEEMod computer model.*
2. *CO2eq values calculated using the EPA Greenhouse Gas Equivalencies Calculator, https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator.*
3. *Totals may be slightly off due to rounding.*
4. *BAU emissions are projected in the absence of any future state or local policies/regulations (e.g., 2019 Title 24 standards requiring solar panels for all residential projects), and/or project features that would reduce GHG emissions (e.g., proximity to bus stops, downtown Hollister).*
5. *GHG reductions accounted for in CalEEMod include the project's proximity to the San Benito County Express Blue and Green lines and downtown Hollister, the project's traffic-calming measures [i.e., three roundabouts], 2019 Title 24 standards (requiring solar panels for all residential projects), and water-efficient landscaping in compliance with Hollister Municipal Code Section 15.22.*

Refer to Appendix AIR/GHG, Air Quality/Greenhouse Gas/Energy Data, for detailed model input/output data.

DIRECT PROPOSED PROJECT-RELATED SOURCES OF GREENHOUSE GASES

- *Construction Emissions*. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[5] As seen in Table 3.7-1, the proposed project would result in 24.28 MTCO2eq/year (amortized over 30 years which is the expected life cycle of the project), which represents a total of approximately 728.35 MTCO2eq from construction activities.
- Area Source. Area source emissions were calculated using CalEEMod and project-specific land use data. Area source emissions consist of natural gas hearths,[6] consumer products, architectural coatings, and landscaping equipment. As noted in Table 3.7-1,

[5] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (SCAQMD 2009). The MBARD recommends that construction emissions are quantified and disclosed but does not provide specific guidance. Therefore, the SCAQMD approach was conservatively used.
[6] All hearths/fireplaces for the proposed project would be natural gas fired, following Goal HS-5.13 of the San Benito County 2035 General Plan Health and Safety Element (San Benito County 2015).

the proposed project would result in 144.10 $MTCO_2eq$/year of area source GHG emissions.

- *Mobile Source*. CalEEMod relies upon trip data in the Traffic Impact Analysis and project-specific land use data to calculate mobile source emissions. The proposed project would directly result in approximately 3,410.16 $MTCO_2eq$/year of mobile source-generated GHG emissions; refer to **Table 3.7-1**.

INDIRECT PROPOSED PROJECT-RELATED SOURCES OF GREENHOUSE GASES

- *Energy Consumption*. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the project site via Pacific Gas & Electric Company (PG&E). The proposed project would indirectly result in approximately 697.88 $MTCO_2eq$/year due to energy consumption; refer to **Table 3.7-1**.

- *Solid Waste*. Solid waste associated with operations of the proposed project would result in approximately 66.29 $MTCO_2eq$/year; refer to **Table 3.7-1**.

- *Water Demand*. The proposed project's operations would result in a demand of approximately 15.64 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in approximately 55.46 $MTCO_2eq$/year; refer to **Table 3.7-1**.

TOTAL PROPOSED PROJECT-RELATED SOURCES OF GREENHOUSE GASES

As shown in **Table 3.7-1**, the total amount of project-related GHG emissions from direct and indirect sources combined would total 4,398.16 $MTCO_2eq$/yr. When compared to BAU GHG emissions, the project, with future regulations/project features incorporated, would reduce GHG emissions by approximately 589.56 $MTCO_2eq$/year. Future residential uses constructed under the project would be required to adhere to all federal, state, and local requirements for energy efficiency, including the Title 24 standards. Compliance with Title 24 Building Energy Efficiency Standards would provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. The project would also be required to construct solar panels at all residences that are built post-2020 to comply with the 2019 Title 24 standards, which mandate photovoltaic systems in newly constructed residential buildings (resulting in approximately 53 percent less energy usage than residential buildings constructed under the 2016 standards). Further, the project would be located within 0.5 miles of two San Benito County Express transit stops and within walking distance of Marguerite Maze Middle School and Gabilan Hills Elementary School. As such, the project would reduce its BAU GHG emissions to the extent feasible as a result of project features and future state and local policies/regulations.

Consistency With Applicable GHG Plans, Policies, Or Regulations

The County of San Benito does not currently have formal GHG emissions reduction plans or recommended emissions thresholds for determining significance associated with GHG emissions from development projects. In the absence of any formal GHG emissions reduction plans, the project is compared with the Scoping Plan to determine compliance with any applicable plan, policy, or regulation adopted to reduce emissions of GHGs.

Climate Change Scoping Plan

The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and nonmonetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets.

As shown in **Table 3.7-1**, the project would result in approximately 4,398.16 $MTCO_2eq/yr$. The breakdown of emissions by source category shows approximately 3 percent from area sources; 16 percent from energy consumption; 77 percent from mobile sources; 2 percent from solid waste generation; 1 percent from water supply, treatment, and distribution; and 1 percent from construction activities. **Table 3.7-2** evaluates applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the first update to the Scoping Plan. As shown, the proposed project would comply with several Scoping Plan actions and strategies. As such, impacts related to consistency with the Scoping Plan would be less than significant.

TABLE 3.7-2
CONSISTENCY WITH THE CLIMATE CHANGE SCOPING PLAN

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Area (3 percent of project inventory)		
SCAQMD Rule 445 (Wood Burning Devices): Requires use of natural gas to power all cooking stoves and fireplaces.	SCAQMD	**Consistent.** The project would prohibit hearths (woodstove and fireplaces) to be installed in the proposed residential uses.
Energy (16 percent of project inventory)		
California Renewables Portfolio Standard (RPS) program: Senate Bill 2X modified California's RPS program to require that both public and investor-owned utilities in California receive at least 33 percent of their electricity from renewable sources by the year 2020. California Senate Bill 2X also requires regulated sellers of electricity to meet an interim milestone of procuring 25 percent of their energy supply from certified renewable resources by 2016.	Pacific Gas & Electric (PG&E)	**Consistent.** PG&E has delivered 32.8 percent of energy from renewable resources and PG&E is ahead of schedule in meeting the RPS of 33 percent by 2020 mandate.[1] As PG&E would provide electricity service to the project site, the project would use electricity that is produced consistent with this performance-based standard. Electricity GHG emissions (see Table 3.7-1) assume that PG&E will receive at least 33 percent of its electricity from renewable sources by the year 2020.
Senate Bill 350 (SB 350): The Clean Energy and Pollution Reduction Act of 2015 increases the standards of the California RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030 and also	State Energy Resources Conservation and Development Commission and PG&E	**Consistent.** PG&E would be required to generate electricity that would increase renewable energy resources to 50 percent by 2030. About 80 percent of electricity PG&E currently delivers is a combination of renewable and GHG-free resources.[1] As PG&E would provide electricity service to the project site, the project by 2030 would use electricity consistent with the requirements of SB 350. Since the project's operational

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.[2]		year is modeled in 2021, the estimated GHG emissions from electricity usage provided above conservatively do not include implementation of SB 350 with a compliance date of 2030. Electricity GHG emissions presented in Table 3.7-1 would be further reduced by 2030 as the electricity provided to the project site would meet the requirements under SB 350. As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under the CCR, Title 24, Part 6 (consistency with this regulation is discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation. The project would support this action/strategy because it would be required to comply with Title 24, Part 6.
Senate Bill 1368 (SB 1368): GHG Emissions Standard for Baseload Generation prohibits any retail seller of electricity in California from entering into a long-term financial commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant.	State, CEC, and PG&E	**Consistent.** PG&E meets the requirements of SB 1368. As PG&E would provide electricity service to the project site, the project would use electricity that meets the requirements under SB 1368.
CCR, Title 20: The 2012 Appliance Efficiency Regulations, adopted by the California Energy Commission (CEC), include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California.	State and CEC	**Consistent.** The Appliance Efficiency Regulations apply to new appliances and lighting that are sold or offered for sale in California. The project would include new appliances and lighting that comply with this energy efficiency standard. In addition, Section 3.6, *Energy* of this IS/MND, demonstrates that the project efficiently uses energy and does not result in wasteful energy use.
CCR, Title 24, Building Standards Code: The 2013 Building Energy Efficiency Standards contained in Title 24, Part 6 (also known as the California Energy Code), requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The California Green Building Standards Code (Title 24, Part 11) established mandatory and voluntary standards on planning and design for sustainable site development, energy efficiency (extensive update of the California Energy Code), water conservation, material conservation, and internal air contaminants.	State and CEC	**Consistent.** Consistent with regulatory requirements, the project shall comply with mandatory standards included in the California Green Building Standards. The 2016 Title 24 standards are 28 percent more efficient (for electricity) than residential construction built to the 2013 Title 24 standards and 5 percent more efficient (for electricity) for nonresidential construction built to 2013 Title 24 standards. The 2016 Title 24 standards are more efficient than the 2020 Projected Emissions under BAU in CARB's Scoping Plan. The standards promote the use of better windows, insulation, lighting, ventilation systems and other features that reduce energy consumption in homes and businesses. Further, the project would be required to construct solar panels at all residences that are built post-2020 to comply with the 2019 Title 24 standards, which mandate photovoltaic systems in newly constructed residential buildings (resulting in approximately 53 percent less energy usage than residential buildings constructed under the 2016 standards). Thus, the project would incorporate energy efficiency standards that are substantially more effective than the measures identified in the Scoping Plan to reduce GHG emissions.

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Energy Independence and Security Act of 2007 (EISA): EISA requires manufacturing for sale within the United States to phase out incandescent light bulbs between 2012 and 2014, resulting in approximately 25 percent greater efficiency for light bulbs, and requires approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020.	Federal/ Manufacturers	**Consistent.** EISA would serve to reduce the use of incandescent light bulbs for the project and, thus, reduce energy usage associated with lighting. Electricity GHG emissions (see Table 3.7-1) account for a 25 percent reduction in lighting electricity consumption with implementation of this regulation.
Assembly Bill 1109 (AB 1109): The Lighting Efficiency and Toxic Reduction Act prohibits a person from manufacturing for sale in the state specified general purpose lights that contain levels of hazardous substances, as it requires the establishment of minimum energy efficiency standards for all general purpose lights. The standards are structured to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.	State/ Manufacturers	**Consistent.** As with the EISA, discussed above, the project would meet the requirements under AB 1109 because it incorporates energy-efficient lighting and electricity consumption that complies with local and state green building programs.
Mobile (77 percent of project inventory)		
Assembly Bill 1493 (AB 1493) "Pavley Standards": AB 1493 requires the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the state. In compliance with AB 1493, CARB adopted regulations to reduce GHG emissions from noncommercial passenger vehicles and light duty trucks of model year 2009 through 2016. Model years 2017 through 2025 are addressed by California's Advanced Clean Cars program (discussed below).	State, CARB	**Consistent.** The Pavley regulations reduced GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency. GHG emissions related to vehicular travel by the project would benefit from this regulation because vehicle trips associated with the project would be affected by AB 1493. Mobile source emissions generated by the project would be reduced with implementation of AB 1493 consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions (see Table 3.7-1) were calculated using CalEEMod, which includes implementation of AB 1493 into mobile source emission factors.
Executive Order S-01-07: The Low Carbon Fuel Standard (LCFS) requires a 10 percent or greater reduction by 2020 in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009 (CARB 2009).	State, CARB	**Consistent.** GHG emissions related to vehicular travel by the project would benefit from this regulation because fuel used by project-related vehicles would be compliant with LCFS. Mobile source GHG emissions (see Table 3.7-1) were calculated using CalEEMod, which includes implementation of the LCFS into mobile source emission factors.
Solid Waste (2 percent of project inventory)		

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
California Integrated Waste Management Act of 1989 and Assembly Bill 341: The California Integrated Waste Management Act of 1989 requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; and (2) diversion of 50 percent of all solid waste on and after January 1, 2000, through source reduction, recycling, and composting facilities. AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter.	State	**Consistent.** GHG emissions related to solid waste generation from the project would benefit from this regulation as it would decrease the overall amount of solid waste disposed of at landfills. The decrease in solid waste would then in return decrease the amount of methane released from the decomposing solid waste. The applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341.
Water (1 percent of project inventory)		
CCR, Title 24, Building Standards Code: The California Green Building Standards Code (Title 24, Part 11) includes water efficiency requirements for new residential and nonresidential uses, in which buildings shall demonstrate a 20 percent overall water use reduction.	State	**Consistent.** The project has not yet defined design features related to energy efficiency. However, the project would be required to comply with Title 24 and therefore a 20 percent overall water use reduction. Project-related GHG emissions from water related sources, provided in Table 3.7-1, account for compliance with water efficiency requirements.
Senate Bill X7-7: The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. The state is required to make incremental progress toward this goal by reducing per capita water use by at least 10 percent by December 31, 2015. This in an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.	State	**Consistent.** As discussed above under Title 24, the project would meet this performance-based standard.
Construction (1 percent of project inventory)		
CARB In-Use Off-Road Regulation: CARB's in-use off-road diesel vehicle regulation ("Off-Road Diesel Fleet Regulation") requires the owners of off-road diesel equipment fleets to meet fleet average emissions standards pursuant to	CARB	**Consistent.** The project would use construction contractors that would comply with this regulation.

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
an established compliance schedule.		
CARB In-Use On-Road Regulation: CARB's in-use on-road heavy-duty vehicle regulation ("Truck and Bus Regulation") applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.	CARB	**Consistent.** The project would use construction contractors that would comply with this regulation.
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR/SGC, CARB	**Consistent.** The project would provide at least 3 percent electric vehicle charging (EV) spaces for multifamily dwellings and capacity for EV charging stations at each single-family dwelling.[2]
Implement the Short-Lived Climate Pollutant Strategy by 2030: 40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels. 50 percent reduction in black carbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local air districts	**Consistent.** SB 605 was adopted in 2014 which directs CARB to develop a comprehensive Short-Lived Climate Pollutant (SLCP) Reduction Strategy. SB 1383 was later adopted in 2016 to require CARB to set statewide 2030 emission reduction targets of 40 percent for methane and hydrofluorocarbons and 50 percent black carbon emissions below 2013 levels. The project would comply with the CARB SLCP Reduction Strategy which limits the use of hydrofluorocarbons for refrigeration uses.

Sources:

1. PG&E n.d.
2. California Building Standards Commission 2016
3. CARB 2017

2040 MTP/SCS

One of the 2040 MTP/SCS's primary goals is to reduce per capita GHG emissions over the next 25 years. On June 13, 2018, AMBAG adopted the 2040 MTP/SCS, which is designed to help the region achieve its SB 375 GHG emissions reduction targets established by CARB. The 2040 MTP/SCS achieves GHG emission reductions of 4 percent per capita in 2020 and nearly 7 percent per capita in 2035, surpassing CARB's reduction targets of zero and 5 percent for the same years (AMBAG 2018). Furthermore, although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2040 MTP/SCS achieves a 6 percent per capita reduction for 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving a 6 percent decrease in per capita passenger vehicle GHG emissions by 2040, the 2040 MTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals.

