

## 4.3

### Air Quality

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#### Air Quality – The Setting

The planning area lies within the eastern portion of the North Central Coast Air Basin, which is comprised of Santa Cruz, San Benito and Monterey Counties. The planning area is located within Hollister Valley which is largely defined by the San Benito River Valley in north central San Benito County. The valley has a northwest/southwest alignment, and opens on the northwest end into the Monterey Bay coastal plain. The prevailing wind direction in Hollister is westerly.

The primary controlling factor in the climate of the air basin is a semi-permanent high pressure cell over the eastern Pacific Ocean. It is more dominant in the summer, triggering persistent west and northwest winds over the entire length of the state's coastline. Air descends in the Pacific High, creating a stable temperature inversion of hot air over a cooler coastal air layer. The onshore air current passes over the cool Pacific air layer to bring fog and relatively cool air into the coastal valleys. The warmer air behaves like a lid to restrict the vertical air movement.

The air pollution potential for the county as a whole is relatively high (particularly with respect to photochemical pollutants) due to hot summer temperatures, abundant sunlight, and the presence of these frequent temperature inversions that limit the dispersion of pollutants and mixing of air layers. The North Central Coast Air Basin encounters its most significant air quality problems in late spring and fall when a combination of weak onshore winds and a stable temperature create an inversion that restricts the vertical and horizontal dispersion of pollutants. This relatively stationary air mass is sustained by a high pressure cell along the Pacific Ocean which can enable pollutants to build up over several days.

In the northern portion of the county, which includes Hollister, this situation could be worsened by the occurrence of north or east winds which transport pollutants into the region from either the San Francisco Bay Region or the Central Valley, respectively. In addition, during winter evenings and early morning hours, air-flow patterns may be weak, resulting in localized inversions and trapped pollutants from air cooling close to the ground. During the summer, however, steady westerly winds off the Pacific Ocean funnel through a wide gap between the Gavilan Range and Santa Cruz Mountains occupied by the Pajaro River. This northwesterly flow tends to improve ventilation throughout the valley.

#### Air Quality Standards

Air quality is affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality.

The City of Hollister is located within the North Central Coast Air Basin (NCCAB). The NCCAB is comprised of Monterey, Santa Cruz, and San Benito Counties. The basin lies

along the central coast of California and covers an area of 5,159 square miles. The semi-permanent high-pressure cell in the eastern Pacific is the basic controlling factor in the climate of the air basin. In the summer, the high-pressure cell is dominant and causes persistent west and northwest winds over the entire California coast. Air descends in the Pacific High pressure cell and forms a stable temperature inversion of hot air over a cool coastal layer of air.

The onshore air currents pass over cool ocean waters to bring fog and relatively cool air into the coastal valleys. The warmer air aloft acts as a lid to inhibit vertical air movement. The generally northwest-southeast orientation of mountainous ridges tends to restrict and channel the summer onshore air currents. Surface heating in the interior portion of the San Benito Valley that contains the City creates a weak low pressure that intensifies the onshore airflow during the afternoon and evening. In the fall, the surface winds become weak, and the marine layer grows shallow, dissipating altogether on some days. The airflow is occasionally reversed in a weak offshore movement, and the relatively stationary air mass is held in place by the Pacific High pressure cell, which allows pollutants to build up over a period of a few days. It is most often during this season that the north or east winds develop to transport pollutants from either the San Francisco Bay area or the Central Valley into the NCCAB.

During the winter, the Pacific High pressure cell migrates southward and has less influence on the air basin. Air quality flows in a southeasterly direction out of the San Benito Valley, especially during night and morning hours. Northwest winds nevertheless remain dominant in winter, but easterly flow is more frequent. The general absence of deep, persistent inversions and the occasional storm systems usually result in good air quality for the basin as a whole in winter and early spring.

Hollister, at the northern end of the San Benito Valley, experiences west winds nearly one-third of the time. The prevailing air flow during the summer months probably originates in the Monterey Bay area and enters the northern end of the San Benito Valley via the air gap through the Gabilan Range occupied by the Pajaro River. In addition, a northwesterly airflow frequently transports pollutants into the San Benito Valley from the Santa Clara Valley.

### **Air Pollution Regulation**

The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate the emission of airborne pollutants and have established ambient air quality standards for the protection of public health. The United States Environmental Protection Agency (EPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent in California. The CARB provides local control in air quality management through county level or regional Air Pollution Control Districts (APCDs). The CARB establishes air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The CARB has established 14 air basins statewide. The City of Hollister is located in the North Central Coast Air Basin and is within the jurisdiction of the Monterey Bay Unified Air Pollution Control District (MBUAPCD).

Federal and state standards have been established for ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulates less than 10 microns in diameter (PM<sub>10</sub>), and lead. California has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. The U.S. EPA adopted stricter air quality standards for ozone and PM<sub>10</sub>. The existing safety standard for ozone, last revised in 1979, were previously set at concentration levels of 0.12 parts per million (ppm) for a 1-hour period. PM<sub>10</sub> threshold levels, established in 1987, are 150 micrograms per cubic meter for a 24-hour period. The EPA has replaced the 1-hour ozone standard with a new 8-hour averaging time and lowered the concentration level from 0.12 to 0.8 ppm. The EPA has also revised the PM<sub>10</sub> standard and changed the method for calculating PM<sub>10</sub> concentrations. The PM<sub>10</sub> standard has been split into two subclasses: a fine fraction (less than or equal to 2.5 microns in diameter) and a coarse fraction (greater than 2.5 microns but less than 10 microns in diameter). The annual PM<sub>2.5</sub> standard is 12 micrograms per cubic meter (federal) or 15 micrograms per cubic meter (State). The federal 24-hour standard is 65 micrograms per cubic meter, while there is no State 24-hour standard. has been set at 15 micrograms per cubic meter spatially averaged across an area. The new 24 hour PM<sub>2.5</sub> standard is based on the 3 year average of the 98th percentile of the 24 hour concentrations measured at a monitoring station.

### 2005 Ambient Air Quality

The APCD is required to monitor air pollutant levels to assure that the air quality standards are met, and if they are not met, to also develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in “attainment” or as “nonattainment.” San Benito County is in attainment for all standards except the state ozone and PM<sub>10</sub> standards.

The California Air Resources Board (CARB) maintains over 60 air quality-monitoring stations throughout California. The MBUAPCD operates several air quality-monitoring stations within the Basin with one station located within the City of Hollister, at Fairview Road. The data collected at this station is considered to be representative of the baseline air quality experienced in the county. It should be noted that San Benito County ambient air quality monitoring data is not available for carbon monoxide, nitrogen dioxide, sulfur dioxide, or hydrogen sulfide.

**Table 4.3.A: Attainment Status of the North Central Coast Air Basin**

Pollutant	Federal	State
Ozone (O <sub>3</sub> ) - 1 Hour	Revoked 06-15-05	Non-attainment Transitional
Ozone (O <sub>3</sub> ) 8 Hour	Unclassified/Attainment	Not Yet Applicable
Carbon Monoxide (CO)	Unclassified/Attainment	Monterey- Attainment San Benito - Unclassified Santa Cruz - Unclassified
Nitrogen Dioxide (NO <sub>2</sub> )	Unclassified/Attainment	Attainment
Sulfur Dioxide (SO <sub>2</sub> )	Unclassified	Attainment
Inhalable Particulates (PM <sub>10</sub> )	Attainment	Non-