The project would also be consistent with the Environment (i.e., GHG reduction) and Healthy Communities (i.e., alternative transportation trips) performance measures in the 2040 MTP/SCS. As shown in **Table 3.7-1**, the total amount of project-related GHG emissions would decrease when compared to BAU GHG emissions. Further, the project would support alternative transportation trips by incorporating at least 3 percent EV charging spaces for multifamily dwellings and capacity for EV charging stations at each single-family dwelling. The project would be located within 0.5

miles of two San Benito County Express transit stops and within walking distance to Marguerite Maze Middle School and Gabilan Hills Elementary School. Furthermore, pedestrian walkways exist within the study area along Meridian Street and Memorial Drive and Class II bike lanes are currently provided on both sides of State Route 25. Thus, the project would support 2040 MTP/SCS performance measures involving alternative transportation trips and GHG reduction. By furthering implementation of SB 375, the project supports regional land use and transportation GHG reductions consistent with state regulatory requirements. Therefore, the project would be consistent with the GHG reduction-related actions and strategies in the 2040 MTP/SCS.

As discussed above, the proposed project would comply with the GHG reduction strategies in both the Scoping Plan and 2040 MTP/SCS. In addition, the project would reduce its BAU GHG emissions to the extent feasible through project features and compliance with state and local regulations policies related to energy and water efficiency. Therefore, GHG impacts related to the proposed project would be **less than significant**.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
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?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles or a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☒	☐	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The use and storage of hazardous materials in the city is regulated under Hollister's Hazardous Waste Ordinance, which is contained in Chapter 8.20 of the Municipal Code. The ordinance is consistent with and contains many of the same provisions as Division 20, Chapter 6.5 of the California Health and Safety Code as it requires triple containment of all underground storage tanks and plumbing. All major producers and storers of hazardous waste must maintain a current inventory of on-site toxic materials with the Hollister Fire Department. Any person who uses or handles a hazardous material is required to obtain a permit from the Fire Department, with some limited exceptions (Hollister 2005b).

The Hollister (2005b) General Plan EIR noted that a wide variety of agricultural and industrial hazardous materials are handled and stored in the city. The most pervasively used are the varieties of organophosphate pesticides, which are applied throughout the agricultural lands that surround the city, particularly on orchard crops (Hollister 2005b). Acetones and other computer etching and cleaning solvents can used by manufacturing firms in the city. Other toxins that are used in significant quantities include methyl bromide, a fumigant used on walnuts, and freon and ammonium, refrigerants used for vegetables. There are numerous underground storage tanks containing petroleum products, most notable of which are aviation gas and jet fuel tanks near the Municipal Airport (Hollister 2005b). The General Plan EIR noted that development projects could require the use, storage, or disposal of hazardous materials, and there would be the potential for environmental, health, and safety risks associated with the transport of hazardous materials. The EIR identified City regulations, standards, and policies to reduce the potential for hazardous materials release.

MODIFIED PHASE I ESA RESULTS

PIERS Environmental Services (2017) prepared a Modified Phase I Environmental Site Assessment (ESA) for the project. The work performed included a professional site reconnaissance; an interview with the owner; detailed research of regulatory files, aerial photographs, and historical maps; and a review of the regulatory environmental database listings for the property and the surrounding area.

The Phase I ESA revealed no evidence of Recognized Environmental Conditions (RECs), Historical RECs (HRECs), Control RECs (CRECs), or environmental issues in connection with the project site or adjacent properties.

Soil samples indicated low concentrations of chlordane, DDT, and its breakdown products. Although the sample for chlordane was above the detection Environmental Screening Level (ESL), none of these concentrations were above the residential ESL for those contaminants. Arsenic was also detected in some soil samples. However, the concentrations are within the range of naturally occurring background concentrations found in area soils and do not appear to be from agricultural activities.

A small area of diesel and motor oil impacted soil was found in an existing shed on the property was detected slightly above the ESL for that contaminant.

Hazardous Materials Sites

Under Government Code Section 65962.5, both the State Water Resources Control Board and the California Department of Toxic Substances Control are required to maintain databases of sites known to have hazardous substances present in the environment. Both agencies maintain such databases on their websites, known as GeoTracker and EnviroStor, respectively. PIERS Environmental Services performed a search of each database in January 2017 for this project. The search did not identify any hazardous materials sites within 1 mile of the project site. No locations were found using EnviroStor or GeoTracker.

Airports

Hollister has two airports: the Hollister Municipal Airport and the Christensen Ranch Airport. The Municipal Airport is approximately 3.2 miles northwest of the project site, and the Christensen Ranch Airport is approximately 3.5 miles northeast of the site. The Christensen Ranch Airport is a private airport.

Emergency Response

The San Benito County Environmental Health Department serves as the Certified Unified Program Agency for San Benito County (CalEPA 2016). The department conducts inspections of hazardous materials facilities and review of hazardous waste programs to prevent accidental releases of hazardous materials. Site inspections of all hazardous materials programs (aboveground tanks and underground tanks, hazardous waste treatment, hazardous waste generators, hazardous materials management plans, etc.) are consolidated and accomplished by a single inspection through the San Benito County Environmental Health Department.

The Hollister Fire Department responds to hazardous material releases in the city (HFD 2019).

Wildland Fires

According to the California Department of Forestry and Fire Protection (Cal Fire), Hollister is not in a State Responsibility Area for Fire Protection or a Fire Hazard Severity Zone.[7] Additionally, there are no Very High Fire Hazard Severity Zones in San Benito County (Cal Fire 2007).

CHECKLIST DISCUSSION

a) ***Less Than Significant Impact.***

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

Construction

Project construction would include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, state, and local laws, including California Occupational Health and Safety Administration (Cal/OSHA) requirements. Therefore, construction impacts would be **less than significant**.

Operation

The proposed project would prezone the site to Medium Density Residential Performance Overlay (R3-M/PZ) and annex the 23.481-acre development parcel and a 0.957-acre

[7] Per California Public Resources Code Section 4126, the State Responsibility Area includes forests, watersheds, and rangeland owned by the state or private owners.

portion of Santa Ana Road into Hollister. Once annexed into the city, the site could be developed with residential uses, open space and park areas, and roadway improvements. Residential uses routinely use common residential-grade hazardous materials such as household cleaners, paint, etc. and do not routinely require the transport, use, or disposal of hazardous materials. Compliance with federal and state regulations related to the transport, use, and disposal of hazardous materials during operation would ensure that this impact would be **less than significant**.

b) ***Less Than Significant Impact with Mitigation Incorporated.***

Future project construction activities may include grading and excavation of project site soils. According to the Phase I ESA, the project site does not appear to be impacted by past agricultural activities. However, grading for any future project would have the potential to generate dust. The Phase I ESA recommended the preparation of a Soil Management Plan and Health and Safety Plan to specifically address airborne dust during construction.

Additionally, there is one area in the shed remaining on the site where diesel and motor oil were detected at concentrations of 6,600 parts per million (ppm) and 14,000 ppm (above their ESLs). The Phase I ESA recommended the excavation and removal of soils in this area for off-site disposal to a licensed facility.

Therefore, dust generation of agricultural soils and areas of diesel and motor oil concentrations in soils have the potential to result in **significant impact** through the release of hazardous materials into the environment.

Mitigation Measures

MM HAZ-1 **Soils Management Plan.** The project applicant shall prepare a Soil Management Plan and Health and Safety Plan that specifically address these risks and outline the necessary measures to limit chemical exposure and mobilization (e.g., airborne dust, erosion control) during future construction activities.

MM HAZ-2 **Excavation and disposal.** The project applicant shall excavate soils in the area in the shed represented by soil sample 11, where diesel and motor oil were detected at concentrations of 6,600 parts per million (ppm) and 14,000 ppm (above their Environmental Screening Levels). These areas shall be excavated to remove visibly stained material and a confirmation soil sample shall be collected. The excavated material shall be placed in a drum or drums and profiled for off-site disposal to a licensed facility.

Timing/Implementation: *Prior to issuance of grading permits (Soil Management Plan and Health and Safety Plan)*

Timing/Implementation: *During project grading (Excavation of contaminated soils)*

Enforcement/Monitoring: *City of Hollister - Engineering Department and Building Division*

Implementation of mitigation measures **MM HAZ-1** and **HAZ-2** would reduce impacts from hazardous materials to **less than significant**.

c) ***Less Than Significant Impact with Mitigation Incorporated.***

The project site is located within 0.25 miles of two public schools, Marguerite Maze Middle School and Gabilan Hills Elementary School. The project would not involve the routine use of hazardous materials.

However, during construction, soils on the site would be graded and excavated, which could release contaminated soil into the air. During construction, any impacts from hazardous emissions from grading soils would be mitigated with implementation of mitigation measures **MM HAZ-1** and **-2**. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be **less than significant with mitigation** incorporated.

d) ***No Impact.***

As described above, the Phase I ESA determined that the project site was not listed on any regulatory database related to the use, storage, or release of hazardous materials. Therefore, **no impact** would occur.

e) ***Less Than Significant Impact with Mitigation Incorporated.***

The Hollister Municipal Airport is located approximately 3.2 miles northwest of the project site. Portions of the project site are within the Airport Influence Area as identified in the Hollister Municipal Airport Land Use Compatibility Plan. Christensen Ranch Airport is approximately 3.5 miles northeast of the site, distant enough that there would be no danger to any future residents at the site. Neither airport is close enough that the site would experience any noise from them.

Because a portion of the project site is located within the Airport Influence Area for the Hollister Municipal Airport, future purchasers of homes could be subject to dangers resulting from proximity to the Hollister Municipal Airport. Impacts would be **less than significant with mitigation incorporated**.

Mitigation Measures

MM HAZ-3 **Airport Influence Area Real Estate Disclosure Map.** The project applicant shall prepare an Airport Influence Area Real Estate Disclosure Map that clearly delineates each parcel located entirely or partially within the Airport Influence Area. The map shall be submitted to the City for use in preparing the final map for the project. The final map recordation would document the required real estate disclosure for each parcel.

Timing/Implementation: *Prior to recordation of the of the final map*

Enforcement/Monitoring: *City of Hollister - Engineering Department and Building Division*

Implementation of mitigation measures **MM HAZ-3** would reduce impacts from airports to **less than significant**.

f) ***Less Than Significant Impact.***

The proposed project would prezone and annex the site into the city. Once annexed, the site could be developed with residential uses, open space and park areas, and roadway improvements. All new development in the city is required to comply with existing fire codes and ordinances regarding emergency access, such as widths, surfaces, vertical clearance, brush clearance, and allowable grades.

The proposed project would not impede or conflict with any adopted emergency response or evacuation plans. Therefore, the project would have a **less than significant impact** on emergency response.

g) ***Less Than Significant Impact.***

As noted in the Hollister General Plan EIR, Cal Fire has mapped the hills in the southwestern portion of the Hollister planning area abutting the San Benito River as posing a high fire hazard (Hollister 2005b). This area is over 2 miles away from the project site and separated from the site by intervening urban development. Additionally, Cal Fire has determined that San Benito County has no Very High Fire Hazard Severity Zones in the Local Responsibility Area (Cal Fire 2008). Therefore, the proposed project is not considered a fire hazard area. The impact would be **less than significant**.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
iii) 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?	☐	☒	☐	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☒	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

This subsection evaluates hydrology and water quality impacts associated with implementation of the proposed project.

ENVIRONMENTAL SETTING

GROUNDWATER

Groundwater recharge occurs mostly through infiltration from San Benito River and Tres Pinos Creek south of Hollister. Between 1913 and the beginning of water imports in 1987, average annual groundwater extraction exceeded average annual recharge, resulting in groundwater overdraft and declining water levels (Hollister 2005b). During the geotechnical investigation of

the project site, groundwater was not encountered during subsurface exploration to a depth of 16.5 feet. Historical high groundwater is reported to be greater than 50 feet. The depth of groundwater is expected to fluctuate a few feet seasonally with potentially larger fluctuations annually, depending on the amount of rainfall (see **Appendix GEO**).

SURFACE WATER

Hollister consists of two significant surface waters—the San Benito River and Santa Ana Creek. The San Benito River flows from the southeast to northwest in the southern portion of the city and the majority of the city's water drains northerly to Santa Ana Creek, which flows into San Felipe Lake, located 7 miles north of the Hollister Municipal Airport. Annual rainfall, most of which takes place during the fall and winter, generally limits the amount of surface water in local stream systems.

Central Coast Regional Water Quality Control Board

The Central Coast RWQCB regulates surface water and groundwater quality in the Central Coast region (Region 3), which includes the counties of Santa Cruz, San Benito, Monterey, San Luis Obispo, and Santa Barbara, and portions of Santa Clara, San Mateo, Kern, and Ventura. In its efforts to protect the surface waters and groundwater of the Central Coast region, the RWQCB addresses region-wide water quality concerns through the creation and update of a Water Quality Control Plan (Basin Plan) and adopts, monitors compliance with, and enforces waste discharge requirements and National Pollutant Discharge Elimination System permits.

Central Coast Basin Regional Water Quality Control Plan (Basin Plan)

The Basin Plan is a regional planning document that describes how the surface and the groundwater in the Central Coast region should be managed to provide high-quality water. The plan describes the various water uses to be protected in these waterways, water quality objectives to protect those uses, and implementation measures to make sure those objectives are achieved. The Basin Plan was most recently updated in September 2017.

FLOODING

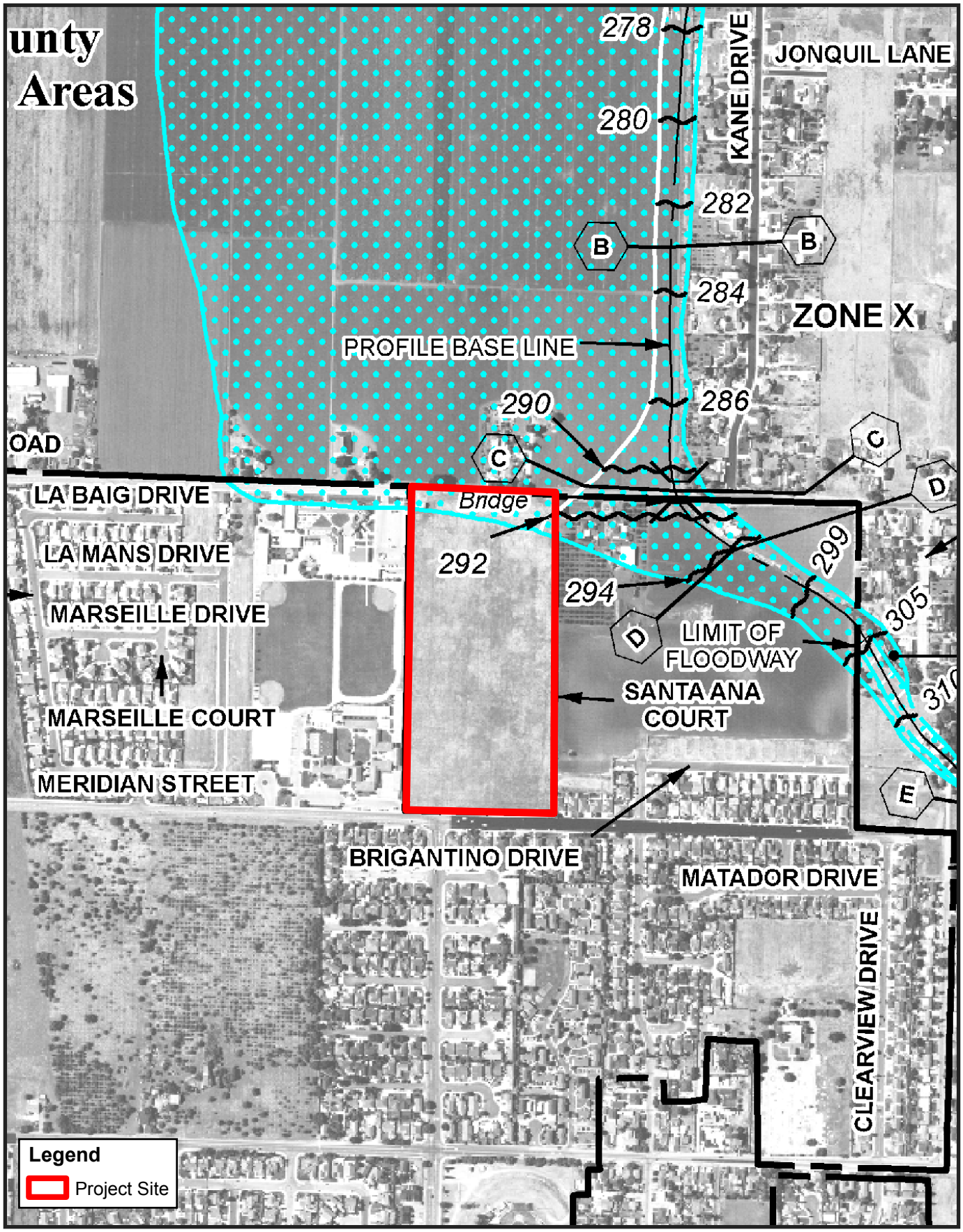
Portions of Hollister are built on the prehistoric flood plain of the San Benito River. The principal drainage basins in the Hollister planning area are the San Benito River and the Santa Ana Creek basins. The San Benito River flows through the southern and western portion of the planning area, while Santa Ana Creek and its tributary flow through the eastern and northern portions of the city. According to the Federal Emergency Management Agency (FEMA) (2009), the project site is in Flood Zone X and Zone AO. Flood Zone X is considered an area of 0.2 percent annual chance of flood with average depths of less than 1 foot. Flood Zone AO is considered an area with a 1 percent annual chance of flooding where average depths are between 1 and 3 feet. See **Figure 3.10-1, FEMA Map**.

CHECKLIST DISCUSSION

a) ***Less Than Significant Impact with Mitigation Incorporated.***

The proposed project would prezone and annex the site into the city. Once annexed, the site could be developed with residential uses, open space and park areas, and roadway improvements. Although no development is proposed at this time, it is assumed

that future development would result in construction and development of residential uses on the site.



Source: FEMA Flood Insurance Rate Map Number 06069C0185D, Revised April 16, 2009

0 250 500
Feet

Figure 3.10-1
FEMA Map

Michael Baker
INTERNATIONAL

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Construction

Construction activities would include grading, excavation, and vegetation removal, which would disturb and expose soils to water erosion, potentially increasing the amount of silt and debris entering downstream waterways. This would be a **significant impact**. In addition, refueling and parking construction equipment and other vehicles on-site could result in oil, grease, and other related pollutants that may discharge into storm drains.

The project would be required to submit a project-specific stormwater pollution prevention plan (SWPPP) for review and approval by the City's Engineering Division. Section 17.16.140(C)(2) of the City of Hollister Municipal Code requires the project applicant to prepare an SWPPP for approval by the City. The SWPPP is required to list best management practices (BMPs), which specify how the applicant would protect water quality during the course of construction. BMPs typically include, but are not limited to, scheduling earthwork to occur during the dry season to prevent runoff erosion, protecting drainages and storm drain inlets from sedimentation with berms or filtration barriers, and installing gravel entrances to reduce tracking of sediment onto adjoining streets.

Additionally, because the project would disturb over 1 acre, the project would be required to obtain and be consistent with the State Water Resources Control Board Construction General Permit. Under the requirements of this permit, the project applicant must eliminate non-stormwater discharges to stormwater systems, develop and implement an SWPPP, and employ BMPs for the prevention of erosion and the control of loose soil and sediment.

The BMPs would include, but not be limited to, using temporary mulching, seeding, or suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters. BMPs are recognized as effective methods to prevent or minimize the potential releases or pollutants into drainages, surface water, or groundwater.

Mitigation Measure

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

Timing/Implementation: *Prior to issuance of grading and building permits*

Enforcement/Monitoring: *City of Hollister – Engineering Department and Building Division*

With implementation of Mitigation Measure **HYDRO-1**, the project would have a **less than significant impact** on water quality standards and discharge requirements during construction.

Post-Construction/Operational Impacts

On-site sources of polluted runoff associated with residential uses 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.

Section 17.16.140(A) of the Hollister Municipal Code requires all development projects in the city to be designed to detain stormwater runoff on-site in order to prevent contaminated stormwater from entering the City's storm drain system. Section 15.24, Grading and Best Management Practices Control requires that the project provide safe grading operations, to safeguard life, limb, and property, and to preserve and enhance the natural environment, including, but not limited to, water quality. Project applicants are required to submit a stormwater drainage plan that incorporates measures designed to retain stormwater on-site consistent with the most current requirements. Additionally, applicants are required to provide grading plans that demonstrate minimization of surface runoff, erosion, and sedimentation as part of the grading permit process.

Mitigation Measure

MM HYDRO-2 **Stormwater Management Plan.** Prior to issuance of grading or building permits for any future projects, the applicant shall submit a detailed stormwater management plan to the City of Hollister Engineering Division. The stormwater management plan shall comply with all applicable requirements of Section 17.16.140 and 15.24 of the Hollister Municipal Code. The stormwater management plan shall also comply with Central Coast Regional Water Quality Control Board Resolution R3-2013-0032 and in accordance with section E.12.k of the City's Municipal Separate Storm Sewer System (MS4) Permit, including all applicable post-construction requirements, development standards, and design criteria. The stormwater management plan shall be supported by up-to-date hydrologic data to meet the current standards. All stormwater pollution prevention measures and long-term maintenance agreements shall be implemented and approved prior to issuance of certificates of occupancy for each phase of the project.

Stormwater pollution control measures represented in the proposed project are conceptual and will be finalized only after review by City of Hollister Engineering Division and Planning Division.

Timing/Implementation: *Prior to issuance of grading and building permits*

Enforcement/Monitoring: *City of Hollister – Engineering Department and Building Division*

Mitigation measure **MM HYDRO-2** would 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.

b) ***Less Than Significant Impact.***

Water supply in Hollister is provided from imported surface water, groundwater, and recycled water. Water services to the project site would be supplied by the Sunnyslope

County Water District. The Sunnyslope County Water District receives water from the Central Valley Project and uses groundwater to augment the public water supply in the Hollister urban area.

The San Benito County Water District (SBCWD) manages the groundwater in the area. Each water year, the SBCWD oversees the preparation of an Annual Groundwater Report that describes current groundwater conditions. The SBCWD's (2017) Annual Groundwater Report is the most current groundwater report. It describes groundwater conditions in the San Benito County portion of the Gilroy-Hollister groundwater basin and documents water supply sources and use, groundwater levels and storage, and SBCWD management activities for water year 2017.

The project area is in the Zone 6 subbasin. According to the SBCWD's 2017 annual report, relatively high water levels and steady groundwater storage indicate that the basin underlying Zone 6 has increased in storage, although still below pre-2011 drought levels. According to the SBCWD, current groundwater storage is sufficient to accommodate water demand in the short term and any proposed future development would not impede sustainable groundwater management of the basin.

Ultimately, the project would result in residential development. This development would increase the amount of impervious surface on the site. Any future site plans would be reviewed by the city to include site-specific design measures that would allow for groundwater recharge. The project would not contribute to the depletion of groundwater supplies and would not substantially interfere with groundwater recharge. Therefore, this impact would be **less than significant**.

c) i) ***Less Than Significant Impact with Mitigation Incorporated.***

The project site is undeveloped and there are no streams or rivers on the site. The project would prezone and annex the project site into the City of Hollister. Once the site is annexed into the city, the site would not be developed until an applicant submits a project site plan for development on the site.

However, future development would result in grading and some changes to drainage on the site that could result in erosion or siltation. Therefore, the potential for sediment from grading would be a **significant impact**. Future project plans would be required to incorporate on-site drainage on the project site and connect to the city's existing storm drainage facilities. Any future projects would be required to comply with Hollister Municipal Code Section 17.16.140(A), which requires all development projects in the city to be designed to detain stormwater runoff on-site to prevent contaminated stormwater from entering the storm drain system, and with post-construction stormwater management requirements outlined in Central Coast RWQCB Resolution No. R3-2013-0032. The project applicant would be required to submit a stormwater drainage plan that incorporates measures designed to retain stormwater on-site consistent with the most current requirements.

As outlined in **MM HYDRO-1 and -2**, both construction and site plans would be reviewed by the city at that time for compliance with regulations to control erosion and siltation. Therefore, this impact would be **less than significant with mitigation** incorporated.

ii) ***Less Than Significant Impact with Mitigation Incorporated.***

The project involves prezoning and annexation of an approximately 24-acre site. At this time, no development is proposed. However, ultimately, the project would result in residential development. This development would increase the amount of impervious surface on the site, which could result in an increase in surface runoff and flooding. This would be a **significant impact**. Any future site plans would be reviewed by the city to include site-specific design measures to address stormwater runoff from the site. Section 17.16.140(A) of the Hollister Municipal Code requires all development projects in the city to be designed to detain stormwater runoff on-site in order to retain stormwater on-site consistent with the most current requirements. Any future project would be required to submit stormwater plans to ensure that stormwater facilities would be adequately sized so that runoff would not exceed the capacity of these facilities.

Additionally, policies and goals outlined in the General Plan EIR would be implemented to further reduce impacts as follows:

- CSF.LL Require storm water runoff measures
- CSF3.1 Adequate Drainage Facilities
- CSF.O Implement Adopted Storm Water Master Plan (Adopted in 2002)
- CSF.P Identify drainage systems improvements
- CSF3.7 Pollution from Urban Runoff

As outlined in **MM HYDRO-1** and **-2**, both construction and site plans would be reviewed by the city at that time for compliance with regulations to control erosion and siltation. Therefore, this impact would be **less than significant with mitigation** incorporated.

iii) ***Less Than Significant Impact with Mitigation Incorporated.***

As described under a) and c.ii), any future project plans would be required to implement a series of measures that would address water quality standards and stormwater drainage increase. Please see checklist item a) and c.ii) above for specifics. This would be a significant impact. However, implementation of **MM HYDRO-1** and **-2** would reduce this impact. Therefore, project impacts on water quality would be **less than significant with mitigation** incorporated.

iv) ***Less Than Significant Impact.***

FEMA Flood Map FIRM Panel 06069C0185D shows Hollister, including the project site. According to this map, the project site is located in Zone X, with a portion of the parcel along the northern property line in Zone AO. Zone X is considered an area outside of the Special Flood Hazard Areas with minimal flood hazard and higher than the elevation of the 0.2 percent annual chance of flood. Zone AO is identified as a Special Flood Hazard Area subject to inundation by 1 percent annual chance shallow flooding where average depths are between 1 and 3 feet. Therefore, the project site is not located within moderate flood hazard areas but is partially located in a Special Flood Hazard Area, also known as within the 100-year flood hazard area.

The project site is not located in an area protected by levees. A project would have the potential to impede or redirect flood flows if it created changes to land forms or man-made structures that control flooding. The project would prezone and annex the project site into the City. The site would be zoned for residential development. The site does not

currently contain any land forms or structures that control flooding. Future development of residential uses would not result in structures that would impede or redirect flood waters onto other areas. Therefore, impacts would be **less than significant**.

d) ***Less Than Significant Impact with Mitigation Incorporated.***

The project site is located inland and is not located in a tsunami zone. Additionally, the project site is not adjacent to any large enclosed body of water and there is no potential for seiche. However, as described above under c.iv), the project site is located in Zone X, with a portion of the parcel along the northern property line in Zone AO. Therefore, the project site is partially located in a Special Flood Hazard Area, also known as within the 100-year flood hazard area.

A future proposed project on the site would result in the construction of residential uses. These types of uses would not normally be considered the type of uses that would release hazardous materials. Because at least a portion of the project site is located in Zone AO, the potential to be impacted by flooding exists. Flooding of the site could release pollutants, which would be a **significant impact**.

City of Hollister Municipal Code Chapter 15.20, Flood Damage Prevention, identifies standards to minimize public and private losses due to flooding. Section 15.20.130 specifies standards of construction for buildings in flood zones. Section 15.20.130(C)(1) requires that all new development have the lowest floor, including the basement, elevated to or above the base flood elevation.

Mitigation Measure

MM HYDRO-3 **Floodplain hazards.** Prior to issuance of any grading or building permits for the project, the applicant shall obtain a development permit for construction within a special flood hazard zone from the Planning Director in accordance with Section 15.20.100 of the Hollister Municipal Code. The plan submitted for the development permit shall comply with all applicable requirements in Chapter 15.20 of the Hollister Municipal Code. All floodplain hazard prevention measures and regulations shall be implemented prior to issuance of certificates of occupancy for each phase of the project. Grading plans must demonstrate that all new lots located within the flood hazard zone are elevated a minimum of 1 foot above FEMA's base flood elevations. Should grading plans result in changes to FEMA's flood hazard maps, map revisions will be the responsibility of the applicant.

Timing/Implementation: *Prior to issuance of grading and building permits*

Enforcement/Monitoring: *City of Hollister – Engineering Department and Building Division*

Implementation of mitigation measure **MM HYDRO-3** would reduce potential impacts from release of pollutants created by flooding to **less than significant with mitigation** incorporated.

e) ***Less Than Significant Impact.***

The Central Coast Basin Plan is implemented through the enforcement of standards for discharges under the City's National Pollutant Discharge Elimination System permit. As discussed under a), any future project would be required to submit a project-specific SWPPP for review and approval by the City's Engineering Division. Section 17.16.140(C)(2) of the City of Hollister Municipal Code requires the project applicant to prepare a stormwater pollution prevention plan (SWPPP) for approval by the City. The SWPPP is required to list best management practices (BMPs), which specify how the applicant would protect water quality during the course of construction. Additionally, Section 17.16.140(A) of the Hollister Municipal Code requires all development projects in the city to be designed to detain stormwater runoff on-site, consistent with the most current requirements, in order to prevent contaminated stormwater from entering the City's storm drain system. These requirements would ensure that impacts to the Basin Plan would be **less than significant**.

As discussed under b), current groundwater storage is sufficient to accommodate water demand in the short term and any proposed future development would not impede sustainable groundwater management of the basin. Ultimately, the project would result in residential development. This development would increase the amount of impervious surface on the site. Any future site plans would be reviewed by the city to include site-specific design measures that would allow for groundwater recharge. Therefore, the project would not contribute to the depletion of groundwater supplies and would not substantially interfere with groundwater recharge. Therefore, this impact would be **less than significant**.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project**:**				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The Hollister General Plan, adopted in 2005, is the guiding document for land use and planning in the city. The Hollister General Plan Land Use and Community Design Element provides guidance related to the location, density, intensity, and design of development. Municipal Code Title 17, Zoning, and the Hollister Zoning Map establish zoning districts in the city and specify the allowable uses and development standards for each district.

The project site is currently in unincorporated San Benito County, where the basis for land use and planning is the San Benito County General Plan, adopted in 2015. The project site is designated Residential Mixed (RM) in the County General Plan and zoned Agriculture (AG). The site is within the city's sphere of influence and is designated on the Hollister General Plan Land Use Map as Medium Density Residential. The project would prezone the site to Medium Density Residential Performance Overlay (R3-M/PZ) and annex it into Hollister.

CHECKLIST DISCUSSION

a) ***No Impact.***

The primarily vacant project site includes one small storage building in the northwest corner. The lands north of Santa Ana Road are currently undeveloped and used for agriculture. The project site is bounded to the east and south by residential development and to the west by Marguerite Maze Middle School and Gabilan Hills Elementary School.

As a large, primarily vacant parcel bordered on the east, south, and west by existing and under-construction development, the project site currently impedes the connectivity of the surrounding area. The project would improve connectivity and provide new access routes through the site. Memorial Drive would be extended through the site from Meridian Street to Santa Ana Road, providing north and south connections. The Villages subdivision that is under construction to the east includes two streets—Moorpark Drive and Brigantino Drive—that would ultimately connect to the project site, providing additional access. The project would also include new publicly accessible park and open space areas.

Overall, the proposed project would not physically divide an established community. There would be **no impact**.

b) ***Less Than Significant Impact.***

The project site is designated Residential Mixed in the San Benito County General Plan and zoned Agriculture (AG). The site is within the city's sphere of influence and is designated on the Hollister General Plan Land Use Map as Medium Density Residential. The project would prezone the site to Medium Density Residential Performance Overlay and annex the site into Hollister. The proposed residential zoning and use would conflict with the County's current AG zoning for the property. However, the project would make the site's zoning consistent with the residential land use designations under both the County and City General Plans. The City and County have planned for residential uses at this location, as reflected by the General Plans' land use designations.

The City's (2005b) General Plan EIR considered the impact of converting agricultural land to residential use. The City Council adopted a Statement of Overriding Considerations for the loss of important farmland within the General Plan planning area. Since the project would not directly affect important farmland, and possible indirect effects were considered in the General Plan EIR and found to be acceptable by the City, the project's impact would be **less than significant**.

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

ENVIRONMENTAL SETTING

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).

CHECKLIST DISCUSSION

a, b) ***No Impact.***

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

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

BACKGROUND

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the day-night sound level (L_{dn} or DNL). This is a measure of 24-hour noise levels that incorporates a 10 dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the

increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light- and medium-density residential areas range from 55 dBA to 65 dBA.

REGULATORY FRAMEWORK

CITY OF HOLLISTER

General Plan

According to the noise section of the Hollister General Plan Health and Safety Element, traffic and the railroads are the principal noise sources in the city. Sporadic noise from aircraft and construction-related activities also contribute to the noise environment. The Health and Safety Element contains the following principles and implementing policies that would be applicable to the proposed project.

The Health and Safety Element establishes land use compatibility criteria in terms of L_{dn}. As discussed above, the L_{dn} is the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The L_{dn} represents cumulative exposure to noise over an extended period of time and is therefore calculated based upon annual average conditions.

The Health and Safety Element contains goals and policies that establish limits on noise increases and overall noise exposure limits for various land uses based on the Land Use Compatibility Chart contained in the State of California Guidelines for the Preparation of a Noise Element. The land use compatibility chart identifies ranges for "Normally Acceptable," "Conditionally Acceptable," "Normally Unacceptable" and "Clearly Unacceptable" noise exposures for various land uses; refer to **Table 3.12-1**.

TABLE 3.12-1
NOISE AND LAND USE COMPATIBILITY

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	75 - 85
Residential - Multiple Family	50 - 65	60 - 70	70 - 75	75 - 85
Transient Lodging - Motel, Hotels	50 - 65	60 - 70	70 - 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	80 - 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 - 70	NA	65 - 85
Sports Arenas, Outdoor Spectator Sports	NA	50 - 75	NA	70 - 85
Playgrounds, Neighborhood Parks	50 - 70	NA	67.5 - 75	72.5 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	NA	70 - 80	80 - 85
Office Buildings, Business Commercial and Professional	50 - 70	67.5 - 77.5	75 - 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	75 - 85	NA

NA: Not Applicable

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

Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable – New construction or development should generally not be undertaken.

Source: OPR 2003

MUNICIPAL CODE

The City's standards for governing environmental noise are set forth in Chapter 8.28 (Noise) of the Hollister Municipal Code. The City has also adopted construction noise standards in Chapter 17.16 of the Municipal Code in order to limit unnecessary, excessive and annoying construction noise in the City, as discussed below.

8.28.020 – Prohibited generally.

A. *It is unlawful at any time, for any person to knowingly make, continue or cause to be made or continued, any excessive, unnecessary or unusually loud noise.*

B. *The term "excessive, unnecessary or unusually loud noise" means a noise disturbance which occurs at any time of the day, and, because of its volume level, duration or character, annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of any reasonable person of normal sensitivity residing in the area.*

C. *For any kind of noise regardless of the time of day in which it occurs, the standards which shall be considered in determining whether a violation exists, may include, but shall not be limited to, the following:*

1. The volume or intensity of the noise;
2. Citizen complaints;
3. The proximity of the noise to residential properties;
4. The nature and zoning of the area within which the noise emanates;
5. The time and/or day of the week the noise occurs;
6. The duration of the noise;
7. Whether the noise is recurrent, intermittent or constant;
8. Whether the noise is produced by a commercial or noncommercial activity; and
9. A noise level in residential districts exceeding 55 dBA during daylight hours, and 50 dBA after sunset, measured at the property line of the complaining party or inside an affected multiple-dwelling unit.

17.16.100 – Noise

A. *Unless Otherwise Exempt, Commercial Construction. Commercial construction activities on and contiguous to residential properties shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday and shall be prohibited on Sundays and federally recognized holidays.*

B. *Commercial Landscaping and Grounds Maintenance*

1. Routine commercial landscaping and grounds maintenance activities for a duration of one-half hour or less with noise generating equipment such as gas lawn mowers, leaf blowers, chippers and similar equipment shall be limited within and near residential properties to the hours of 8:00 a.m. to 6:00 p.m., Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturdays and Sundays and federally recognized holidays.

2. Commercial landscaping activities with noise generating equipment used for a duration of one hour or more shall be limited within and near residential properties to the hours of 8:00 a.m. to 6:00 p.m., Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday and shall be prohibited on Sundays and federally recognized holidays.

A. *This section shall not apply to works of construction, landscaping or grounds maintenance by the occupants of a residential property conducting the works of construction, landscaping or grounds maintenance for personal non-commercial use.*

EXISTING CONDITIONS

STATIONARY SOURCES

The project area is located within a suburban area. The primary sources of stationary noise in the project vicinity are suburban-related activities (i.e., mechanical equipment, dogs/pets, landscaping activities, weekly garbage collection, cars parking). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

MOBILE SOURCES

The majority of the existing mobile noise in the project area is generated from vehicle sources along Santa Ana Road and Meridian Street.

SENSITIVE RECEPTORS

Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours. The nearest sensitive receptors are residential uses adjoining the project site to the east and south, and Marguerite Maze Middle School and Gabilan Hills Elementary School to the west.

CHECKLIST DISCUSSION

a) ***Less Than Significant Impact with Mitigation Incorporated.***

SHORT-TERM CONSTRUCTION

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Groundborne noise and other types of construction-related noise impacts would typically occur during the initial construction phases. These phases of construction have the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in **Table 3.12-2**. It should be noted that the noise levels identified in Table 3.12-2 are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

TABLE 3.12-2
MAXIMUM NOISE LEVELS GENERATED BY CONSTRUCTION EQUIPMENT

Type of Equipment	Acoustical Use Factor1	Lmax at 15 Feet (dBA)
Concrete Saw	20	100
Crane	16	91
Concrete Mixer Truck	40	89
Backhoe	40	88
Dozer	40	92
Excavator	40	91
Forklift	40	88
Paver	50	87
Roller	20	90
Tractor	40	94
Water Truck	40	90
Grader	40	95
General Industrial Equipment	50	95

Note:

1. Acoustical use factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration 2006

Construction noise impacts generally happen when construction activities occur in areas immediately adjoining noise-sensitive land uses, during noise-sensitive times of the day, or when construction activity occurs at the same precise location over an extended period of time (e.g., pile driving in one location for 8-10 hours in a day, or over a duration of several successive days). The nearest sensitive receptors are residential uses adjoining the project site to the east and south, and Marguerite Maze Middle School and Gabilan Hills Elementary School to the west. Construction activities are anticipated to occur at a minimum distance of 15 feet from the closest sensitive receptors (i.e., residential uses to the east). At this distance, construction equipment noise levels could range from 87 to 100 dBA and disturb nearby sensitive uses (residential uses, schools, etc.; refer to **Table 3.12-2**). However, it is anticipated that construction would occur throughout the project site and would not be concentrated or confined to one

specific area of the project site for the entire construction duration. Rather, construction noise would be acoustically dispersed throughout the project site and not concentrated near adjacent sensitive uses for an extended period of time. However, to reduce construction noise levels at nearby sensitive receptors, mitigation measure **MM NOI-1** would require compliance with the City's allowed hours of construction (detailed above), include best practices for reducing construction noise, and require construction equipment to be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices. As such, implementation of **MM NOI-1** would reduce construction-related noise levels and would reduce the temporary construction noise impacts. Therefore, impacts would be **less than significant**.

Operational Noise Sources

OFF-SITE MOBILE NOISE

Operation of the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance* (US DOT 2017), a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear. Based on the Rosati Annexation Project Traffic Impact Analysis, prepared by Michael Baker International (dated March 5, 2019), the proposed project would result in approximately 2,163 total daily trips; refer to Appendix **TIA**. Based on the City of Hollister Engineering & Traffic Survey, dated February 8, 2018, existing average daily traffic (ADT) along Santa Ana Road is approximately 7,901 vehicles per day and existing ADT along Meridian Street is approximately 6,590 vehicles per day. As such, the project's trip generation (approximately 2,163 trips per day) would not double existing traffic volumes and an increase in traffic noise along local roadways would be imperceptible. Therefore, project-related traffic noise would be **less than significant.**

ON-SITE STATIONARY NOISE SOURCES

The proposed project would annex the project site and develop up to 48 multi-family dwellings and 192 single-family dwellings. Stationary noise sources associated with the project would include those typical of suburban areas (e.g., mechanical equipment, dogs/pets, landscaping activities, weekly garbage collection, cars parking). These noise sources are typically intermittent and short in duration, and would be comparable to existing sources of noise experienced at surrounding residential uses. Further, all stationary noise activities would be required to comply with the City's Noise Ordinance and the California Building Code requirements pertaining to noise attenuation. As such, impacts from stationary sources would be **less than significant**.

Mechanical Equipment

Heating, ventilation, and air conditioning (HVAC) systems could be installed on future residential uses at the project site. Such HVAC systems can result in noise levels of 55 dBA at 50 feet from the equipment. Noise from mechanical equipment associated with operation of the project would be required to comply with the California Building Code requirements pertaining to noise attenuation. Furthermore, the surrounding area is currently developed with residential and institutional (school) uses that utilize similar HVAC equipment. As such, operation of HVAC equipment at the project site is not expected to increase the ambient noise levels above existing conditions, particularly along Santa Ana Road and Meridian Street, which are active streets with vehicular traffic noise and similar land uses to the project. As such, impacts from stationary noise sources would be **less than significant**.

Mitigation Measures

MM NOI-1 Prior to grading permit issuance, the applicant shall demonstrate, to the satisfaction of the Director of Development Services, that the project complies with the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices.
- Construction haul routes shall be designed to avoid noise-sensitive uses (e.g., residences, convalescent homes), to the extent feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Per the City's Municipal Code Ordinance 17.16.100 – Noise, commercial construction activities on and contiguous to residential properties shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and shall be prohibited on Sundays and federally recognized holidays

b) ***Less Than Significant Impact.***

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. As the nearest structures to the project site are residences, the FTA and Caltrans architectural damage criterion for continuous vibrations at non-engineered timber and masonry buildings of 0.2 inch-per-second peak particle velocity (PPV) is utilized in this analysis (FTA 2018, Table 7-5).[8] The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. **Table 3.12-3** identifies typical vibration levels for construction equipment.

TABLE 3.12-3
TYPICAL VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Approximate peak particle velocity at 15 feet (inches/second)1	Approximate peak particle velocity at 30 feet (inches/second)1
Vibratory roller	N/A	0.160
Large bulldozer	0.192	0.068
Loaded trucks	0.164	0.058
Small bulldozer	0.007	0.002
Jackhammer	0.075	0.027

Notes:
1. Calculated using the following formula:

$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

where: *PPV (equip) = the peak particle velocity in inch per second of the equipment adjusted for the distance*
PPV (ref) = the reference vibration level in inch per second from Table 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines
D = the distance from the equipment to the receiver

N/A = not applicable
Source: FTA 2006, Table 12-2.

The nearest structure to the project site would be a residence located approximately 5 feet east of the eastern project boundary. However, vibration-generating heavy construction equipment is not anticipated to occur within 15 feet of any structure. As illustrated in Table 3.12-3, based on the FTA data, vibration velocities from typical heavy construction equipment operations that could be used during project construction range from 0.007 to 0.192 inch-per-second PPV at 15 feet, which would not exceed the 0.2 inch-per-second PPV significance threshold. Additionally, vibratory roller operations are not anticipated to occur within 30 feet of any structure. At a distance of 30 feet, vibratory roller vibration velocities would be approximately 0.160 inch-per-second PPV, which is below the 0.2 inch-per-second PPV significance threshold. Therefore, a **less than significant** impact would occur in this regard.

c) ***No Impact.***

The nearest airport to the project site is the Hollister Municipal Airport, located approximately 2 miles to the northwest of the project site. According to the *Hollister Municipal Airport Master Plan*, the project is not located within the 65 dBA CNEL contour (Hollister n.d.). Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels associated with aircraft. **No impact** would occur in this regard.

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

ENVIRONMENTAL SETTING

According to the California Department of Finance (DOF) (2018), the 2018 population of Hollister is 36,703. The city has 11,259 housing units with 3.42 persons per household. Hollister is part of the Association of Monterey Bay Area Governments (AMBAG) region, which includes Santa Cruz, Monterey, and San Benito Counties for the purposes of regional planning. In 2014, AMBAG developed population growth projections for the region through 2035. AMBAG (2014) projects that Hollister will have a population of 45,397 by 2035, a 29.97 percent total increase from 2010.

CHECKLIST DISCUSSION

a) Less Than Significant Impact.

The proposed project would prezone and annex the site into the city. Once annexed, the site could be developed with residential uses, open space and park areas, and roadway improvements. Although no development is proposed at this time, it is assumed that future development would result in construction and development of residential uses on the site.

Based on the Hollister General Plan Medium Density Residential land use designation and R3-M/PZ zoning for the site, the site would be developed with up to 12 units per acre. Based on the need for roadways and infrastructure, development of 20 acres of the project site at this density would result in the development of up to 240 units on the site. These 240 units would consist of 20 percent multi-family units and 80 percent single-family dwellings. Therefore, 48 multi-family dwellings and 192 single-family dwellings would potentially be developed on the project site.

Assuming 3.42 persons per household (DOF 2018), a future project could increase the city's population by approximately 821 residents. The addition of 821 people would increase the city's current population by approximately 2 percent and would represent 9 percent of the growth anticipated by AMBAG for Hollister by 2035.

The project site is designated Residential Mixed in the San Benito County General Plan. The site is within the city's sphere of influence and is designated on the Hollister General Plan Land Use Map as Medium Density Residential. Therefore, both the city and county

have planned for residential uses at this location, as reflected by the General Plan land use designations.

Since the growth in the residential population attributable to the project would be well within the projected growth of the city, the project would not induce substantial unplanned population growth. Therefore, impacts to population growth would be **less than significant**.

b) ***No Impact.***

The project site is largely vacant and does not include any housing or businesses, except for one small vacant storage building. Therefore, the project would have **no impact** related to displacement of housing or people.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

FIRE PROTECTION

The Hollister Fire Department (HFD) provides fire protection within the Hollister city limits. Unincorporated areas of the county which are not designated wildland areas are a local responsibility of the San Benito County Fire Department, which is, itself, administered by Cal Fire. The County Fire Department provides initial response in certain areas of the city under a mutual aid agreement between Hollister and the County of San Benito, and in turn, the City provides initial response in areas protected by the County on the western boundaries of the city.

The HFD includes one engine company and one truck company, from Station 1, located at 110 5th Street. Station 2, located at 1200 Union Road, runs one engine company.

POLICE PROTECTION

Police protection in Hollister is the responsibility of the Hollister Police Department (HPD) in the city limits and of the San Benito County Sheriff's Department in the unincorporated areas. The HPD business office is located at 395 Apollo Way. The HPD currently has 32 sworn officers (Hollister 2005b). The Sheriff's Department is headquartered at 451 Fourth Street.

SCHOOLS

The project would be served by the Hollister School District, which operates five elementary schools for grades K–5, one elementary school for grades K–8, two middle schools for grades 6–8, a dual language academy for grades K–6, and an accelerated achievement academy for grades 4–8 (Hollister School District 2019). The San Benito High School District operates a single school, San Benito High School. The project would be served by Gabilan Hills Elementary School, located adjacent to the site at 901 Santa Ana Road; Marguerite Maze Middle School, located adjacent to the site at 900 Meridian Street; and San Benito High School, located at 1220 Monterey Street (San Benito High School District 2019).

PARKS

The City of Hollister owns and operates 14 parks, leases acreage in San Benito County's Veterans Memorial Park, and has joint use agreements to provide public access to seven school parks. The City's General Plan provides a recommended parks service per population standard of 4 acres of park space per 1,000 residents within the greater Hollister planning area. While the City currently has a standard of 4 acres per 1,000 persons, the City is in the process of adopting a new Parks Facilities Master Plan which evaluates a standard of 5 acres per 1,000 persons. The new Master Plan is expected to be adopted in May or June of 2019. Upon its adoption, the project would be subject to the 5 acres per 1,000 persons standard.

OTHER PUBLIC FACILITIES

San Benito County provides public library services to the Hollister community through the library (located on Fifth Street) and a bookmobile.

CHECKLIST DISCUSSION

a) ***Less Than Significant Impact.***

Although no development is proposed at this time, it is assumed that future development would result in construction and development of residential uses on the site. The accepted standard in determining whether a project may result in the need for new fire facilities is service response times. HFD Station 1 is located less than 1 mile from the project site. HFD Fire Station No. 2 is located approximately 1.5 miles from the project site. The HFD's response time goal is 3 minutes. The project site can be served within the 3-minute goal from Station 1.

The proposed project may pose additional financial costs to the fire department; however, this is not an environmental issue but rather a fiscal one for the City. The City collects fire impact fees to offset the financial burden that new development can potentially create for the fire department. Any future project would be assessed, and fire impact fees would be collected as a condition of approval.

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

b) ***Less Than Significant Impact.***

Although no development is proposed at this time, it is assumed that future development could result in the addition of 821 residents on the site.

The accepted standard in determining whether a project may result in the need for new police facilities is the officer-to-resident ratio. The HPD service ratio is one officer per 1,000 residents. The project would increase the city's population by an estimated 821. Based on current police standards, this increase would require the hiring of one additional officer. However, police officers are generally only at the department office for a brief period at the start and end of their shifts and primarily work on patrol. Therefore, the need to hire one additional officer for HPD would not require any new or expanded police facilities.

One of the goals of a future project would be to include design features in the site plan that would attempt the highest level of accessibility and safety possible. This would include following the standards of the Crime Prevention Through Environmental Design (CPTED) principles, which include natural surveillance, natural access control, territorial reinforcement, and maintenance. Examples of specific design measures include: clear lines of site into major activity zones within a subdivision; appropriate lighting; clear, bilingual signage; maintaining plant materials to ground cover height (less than 2 feet) and maintain tree canopies to a minimum of 6 feet above ground level; and supporting/encouraging the formation of Neighborhood Watch groups (Hollister 2018).

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

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

c) ***Less Than Significant Impact.***

The project site is served by the Hollister School District and the San Benito High School District. The Hollister 2016 Housing Element includes statistical data on the number of persons in the city by their age. This information can be used to determine the potential student population resulting from development of the project. According to Table 8 of the Housing Element, the age range 6–13 represented approximately 14.0 percent of the city population, while age range 14–17 represented 6.8 percent of the population in 2008. Based on an anticipated project resident population of 821, the project would increase student population in the elementary/middle school ages by 115 students and in the high school ages by approximately 56 students.

Two schools are located near the project site: Marguerite Maze Middle School and Gabilan Hills Elementary School.

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

d) ***Less Than Significant Impact.***

Hollister has 25 existing parks, located in the city. The City also has three community facilities: Dunne Park Club House, Hollister Community Center, and Veterans Memorial Building. Parks in Hollister are owned by the City, the Hollister School District, the San Benito High School District, or San Benito County. Parkland owned exclusively by the City of Hollister currently totals 84 acres. Residents have access to a total of 168.93 acres of park facilities.

The City has joint use agreements with both the Hollister School District and the San Benito High School District to allow for the public use of several school district–owned properties. Additionally, the City leases property from San Benito County at Veterans Memorial Park to provide tournament softball and skate park amenities to the public.

Required common open space/park areas for projects in the city are calculated by the City using Chapter 16 Quimby Act requirements of 5 acres per 1,000 persons.

The project would prezone and annex the 23.481-acre development parcel into Hollister. Based on the Hollister General Plan Medium Density Residential land use designation and R3-M/PZ zoning for the site, the site could be developed in the future with 12 units per acre. Development of a future project would include roadways and infrastructure; therefore, for purposes of this calculation it is assumed that 20 acres of the project site would be developed at this density, resulting in the future development of 240 units on the site. These 240 units would consist of 20 percent multi-family units and 80 percent single-family dwellings. Therefore, 48 multi-family dwellings and 192 single-family dwellings would potentially be developed on the project site.

The required open space/park area would be calculated for future development on the site as a condition of approval. This open space requirement would be calculated per Section 16.55.040 using the formulas per Chapter 16: 12 units per net acre assuming 20 percent multi-family = 221 units total (177 SFD and 44 MF) = 3.87 acres of open space parkland.

The City collects a parks development impact fee to offset the financial burden that new development may create for the city's parkland. As part of a future project, open space/parkland dedication and fees would be required as a condition of approval. This open space/parkland in combination with impact fees, as determined by the City, would reduce impacts on parkland facilities to **less than significant**.

e) ***No Impact.***

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

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION. Would the project:				
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?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

Hollister residents are served by City parks, a County park, and school parks, the latter through a joint use agreement. Using parkland owned by the City of Hollister, the City provides 84 acres of parks, or approximately 2.3 acres of parkland per 1,000 residents. Accounting for all parks and recreational facilities within city limits, including City-owned recreation facilities, school district–owned recreational areas, and all of County-owned Veterans Memorial Park, the total is 168.93 acres (Hollister 2018).

CHECKLIST DISCUSSION

a) ***Less Than Significant Impact.***

As discussed in Section 15 d), future development on the site would increase the population in the city, which would result in a greater demand for park and recreation facilities. The increase in park and recreation users may increase the potential for deterioration to existing facilities. However, as a condition of approval, a future project would be required to pay all park impact fees, which are used to assist in the development and maintenance of parks and recreation facilities. As such, impacts would be **less than significant** on park facilities.

b) ***Less Than Significant Impact with Mitigation Incorporated.***

The project does not include any recreational facilities at this time. However, a future project would include plans for open space/park areas. As discussed in various sections of this document, future construction on the site would be subject to mitigation measures to reduce impacts to air quality, biological resources, cultural resources, hazardous materials, and hydrology related to construction and operation of any improvements on the site. Therefore, this impact is considered **less than significant with mitigation incorporated**.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

A Traffic Impact Analysis (TIA) dated March 5, 2019, was prepared by Michael Baker International. The report is included as **Appendix TIA** and is summarized throughout this subsection. The TIA was conducted by evaluating the operations at the study intersections in Hollister potentially impacted by the proposed project during the morning and evening commute periods, when traffic volumes on the surrounding streets are the highest.

The TIA evaluated traffic conditions at seven study intersections during the AM and PM peak hours on a typical weekday. The peak periods observed were between 7 and 9 AM and between 4 and 6 PM. The highest single one-hour period recorded for each peak period was used in the analysis. The study intersections were selected in consultation with City of Hollister staff. The study intersections and associated traffic controls are:

3. Pinnacles National Park Highway 25 / Santa Ana Road (signalized)
4. Santa Ana Road / Project Access Road (to be determined)
5. Santa Ana Road / Fairview Road (signalized)
6. Pinnacles National Park Highway 25 / Meridian Street (signalized)
7. Meridian Street / Memorial Drive (all-way stop)
8. Meridian Street / El Toro Drive (two-way stop)
9. Memorial Drive / Future Road (On-Site-to be determined)

The TIA evaluated traffic operational conditions during weekday AM and PM peak hours under the following six scenarios:

Scenario 1: Existing Conditions – This scenario evaluates the study intersections based on existing traffic controls, lane geometry, traffic counts, and field surveys.

Scenario 2: Existing Plus Project Conditions – This scenario is identical to Existing Conditions, but with the addition of traffic generated by the proposed project to Existing Conditions.

Scenario 3: Background Conditions – This scenario evaluates existing traffic volumes overlaid with traffic associated with approved projects anticipated to be constructed by the project's opening year (approx. Year 2020). In addition, a total ambient growth rate of 4 percent (growth of 2 percent per year from traffic counts in 2018 to opening day in 2020, i.e., 2 years) is applied to the existing traffic volumes to account for general traffic growth not reflected by approved projects.

Scenario 4: Background Plus Project Conditions – This scenario is identical to Background Conditions, but with the addition of traffic generated by the proposed project to Background Conditions.

Scenario 5: Cumulative Conditions – This scenario evaluates existing traffic volumes overlaid with traffic associated with pending and approved projects anticipated to be constructed by the project's opening year (approx. Year 2020). In addition, an ambient growth rate of 2 percent per year for two years (total of 4 percent) is applied to the existing volumes to account for general traffic growth not reflected by pending/approved projects.

Scenario 6: Cumulative Plus Project Conditions – This scenario is identical to Cumulative Conditions, but with the addition of traffic generated by the proposed project to Cumulative Conditions.

The TIA identified potential traffic impacts from the proposed project based on the City's established traffic operational thresholds. The report also included evaluations and recommendations concerning signal warrants and roundabouts at selected study intersections. Since this project is a proposed prezone for future annexation of the site, a site plan has not been prepared.

DEVELOPMENT ASSUMPTIONS

Based on the Hollister General Plan Medium Density Residential land use designation and R3-M/PZ zoning for the site, this IS/MND assumes that the site would be developed with 12 units per acre. Based on the need for roadways and infrastructure, the IS/MND assumes the development of 20 acres of the project site at this density for the proposed development of 240 units on the site. These 240 units would consist of 20 percent multi-family units and 80 percent single-family dwellings. Therefore, 48 multi-family dwellings and 192 single-family dwellings would potentially be developed on the project site.

ANALYSIS METHODOLOGY

Intersection traffic operations were evaluated using the level of service (LOS) concept. Level of service is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the best operating conditions (free-flow) and F the worst (severely congested flow with high delays). Intersections generally are the capacity-

controlling locations with respect to traffic operations on arterial and collector streets in urban areas.

THRESHOLDS OF SIGNIFICANCE

According to the City's General Plan Circulation Element, the City of Hollister LOS standard for study intersections and roundabouts is LOS C or better. The City of Hollister does not have specific significance criteria and thresholds for determining project-related impacts at study intersections. For purposes of this analysis, the following significance criteria was used to determine significant impacts at study intersections.

For signalized intersections, a significant adverse impact on traffic conditions would occur if for any peak hour:

1. The LOS at the intersection degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D, E, or F under project conditions; or

2. The intersection is already operating at an unacceptable LOS D, E, or F under baseline conditions and the addition of project traffic causes the average intersection delay to increase by more than five seconds beyond conditions without the project.

For unsignalized intersections, a significant adverse impact on traffic conditions would occur if for any peak hour:

All-Way Stop: The average overall LOS at the intersection degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D, E, or F under project conditions; or

All-Way Stop: The average overall intersection LOS is already at an unacceptable LOS D, E, or F under baseline conditions and the addition of project traffic causes the average overall delay to increase by more than five seconds beyond conditions without the project; or

One- or Two-Way Stop: The delay on the worst approach at a one- or two-way stop-controlled intersection degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D, E, or F 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

One- or Two-Way Stop: The delay on the worst approach at a one- or two-way stop-controlled intersection is already at an unacceptable LOS D, E, or F under baseline conditions and 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 by more than five seconds beyond conditions without the project.

CHECKLIST DISCUSSION

a) ***Less Than Significant Impact.***

Although no development is proposed at this time, the TIA assumed that future development would result in construction and development of 240 residential uses on the site. In order to calculate vehicle trips forecast to be generated by the proposed

project, trip generation rates from the Institute of Transportation Engineers (ITE) 10th Edition Trip Generation Manual were utilized. **Table 3.17-1** summarizes the ITE trip generation rates used.

TABLE 3.17-1
ITE RATES AND TRIP GENERATION

Land Use	ITE Code	Daily Trip Rate	AM Peak-Hour Trips			PM Peak-Hour Trips		
			Rate	In	Out	Rate	In	Out
Single-Family Homes	210	9.44 / DU	0.74 / DU	25%	75%	0.99 / DU	63%	37%
Multi-Family Housing (Low-Rise)	220	7.32 / DU	0.46 / DU	23%	77%	0.56 / DU	63%	37%

Source: 2017 ITE Trip Generation Manual, 10th Edition

The forecast trip generation based on ITE trip generation rates is summarized in Table 3.17-2. Since the project site is currently vacant and undeveloped, no trip generation credits were applied in this table. As shown, the project is forecast to generate approximately 2,163 daily trips with 165 trips occurring during the AM peak hour (41 in / 124 out) and 217 trips occurring during the PM peak hour (137 in / 80 out).

TABLE 3.17-2
PROPOSED PROJECT TRIP GENERATION

Land Use	Intensity	ADT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			Total	In	Out	Total	In	Out
Single-Family Homes	192	1,812	143	36	107	190	120	70
Multi-Family Housing (Low-Rise)	48	351	22	5	17	27	17	10
Total Project Trip Generation		2,163	165	41	124	217	137	80

ADT = Average Daily Trips

TRIP DISTRIBUTION

The TIA distributed the forecast trip distribution at the study intersections based on existing travel patterns and consultation with City staff. The project is providing vehicular access onto Santa Ana Road and Meridian Street via a project-built extension of Memorial Drive; therefore, 50 percent of project traffic is assumed to use Santa Ana Road and the other 50 percent of project traffic is anticipated to use Meridian Street.

ROUNDABOUT CONCEPTS

At the request of City staff and for planning purposes, roundabouts are included in this analysis as an alternative traffic control at the following locations: 1) Memorial Drive / Meridian Street; 2) Memorial Drive (future extension) / Santa Ana Road; and 3) Memorial Drive (future extension) between Santa Ana Road and Meridian Street within the project site.

Conceptual designs of each roundabout were prepared for planning purposes and to determine LOS at each location under the "Plus Project" conditions in this analysis. The design concepts for each roundabout were developed based on geometric design

standards outlined in the National Cooperative Highway Research Program (NCHRP Report 672). Each roundabout was designed to accommodate a B-40 bus and emergency vehicles. Compared to traditional intersections, studies have shown that roundabouts generally reduce vehicle-to-vehicle conflicts and reduce travel speeds into and through the intersection.

Two lane roundabouts were evaluated at each location to be consistent with the City of Hollister General Plan. Meridian Street is currently a four-lane roadway and Memorial Drive extension is planned to be constructed and classified as a four-lane collector in the City's General Plan. To be consistent with the General Plan, Michael Baker analyzed all three roundabouts along Memorial Drive as two-lane roundabouts. A single lane roundabout is an option at Meridian/Memorial but would require merging the two travel lanes approaching the roundabout to one lane approximately 350 feet prior to the roundabout in each direction. A single lane roundabout at Meridian/Memorial would reduce the overall footprint and would most likely reduce the right-of-way impacts to the residences on the south side of Meridian Street. Single lane roundabouts can also be considered at Santa Ana/Memorial and the future road/Memorial; however, only one travel lane in each direction on Memorial Drive between Santa Ana Road and Meridian Street is recommended. Trying to maintain two lanes along this segment in each direction and then merging traffic to a single lane approaching the roundabout with such a short distance would not provide any roadway capacity benefit and could encourage aggressive behavior to pass vehicles prior to the next roundabout. Although single lane roundabouts were not evaluated in this analysis, single lane roundabouts are anticipated to operate at acceptable levels of service (LOS C or better) at all three locations along Memorial Drive based on the volumes estimated in this report.

EXISTING PLUS PROJECT CONDITIONS ANALYSIS SUMMARY

As shown in **Table 3.17-3**, under Existing Plus Project conditions all study intersections are forecast to operate at acceptable levels of service (LOS C or better) except at Memorial Drive/Santa Ana Road (Project Access) which is expected to operate at a deficient LOS D during the AM peak hour. However, the project impact at the intersection does not meet the significance thresholds.

TABLE 3.17-3
EXISTING PLUS PROJECT CONDITIONS AM/PM PEAK HOUR INTERSECTION LOS

Study Intersection	Traffic Control	Existing Conditions		Existing Plus Project Conditions		Change in Delay (sec.)		Signal Warr-ant Met?	Significant Impact?	
		AM Delay[1] - LOS	PM Delay[1] - LOS	AM Delay[1] - LOS	PM Delay[1] - LOS	AM	PM		AM	PM
1. Pinnacles National Park Hwy 25 / Santa Ana Rd	Signal	21.9 - C	16.7 - B	24.1 - C	17.8 - B	2.2	1.1	-	No	No
2. Memorial Dr / Santa Ana Rd (Project Access)	OWSC	Does Not Exist Without Project		**33.8 - D**	18.7 - C	-	-	No	No	No
	ROBO			6.4 - A	5.0 - A	-	-	-	No	No
3. Fairview Rd / Santa Ana Rd	Signal	5.4 - A	5.6 - A	5.4 - A	5.6 - A	0.0	0.0	-	No	No
4. Pinnacles National Park Hwy 25 / Meridian St	Signal	17.0 - B	22.6 - C	17.7 - B	24.2 - C	0.7	1.6	-	No	No
5. Memorial Dr / Meridian St (Project Access)	AWSC	12.0 - B	9.5 - A	13.4 - B	10.5 - B	1.4	1.0	-	No	No
	ROBO	Does Not Exist Without Project		5.3 - A	4.0 - A	-	-	-	No	No
6. El Toro Dr / Meridian St	TWSC	11.7 - B	12.4 - B	11.8 - B	12.7 - B	0.1	0.3	-	No	No

7. Memorial Dr / Future Rd (On-Site)	ROBO	Does Not Exist Without Project	3.1 - A	3.0 - A	-	-	-	No	No
	TWSC		9.0 - A	9.5 - A	-	-	-	No	No

*Note: Deficient intersection operation indicated in **bold**.*
[1] Seconds of delay per vehicle.
LOS = level of service; AWSC = All-Way Stop Control; TWSC = Two-Way Stop Control; OWSC = One-Way Stop Control; ROBO = Roundabout

At Memorial Drive/Santa Ana Road, the one-way stop control is anticipated to operate at a deficient LOS D in the AM peak hour with addition of project traffic; however, a signal warrant is not met and, therefore, the project impact at the intersection is considered **less than significant** and no mitigation is required. Since a traffic signal is not warranted at this location, a signal is not recommended to improve the level of service. As an alternative traffic control to the one-way stop control at Memorial Drive/Santa Ana Road, a roundabout was analyzed and is expected to operate at an acceptable LOS A in both the AM and PM peak hours under Existing Plus Project conditions. A roundabout at this location would be a traffic-calming measure since roundabouts generally reduce travel speeds into and through intersections.

BACKGROUND CONDITIONS PLUS PROJECT ANALYSIS SUMMARY

As shown in **Table 3.17-4**, under Background Conditions Plus Project conditions two study intersections are expected to operate at deficient levels of service (LOS D or worse):

- Memorial Drive/Santa Ana Road — LOS E in AM peak hour
- Pinnacles National Park Hwy 25/Meridian Street — LOS D in PM peak hour

TABLE 3.17-4
BACKGROUND PLUS PROJECT CONDITIONS AM/PM PEAK HOUR INTERSECTION LOS

Study Intersection	Traffic Control	Background Conditions Without Project		Background Conditions Plus Project		Change in Delay (sec.)		Signal Warr-ant Met?	Significant Impact?	
		AM Delay[1] - LOS	PM Delay[1] - LOS	AM Delay[1] - LOS	PM Delay[1] - LOS	AM	PM		AM	PM
1. Pinnacles National Park Hwy 25 / Santa Ana Rd	Signal	27.8 - C	23.6 - C	30.5 - C	26.3 - C	2.7	2.7	–	No	No
2. Memorial Dr / Santa Ana Rd (Project Access)	OWSC	Does Not Exist Without Project		**38.2 - E**	20.9 - C	–	–	No	No	No
	ROBO			6.6 - A	5.2 - A	–	–	–	No	No
3. Fairview Rd / Santa Ana Rd	Signal	5.5 - A	5.6 - A	5.5 - A	5.6 - A	0.0	0.0	–	No	No
4. Pinnacles National Park Hwy 25 / Meridian St	Signal	20.0 - B	**43.1 - D**	21.0 - C	**46.0 - D**	1.0	2.9	–	No	No
5. Memorial Dr / Meridian St (Project Access)	AWSC	12.4 - B	9.7 - A	14.0 - B	10.7 - B	1.6	1.0	–	No	No
	ROBO	Does Not Exist Without Project		5.5 - A	4.1 - A	–	–	–	No	No
6. El Toro Dr / Meridian St	TWSC	12.1 - B	13.1 - B	12.2 - B	13.4 - B	0.1	0.3	–	No	No
7. Memorial Dr / Future Rd (On-Site)	ROBO	Does Not Exist Without Project		3.1 - A	3.0 - A	–	–	–	No	No
	TWSC			9.1 - A	9.5 - A	–	–	–	No	No

*Note: Deficient intersection operation indicated in **bold**.*
[1] Seconds of delay per vehicle.
LOS = level of service; AWSC = All-Way Stop Control TWSC = Two-Way Stop Control OWSC = One-Way Stop Control ROBO = Roundabout

At Memorial Drive/Santa Ana Road, a one-way stop control is anticipated to operate at a deficient LOS E in the AM peak hour with addition of project traffic; however, a signal warrant is not met and, therefore, the project impact at the intersection is considered less than significant. The roundabout option at this location operates at an acceptable LOS A in both the AM and PM peak hours. At Pinnacles National Park Hwy 25/Meridian Street, the PM peak hour is shown to operate at LOS D with a change in delay of 2.9 seconds (i.e., less than 5.0 seconds). Therefore, the project impact at the intersection is considered **less than significant** and no mitigation is required.

CUMULATIVE CONDITIONS PLUS PROJECT ANALYSIS SUMMARY

As shown in **Table 3.17-5**, under Cumulative Conditions Plus Project three study intersections are expected to operate at deficient levels of service (LOS D or worse):

- Pinnacles National Park Hwy 25/ Santa Ana Road — LOS F in AM and PM peak hour
- Memorial Drive/Santa Ana Road — LOS E in AM and LOS D in PM peak hour
- Pinnacles National Park Hwy 25/ Meridian Street — LOS E in PM peak hour only

TABLE 3.17-5
CUMULATIVE CONDITIONS PLUS PROJECT AM/PM PEAK HOUR INTERSECTION LOS

Study Intersection	Traffic Control	Cumulative Conditions Without Project		Cumulative Conditions Plus Project		Change in Delay (sec.)		Signal Warrant Met?	Significant Impact?	
		AM Delay[1] - LOS	PM Delay[1] - LOS	AM Delay[1] - LOS	PM Delay[1] - LOS	AM	PM		AM	PM
1. Pinnacles National Park Hwy 25 / Santa Ana Rd	Signal	**94.3 - F**	**146.4 - F**	**97.5 - F**	**148.7 - F**	3.2	2.3	–	No	No
2. Memorial Dr / Santa Ana Rd (Project Access)	OWSC	Does Not Exist Without Project		**46.3 - E**	**25.8 - D**	–	–	No	No	No
	ROBO	Does Not Exist Without Project		6.9 - A	5.7 - A	–	–	–	No	No
3. Fairview Rd / Santa Ana Rd	Signal	5.5 - A	6.1 - A	5.5 - A	6.1 - A	0.0	0.0	–	No	No
4. Pinnacles National Park Hwy 25 / Meridian St	Signal	31.8 - C	**64.0 - E**	34.4 - C	**66.8 - E**	2.6	2.8	–	No	No
5. Memorial Dr / Meridian St (Project Access)	AWSC	12.8 - B	10.0 - A	14.6 - B	11.2 - B	1.8	1.2	–	No	No
	ROBO	Does Not Exist Without Project		5.5 - A	4.2 - A	–	–	–	No	No
6. El Toro Dr / Meridian St	TWSC	12.1 - B	13.1 - B	12.2 - B	13.4 - B	0.1	0.3	–	No	No
7. Memorial Dr / Future Rd (On-Site)	ROBO	Does Not Exist Without Project		3.1 - A	3.0 - A	–	–	–	No	No
	TWSC			9.1 - A	9.6 - A	–	–	–	No	No

*Note: Deficient intersection operation indicated in **bold**.*
[1] Seconds of delay per vehicle.
LOS = level of service; AWSC = All-Way Stop Control TWSC = Two-Way Stop Control OWSC = One-Way Stop Control ROBO = Roundabout

At Pinnacles National Park Hwy 25/Santa Ana Road, the intersection would fail as a result of the additional approved and pending projects in the area. Since the change in delay as a result of the proposed project is less than 5.0 seconds based on the significance criteria, the project impact at the intersection is considered to be less than significant. Therefore, no mitigation is proposed by the project.

At Memorial Drive/Santa Ana Road, a one-way stop control would operate at a deficient LOS E in the AM peak hour and LOS D in the PM peak hour with the addition of project traffic. However, a signal warrant is not met and, therefore, the project impact at the intersection is considered less than significant. As an alternative traffic control to the one-way stop control at Memorial Drive/Santa Ana Road, a roundabout was analyzed and is expected to operate at an acceptable LOS A in both the AM and PM peak hours.

At Pinnacles National Park Hwy 25/Meridian Street, the PM peak hour is shown to operate at LOS E with a change in delay that is less than 5.0 seconds. Therefore, the project impact at the intersection is considered less than significant and no mitigation is proposed by the project.

In accordance with the 2007 Traffic Impact Mitigation Fee Updated Study prepared for the Council of San Benito County Governments, the City of Hollister currently assesses a traffic impact mitigation fee of $18,031 per new residential unit. These fees are collected by the City to fund roadway improvement projects and assist in maintaining the adopted City's level of service standard (i.e., LOS C or better) on public roadways. The proposed project would be responsible for payment into the Traffic Impact Mitigation Fee program based on the number of dwelling units proposed on the Rosati property. Overall, impacts would be **less than significant**.

b) ***Less Than Significant Impact.***

On December 28, 2018, the state adopted updates to the CEQA Guidelines including adding Section 15064.3, which codifies using vehicle miles traveled (VMT) as a metric for transportation impact analysis. Although this update has been adopted, using VMT as a metric for CEQA analysis will not be required until after July 1, 2020.

Neither the City nor San Benito County has adopted any methodology to calculate VMT or to determine significant impacts resulting from VMT. Per CEQA Guideline 15064.3(b)(3), if existing models or methods are not available to estimate the VMT for the particular project being considered, a lead agency may analyze the project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc.

Public bus service in Hollister is provided by the County Express Transit System, which operates three fixed-route bus lines (Green, Blue, and Red) on weekdays between 6 AM to 6 PM. A bus stop for the Blue and Green Lines is located on Memorial Drive approximately 100 feet from Meridian Street directly across from the project site. Sidewalks currently exist on Meridian Street along the project frontage and continue along developed areas of the roadway. According to the San Benito County 2035 General Plan (adopted July 21, 2015), future Class II bike lanes are proposed on Santa Ana Road, Meridian Street, and Memorial Drive. Class II bike lanes are currently provided on both sides of SR 25 within the project study area. Additionally, the project site is located adjacent to Marguerite Maze Middle School and Gabilan Hills Elementary School. The Marguerite Maze Sports Complex is also located adjacent to the site.

The project site is surrounded on three sides by residential and school development and would represent an opportunity for infill development once annexed into the city. The site is served by public transit. Sidewalks and planned bike facilities in the area would promote multimodal travel. Therefore, future development on the project site would have access to transit and multimodal facilities.

Additionally, the site is adjacent to two schools and a sports complex, which would promote pedestrian and bicycle access. Therefore, the project's location would be beneficial in reducing VMT as related to these types of uses. The project site is approximately 1 mile from downtown Hollister and other commercial shopping areas. Given the site's proximity to these land uses and the opportunity for infill development on a site surrounded on three sides by existing development, future development of the project site could potentially decrease VMT in the project area and this impact would be **less than significant**.

c) ***No Impact.***

The project includes a future road extension of Memorial Drive from Meridian Street to Santa Ana Road. Although conceptual designs of each roundabout were prepared for planning purposes and to determine LOS at each location, no specific plans for any roadway improvements are proposed at this time. The design of the access roadway and intersections for any future project would adhere to City of Hollister design guidelines and standards. The final design must be approved by the City of Hollister. The project does not propose any uses that would generate traffic from incompatible uses such as farm equipment. There would be **no impact**.

d) ***No Impact.***

As described above under c), a site plan, and therefore roadways, have not been designed for this project. Future access and roadways would be reviewed for consistency with City of Hollister design guidelines and standards and the final design must be approved by the City of Hollister. Therefore, there would be **no impact**.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Consultation with a California Native American tribe that has requested such consultation may assist a lead agency in determining whether the project may adversely affect tribal cultural resources, and if so, how such effects may be avoided or mitigated. Whether or not consultation has been requested, would the project cause a substantial adverse change in a site, feature, place, cultural landscape, sacred place, or object, with cultural value to a California Native American tribe, which is any of the following:				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☒	☐	☐
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

SETTING

Assembly Bill 52 Native American Consultation

Assembly Bill (AB) 52 requires the lead agency (in this case, the City of Hollister) to begin consultation with any California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification and requests the consultation (Public Resources Code Section 21080.3.1[d]).

No tribes have requested AB 52 notification with the City of Hollister. Consequently, the City of Hollister did not send AB 52 notifications.

CHECKLIST DISCUSSION

a) ***Less Than Significant Impact with Mitigation Incorporated.***

During the cultural resources study (Davis and Nayyar 2019), no tribal cultural resources were identified on the California Register of Historical Resources or in local registers. Furthermore, the City has not identified any tribal cultural resources.

Standard, late-discovery mitigation measures are recommended here because no tribal cultural resources were identified in the project area.

In the event that tribal cultural resources are observed during project construction-related activities, mitigation measure **MM TCR-1** is in place to reduce impacts to **less than significant**.

Mitigation Measures

MM TCR-1 **Accidental discovery.** If tribal cultural resources are discovered during project construction activities, all work within 25 feet of the discovery shall be redirected and the tribal monitor shall assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Impacts to tribal cultural resources should be avoided by project activities, but if such impacts cannot be avoided, the resources shall be evaluated for their California Register eligibility. If the tribal cultural resource is not California Register eligible, no further protection of the find is necessary. If the tribal cultural resource is California Register eligible, it shall be protected from project-related impacts or such impacts mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.

Timing/Implementation: *During project construction*

Enforcement/Monitoring: *City of Hollister - Engineering Department and Building Division*

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☒	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The City of Hollister provides water, sanitary sewer, storm drainage, and solid waste services.

WATER

There are two municipal water purveyors within the Hollister Urban Area: the City of Hollister and Sunnyslope County Water District. The Hollister Urban Area relies on both local groundwater and imported water from the Central Valley Project for municipal water supply.

According to the current Urban Water Management Plan, water demand for the Hollister and Sunnyslope County Water District retail areas is projected to increase from a normal-year demand of 4,936 acre-feet per year (afy) to 10,286 afy in 2035, including recycled water. Water savings are anticipated to be achieved through continued implementation of the City's existing Model Water Efficient Landscape Ordinance and CALGreen Building Code water conservation requirements. The water purveyors would continue to manage surface water and groundwater supplies in normal, single-dry, and multiple-dry years and impose conservation requirements to ensure adequate supply (SBCWD 2016).

The San Benito County Water District (SBCWD) is responsible for the management of the groundwater basins in much of San Benito County. The SBCWD has adopted a Groundwater Management Plan that includes goals and objectives for short- and long-term management of water resources in northern San Benito County in the Gilroy-Hollister Groundwater Basin. The Groundwater Management Plan addresses surface water and groundwater management as well as wastewater treatment discharges and use of recycled water supplies. The purpose is to provide reliable, sustainable, good quality water for existing and future agricultural, municipal, and industrial uses in accordance with the goals and objectives of the San Benito County Water District (Hollister 2005b).

In addition to potable water supplies, the Groundwater Management Plan Update for the San Benito County Part of the Gilroy-Hollister Groundwater Basin addresses the future use of recycled water for agricultural and landscape irrigation. Recycled water systems would require the installation of new separate pipeline systems and pumping equipment within existing wastewater treatment facilities of the City of Hollister and possibly Sunnyslope County Water District facilities. Use of recycled water would reduce the demand for potable water from surface or groundwater sources and allow for in-lieu storage of groundwater in the basin.

WASTEWATER

Wastewater services within the Hollister Urban Area are provided by the City of Hollister and Sunnyslope County Water District. The City operates two wastewater treatment and disposal facilities. The Domestic Wastewater Treatment Plant is located west of downtown on both sides of the Highway 156 bypass near the San Benito River. This facility is permitted to treat up to 2.69 million gallons of wastewater per day and percolation ponds at this facility can percolate approximately 2 million gallons of undisinfected treated wastewater per day (Hollister 2005b). The Industrial Wastewater Treatment Facility is west of downtown Hollister at the west end of South Street and on the north side of the San Benito River, less than 1 mile east of the Domestic Water Treatment Plant. Treated wastewater from both facilities is disposed of by percolation, which contributes to localized areas of high groundwater in the Hollister West subbasin.

The Sunnyslope County Water District operates a domestic wastewater treatment and disposal system south and east of Hollister. The treatment facilities consist of a Sequential Batch Reactor, and disposal facilities consist of six percolation ponds. The design capacity of the system is 350,000 gallons per day (Hollister 2005b). Wastewater is percolated into the ground in ponds located at the Ridgemark golf course, north of the San Benito River, and along Tres Pinos Creek.

The Central Coast RWQCB regulates waste discharges to protect beneficial uses through the establishment of Waste Discharge Requirements (WDR) to meet specific water quality objectives. The City of Hollister operates its wastewater treatment and disposal facilities under two sets of WDR5/Monitoring and Reporting Programs: one for the Domestic Wastewater Treatment Plant (RWQCB Order No. 87-47) and one for the Industrial Wastewater Treatment Facility (RWQCB Order No. 00-020).

STORMWATER

The City of Hollister owns and operates a storm drain system comprising multiple networks of inlets and pipes that flow to the San Benito River, Santa Ana Creek, or a terminal basin in the City's system. The City prepared a Storm Drain Master Plan (2011) studying the area and encompassing the entire city and tributary drainage areas to identify stormwater analysis criteria and consider improvements previously recommended for the City's stormwater system.

SOLID WASTE

Recology San Benito County provides garbage and recycling collection services in Hollister. The collection program includes curbside recycling, garbage, yard waste, used motor oil, and used oil filters (Recology 2016). The San Benito County Integrated Waste Management Regional Agency oversees landfill operations and the San Benito County garbage and recyclables services contract, and is responsible for ensuring compliance with federal and state waste regulations. The agency also implements the countywide household hazardous waste program and hosts household hazardous waste collection events every month in the city.

The John Smith Road Landfill is the main solid waste landfill for San Benito County. It is owned by the County of San Benito and operated by Waste Connections, Inc. The maximum permitted capacity of the landfill is 9,354,000 cubic yards. As of March 2018, the landfill had a remaining capacity of 3,499,000 cubic yards (CalRecycle 2018b). Approximately 51,493 tons of solid waste were disposed of at this landfill by county residents in 2015. **Table 3.19-1** summarizes the permitted throughput, estimated capacity, and estimated closure date for the landfill.

TABLE 3.19-1
JOHN SMITH ROAD LANDFILL DISPOSAL CAPACITY

Facility	Permitted Daily Throughput (tons per day)	Estimated Remaining Capacity (cubic yards)	Estimated Closure Date
John Smith Road Landfill	1,000	3,499,000	2032

Source: CalRecycle 2018b

CHECKLIST DISCUSSION

a) ***Less Than Significant Impact with Mitigation Incorporated.***

The site is currently undeveloped and there is no utility infrastructure on the site. Future development would require the installation of water, wastewater, storm drainage, electric, gas, and telecommunication infrastructure. As discussed in various sections of this document, future construction on the site would be subject to mitigation measures to reduce impacts to air quality, biological resources, cultural resources, hazardous materials, and hydrology related to construction of infrastructure improvements on the site. Impacts would be **less than significant with mitigation incorporated.**

b) ***Less Than Significant Impact.***

Water supply in Hollister is provided from imported surface water, groundwater, and recycled water. Water services to the project site would be supplied by the Sunnyslope County Water District. The Sunnyslope County Water District receives water from the Central Valley Project and uses groundwater to augment public water supply in the Hollister urban area.

The SBCWD manages the groundwater in the area. Each water year, SBCWD oversees the preparation of an Annual Groundwater Report that describes current groundwater conditions. The SBCWD's Annual Groundwater Report (2017) is the most current groundwater report. It describes groundwater conditions in the San Benito County portion of the Gilroy-Hollister groundwater basin and documents water supply sources

and use, groundwater levels and storage, and SBCWD management activities for water year 2017. The project area is in the Zone 6 subbasin. According to the SBCWD's 2017 annual report, relatively high water levels and steady groundwater storage indicate that the basin underlying Zone 6 has increased in storage, although still below pre-2011 drought levels. According to the SBCWD, current groundwater storage is sufficient to accommodate water demand in the short term and any proposed future development would not impede sustainable groundwater management of the basin.

As part of the development approval process, the City would review future development plans to ensure low-impact development standards are incorporated into the future project design, such as vegetated swales, porous pavement, permeable paving stones, reduced driveway areas, trees, partial underground detention and retention, concave lawns, and water quality inlets. Estimates of future water demand in northern San Benito County through the year 2022 are contained in the Groundwater Management Plan (GWMP 2009). Projections for municipal and industrial water demands in the year 2022 are estimated to be 11,465 acre-feet per year, and agricultural and other water demands in the year 2022 are estimated to be 77,88-acre-feet per year. The Groundwater Management Plan water supply projections are consistent with the draft 2005 General Plan and with Association of Monterey Bay Area Governments (AMBAG) forecasts. Since the proposed project would generate demand for water and is required to be evaluated within the amount previously analyzed, such improvements are not necessary, and this impact would be **less than significant**.

c) ***Less Than Significant Impact.***

Future development on the project site would be served for wastewater treatment by the City's Domestic Wastewater Treatment Plant and Sunnyslope Water District. The City's domestic plant is permitted to treat up to 2.69 million gallons of wastewater per day and percolation ponds at this facility can percolate approximately 2 million gallons of undisinfected treated wastewater per day. Future projects would be required to evaluate the quantity of wastewater generated. There is enough excess capacity at the domestic plant to serve the proposed project, and therefore no expansion of the facility would be required. The impact would be **less than significant**.

d) ***Less Than Significant Impact.***

The San Benito County Integrated Waste Management Department manages a wide range of recycling, waste reduction, household hazardous waste, and contract management for Hollister, San Juan Batista, and unincorporated San Benito County. The purpose of the department's program is to help members of the cities meet waste reduction and household hazardous waste state mandates like AB 939 and AB 341.

In the project area, solid waste collection services are provided by Integrated Waste Management. Solid waste is collected at the John Smith Landfill, which is owned by the County of San Benito and operated by Waste Connections, Inc. The landfill accepts waste at a maximum of 1,000 tons per day and as of November 2018 has a remaining capacity of 3,499,00 cubic yards.

As described for Checklist item 14.a), the project's increase in population would be within population projections for Hollister and as anticipated in the General Plan. The

project would generate an estimated 2,935.2 pounds or 1.4 tons of solid waste per day.[9] The John Smith Landfill processes approximately 1,000 tons per day and has a remaining permitted capacity of 3.5 million cubic yards. Therefore, the landfill has sufficient capacity to serve future development on the project site. Since the John Smith Landfill has sufficient capacity and the City of Hollister has planned for growth in this area, the need for new or expanded solid waste disposal facilities is not expected. In addition, implementation of the City's recycling programs would further reduce solid waste generation and would ensure there is sufficient capacity to accommodate project-generated solid waste at the John Smith Landfill. As such, the project would be served by a landfill with sufficient capacity to accommodate the project's waste disposal needs, and impacts associated with the disposal of solid waste would be **less than significant**.

e) ***Less Than Significant Impact.***

Future development on the site would be required to comply with all standards related to solid waste diversion, reduction, and recycling during construction. Recycling in the city is provided by Recology San Benito County. The collection program includes curbside recycling, garbage, yard waste, used motor oil, and used oil filters. Therefore, future development would be served by recycling services and impacts would be **less than significant** related to potential conflicts with federal, state, and local statutes and regulations related to solid waste.

[9] Assumes 12.23 pounds per residential unit per day and 10.53 pounds per commercial employee per day (CalRecycle 2018a).

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

FIRE PROTECTION

The California Department of Forestry and Fire Protection (Cal Fire) responds to wildland fires in the unincorporated areas of San Benito County. Unincorporated areas of the county which are not designated wildland areas are a local responsibility of the San Benito County Fire Department, which is, itself, administered by Cal Fire. The County Fire Department provides initial response in certain areas of the city under a mutual aid agreement between Hollister and the County of San Benito, and in turn, the City provides initial response in areas protected by the County on the western boundaries of the city.

Areas beyond the city limits that are administered by Cal Fire have been classified as to the degree of fire hazard present. The rating system assigns one of the following fire hazard severity values to a given area: low, medium, high, and very high. Fire hazard severity zones are based on the terrain average slope and fuel type (e.g., brush), in conjunction with the historical weather patterns for the region. Flint Hills to the northwest of the city and the rolling hills along the east side of Fairview Road are designated as having moderate fire danger, while the hills abutting the San Benito River to the north pose a high hazard. The remaining unincorporated areas are in the jurisdiction of the San Benito County Fire Department and represent a moderate hazard since they are flat to gently rolling agricultural lands and grasslands.

a) ***Less Than Significant Impact.***

The proposed project would prezone and annex the site into the city. Once annexed, the site could be developed with residential uses, open space and park areas, and roadway improvements. All new development in the city is required to comply with existing fire codes and ordinances regarding emergency access, such as widths, surfaces, vertical clearance, brush clearance, and allowable grades.

The proposed project would not impede or conflict with any adopted emergency response or evacuation plans. Therefore, the project would have a **less than significant impact** on emergency response.

b, c) ***Less Than Significant Impact.***

Cal Fire has determined that the city has no Very High Fire Hazard Severity Zones in the Local Responsibility Area (2008). The project site is approximately 1.5 miles east of an area of Moderate Fire Hazard Severity in the State Responsibility Area (2007). The area between the project site and the Moderate Fire Hazard Severity area is developed with residential and agricultural uses. The project site is surrounded on three sides by residential and school development, with active agricultural uses to the north of Santa Ana Road. Therefore, the project site is located in a developed area and would not be located in a fire hazard area. As a result, the impact related to the exacerbation of wildfire hazards would be **less than significant**.

d) ***Less Than Significant Impact.***

The project site and surrounding area is flat and there are no slopes or rivers on the site. The project site and surrounding area is surrounded on three sides by residential and school development, with active agricultural uses to the north of Santa Ana Road. Therefore, the project site is not located in an area that would be subject to downslope flooding or landslides as a result of post-fire slope instability, runoff, or drainage changes. This impact would be **less than significant**.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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.)	☐	☒	☐	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

DISCUSSION

The following are Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

a) ***Less Than Significant Impact with Mitigation Incorporated.***

Based on the findings provided in this Initial Study, the proposed project would not substantially degrade the quality of the environment. See subsections 4, Biological Resources; 5, Cultural Resources; 9, Hazards and Hazardous Materials; 10, Hydrology and Water Quality; 19, Recreation; and 18, Tribal Cultural Resources for further discussion of the proposed project's potential impacts on these environmental issue areas and mitigation measures that reduce those impacts. As described in the Biological Resources subsection, the proposed project may affect several special-status species as a result of construction-related activities. However, implementation of mitigation measures **MM BIO-1** though **MM BIO-6** would reduce impacts to a less than significant level. Unidentified cultural or Tribal cultural resources may be impacted during construction activities. However, implementation of mitigation measures **MM CUL-1, MM CUL-2, and MM TCR-1** would reduce potential impacts to a less than significant level.

b) ***Less Than Significant Impact with Mitigation Incorporated.***

The impacts of the proposed project are individually limited and not considered cumulatively considerable. Although incremental changes in certain areas can be expected as a result of the proposed project, all environmental impacts that could occur as a result of the project would be considered less than significant or would be reduced to a less than significant level through implementation of the mitigation measures in this Initial Study for the following resource areas: air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and tribal cultural resources.

For the topic of air quality, potentially significant impacts to air quality standards associated with project construction would be reduced to less than significant levels with the implementation of MM AQ-1.

For the topic of biological resources, implementation of MM BIO-1 through MM BIO-6 would ensure that impacts to special status species are reduced to a less-than-significant level.

For the topic of cultural resources, potentially significant impacts to historic and archaeological resources would be reduced to less than significant levels with implementation of MM CUL-1 and MM CUL-2.

For the topic of geology and soils, implementation of MM GEO-1 and MM GEO-2 would ensure that any potential erosion and paleontological impacts associated with the proposed project would be reduced to a level that is less than significant.

For the topic of hazardous materials, implementation of MM HAZ-1 and MM HAZ-2 would ensure that any potential hazardous materials impacts associated with the proposed project would be reduced to a level that is less than significant.

For the topic of hydrology and water quality, implementation of MM HYD-1 through MM HYD-3 would ensure that any potential stormwater and flooding impacts associated with the proposed project would be reduced to a level that is less than significant.

For the topic of noise, implementation of MM NOI-1would reduce potential construction period noise impacts for sensitive receptors to less than significant levels.

For the topic of tribal cultural resources, MM TCR-1 would reduce impacts to a less than significant level, in the event that tribal cultural resources are discovered during project construction-related activities.

For the topics of aesthetics, agriculture and forestry resources, energy, greenhouse gas emissions, land use and planning, mineral resources, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire the project would have no impacts or less-than-significant impacts. Therefore, the proposed project would not significantly contribute to potential cumulative impacts for these environmental topics. Overall, this impact would be less than significant with mitigation incorporated.

c) ***Less Than Significant Impact with Mitigation Incorporated.***

The proposed project would be required to comply with numerous required measures related to human safety and the quality of the environment, as described throughout this document. These mitigation measures are listed below by topic:

- Air Quality: MM AQ-1
- Biological Resources: MM BIO-1 through MM BIO-6
- Cultural Resources; MM CUL-1 and MM CUL-2
- Geology and Soils; MM GEO-1 and MM GEO-2
- Hazards and Hazardous Materials; MM HAZ-1 and MM HAZ-2
- Hydrology and Water Quality: MM HYD-1 through MM HYD-3
- Noise: MM NOI-1
- Tribal Cultural Resources: MM TCR-1

These requirements and the specific mitigation measures identified in this Initial Study would reduce all potential impacts to a less than significant level. Therefore, implementation of the proposed project would result in no environmental effects that would cause substantial direct or indirect adverse effects on human beings with incorporation of the mitigation measures listed above and identified in this Initial Study.

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AIR QUALITY (SUBSECTION 3.3)

MM AQ-1 **Construction Dust.** Prior to issuance of grading or building permits, the applicant or developers of the project site shall prepare a grading plan subject to review and approval by the City of Hollister. The following dust control measures shall be implemented to the extent necessary to eliminate visible dust:

- Water all active construction areas to maintain 12 percent soil moisture.
- All grading shall be suspended when winds exceed 20 miles per hour.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Timing/Implementation: *Prior to issuance of grading and building permits*

Enforcement/Monitoring: *City of Hollister– Engineering Department and Building Division*

BIOLOGICAL RESOURCES (SUBSECTION 3.4)

MM BIO-1 **Burrowing Owl Surveys.** Focused surveys shall be performed by a qualified biologist for the purposes of determining presence or absence of burrowing owl burrows within the proposed impact area, including construction access

routes, no longer than two weeks prior to vegetation removal or ground disturbance activities. If clearing and construction activities begin during the breeding season (February 1 through August 31), the survey area shall include a 500-foot buffer, where feasible. If clearing and construction activities begin during the non-breeding season (September 1 through January 31), the survey area shall include a 250-foot buffer, where feasible.

MM BIO-2 **Biological Monitoring and Worker Environmental Awareness Training.** If no burrowing owls are detected during preconstruction surveys performed pursuant to mitigation measure MM BIO-1, no further mitigation is required. If preconstruction surveys detect signs of burrowing owl or any other sensitive biological resources, a qualified biologist shall be retained to conduct mandatory contractor and worker environmental awareness training. The awareness training shall be provided to all construction personnel to brief them on the identified location of sensitive biological resources, including how to identify the species most likely to be present, the need to avoid impacts on biological resources, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor shall ensure that they receive the mandatory training before starting work. At project-appropriate intervals, a qualified biologist shall monitor construction activities that could potentially cause significant impacts on sensitive biological resources. The amount and duration of monitoring shall depend on the project specifics and should be discussed with the qualified biologist.

MM BIO-3 **Burrowing Owl Avoidance.** If burrowing owls are detected, a qualified biologist shall be retained and the avoidance, minimization, and mitigation methodologies outlined in CDFW's Staff Report on Burrowing Owl Mitigation (2012) shall be implemented prior to initiating proposed project-related activities that may impact burrowing owls. Any observations of burrowing owl or other special-status species shall be recorded on CNDDB field sheets and submitted to the CDFW.

MM BIO-4 **American Badger Surveys.** A qualified biologist shall be retained to conduct a preconstruction survey for active badger den sites within the proposed impact area, including construction access routes and a 250-foot buffer (if feasible). The survey shall be conducted no longer than two weeks prior to vegetation removal or ground disturbance activities and may occur concurrently with burrowing owl surveys.

MM BIO-5 **Biological Monitoring and Worker Environmental Awareness Training.** If preconstruction surveys detect sign of American badger or any other sensitive biological resources, a qualified biologist shall be retained to conduct mandatory contractor and worker environmental awareness training. The awareness training shall be provided to all construction personnel to brief them on the identified location of sensitive biological resources, including how to identify the species most likely to be present, the need to avoid impacts on biological resources, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor shall ensure that they receive the mandatory training before starting work. At project-appropriate intervals, a qualified biologist will monitor construction activities that could potentially cause

significant impacts on sensitive biological resources. The amount and duration of monitoring will depend on the project specifics and should be discussed with the qualified biologist.

MM BIO-6 **Badger Den Avoidance.** If active breeding sites are identified within 250 feet of proposed project activities, a no-disturbance buffer shall be established prior to commencement of any construction activities to avoid construction- or access-related disturbances to breeding activities for American badger. Activities permitted within and inside of the no-disturbance buffers may be adjusted based on an evaluation by the qualified biologist. The buffer shall be imposed until a qualified biologist determines breeding activities have ended. If active dens are detected, the CDFW shall be contacted, as appropriate, and CNDDB field forms shall be submitted to the CDFW.

Timing/Implementation: *As specified in each measure*

Enforcement/Monitoring: *City of Hollister - Engineering Department and Building Division*

CULTURAL RESOURCES (SUBSECTION 3.5)

MM CUL-1 **California Register of Historical Resources Evaluation.** As part of future environmental studies completed in support of development on the project site, a California Register evaluation of the circa 1965 shed must be completed according to CEQA Section 15064.5(a)(3) as defined in Public Resources Code 5024.1. The evaluation must be completed by a Secretary of Interior Professionally Qualified historian or architectural historian as defined in the Code of Federal Regulations, 36 CFR Part 61. If the shed is found eligible for the California Register further mitigations may be required.

Timing/Implementation: *Prior to approval of future projects*

Enforcement/Monitoring: *City of Hollister Planning Division*

MM CUL-2 **Treatment of previously unidentified archaeological deposits.** If prehistoric or historical archaeological deposits are discovered during construction, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist shall assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Impacts to archaeological deposits shall be avoided by the project, but if such impacts cannot be avoided, the deposits shall be evaluated for their eligibility for the California Register of Historical Resources (California Register). If the deposit is not California Register eligible, no further protection of the finds is necessary. If the deposits are California Register eligible, they shall be protected from project-related impacts, or such impacts shall be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility.

Timing/Implementation: *During grading and excavation*

Enforcement/Monitoring: City of Hollister - Engineering Department and Building Division

GEOLOGY AND SOILS (SUBSECTION 3.7)

MM GEO-1 **Erosion Control Plan.** Prior to issuance of any grading or building permits for the project, the applicant shall submit an erosion control plan to the City that includes criteria for stabilizing any soil stockpiles that may be maintained on-site prior to completion of the final phase of the project. Stabilization criteria shall consist of measures deemed acceptable by the City of Hollister Building Division.

Timing/Implementation: Prior to issuance of grading permits

Enforcement/Monitoring: City of Hollister - Engineering Department and Building Division

MM GEO-2 **Treatment of previously unidentified paleontological deposits.** In the event of a fossil discovery during excavation, the construction contractor shall notify the City or County and immediately cease work in the area of the find. The contractor shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan for immediate implementation, including field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City or County to be necessary and feasible will be implemented before construction activities resume in the area where the paleontological resources were discovered.

Timing/Implementation: During grading and excavation

Enforcement/Monitoring: City of Hollister - Engineering Department and Building Division

HAZARDOUS AND MATERIALS (SUBSECTION 3.9)

MM HAZ-1 **Soils Management Plan.** The project applicant shall prepare a Soil Management Plan and Health and Safety Plan that specifically addresses these risks and outlines the necessary measures to limit chemical exposure and mobilization (e.g., airborne dust, erosion control) during future construction activities.

MM HAZ-2 **Excavation and disposal.** The project applicant shall excavate soils in the area in the shed represented by soil sample 11, where diesel and motor oil were detected at concentrations of 6,600 parts per million (ppm) and 14,000 ppm (above their ESLs. These areas shall be excavated to remove visibly stained material and a confirmation soil sample shall be collected. The excavated material shall be placed in a drum or drums and profiled for off-site disposal to a licensed facility.

Timing/Implementation: Prior to issuance of grading permits (Soil Management Plan and Health and Safety Plan)

Timing/Implementation: *During project grading (Excavation of contaminated soils)*

Enforcement/Monitoring: *City of Hollister - Engineering Department and Building Division*

MM HAZ-3 **Airport Influence Area Real Estate Disclosure Map.** The project applicant shall prepare an Airport Influence Area Real Estate Disclosure Map that clearly delineates each parcel located entirely or partially within the Airport Influence Area. The map shall be submitted to the City for use in preparing the final map for the project. The final map recordation would document the required real estate disclosure for each parcel.

Timing/Implementation: *Prior to recordation of the of the final map*

Enforcement/Monitoring: *City of Hollister - Engineering Department and Building Division*

HYDROLOGY AND WATER QUALITY (SUBSECTION 3.10)

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

Timing/Implementation: *Prior to issuance of grading and building permits*

Enforcement/Monitoring: *City of Hollister– Engineering Department and Building Division*

MM HYDRO-2 **Stormwater Management Plan.** Prior to issuance of grading or building permits for any future projects, the applicant shall submit a detailed stormwater management plan to the City of Hollister Engineering Division. The stormwater management plan shall comply with all applicable requirements of Section 17.16.140 of the Hollister Municipal Code. The stormwater management plan shall also comply with Central Coast Regional Water Quality Control Board Resolution R3-2013-0032 and in accordance with section E.12.k of the City's Municipal Separate Storm Sewer System (MS4) Permit, including all applicable post-construction requirements (PCRs), development standards, and design criteria. The stormwater management plan shall be supported by up-to-date hydrologic data to meet the current standards. All stormwater pollution prevention measures and long-term maintenance agreements shall be implemented and approved prior to issuance of certificates of occupancy for each phase of the project.

Stormwater pollution control measures represented in the proposed project are conceptual and will be finalized only after review by City of Hollister Engineering Division and Planning Division.

Timing/Implementation: *Prior to issuance of grading and building permits*

Enforcement/Monitoring: *City of Hollister– Engineering Department and Building Division*

MM HYDRO-3 **Floodplain hazards.** Prior to issuance of any grading or building permits for the project, the applicant shall obtain a development permit for construction within a special flood hazard zone from the Planning Director in accordance with Section 15.20.100 of the Hollister Municipal Code. The plan submitted for the development permit shall comply with all applicable requirements in Chapter 15.20 of the Hollister Municipal Code. All floodplain hazard prevention measures and regulations shall be implemented prior to issuance of certificates of occupancy for each phase of the project. Grading plans must demonstrate that al new lots located within the flood hazard zone are elevated a minimum of 1 foot above FEMA's base flood elevations. Should grading plans result in changes to FEMA's flood hazard maps, map revisions will be the responsibility of the applicant.

Timing/Implementation: *Prior to issuance of grading and building permits*

Enforcement/Monitoring: *City of Hollister– Engineering Department and Building Division*

NOISE (SUBSECTION 3.13)

MM NOI-1 Prior to grading permit issuance, the applicant shall demonstrate, to the satisfaction of the Development Services Director, that the project complies with the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices.
- Construction haul routes shall be designed to avoid noise-sensitive uses (e.g., residences, convalescent homes), to the extent feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Per the City's Municipal Code Ordinance 17.16.100 – Noise, commercial construction activities on and contiguous to residential properties shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and shall be prohibited on Sundays and federally recognized holidays

Timing/Implementation: *Prior to issuance of building permits*

Enforcement/Monitoring: *City of Hollister Engineering Department*

TRIBAL CULTURAL RESOURCES (SUBSECTION 3.18)

MM TCR-1 **Accidental discovery.** If tribal cultural resources are discovered during project construction activities, all work within 25 feet of the discovery shall be redirected and the tribal monitor shall assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Impacts to tribal cultural resources should be avoided by project activities, but if such impacts cannot be avoided, the resources shall be evaluated for their California Register eligibility. If the tribal cultural resource is not California Register–eligible, no further protection of the find is necessary. If the tribal cultural resource is California Register–eligible, it shall be protected from project-related impacts or such impacts mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.

Timing/Implementation: *During project construction*

Enforcement/Monitoring: *City of Hollister - Engineering Department and Building Division*

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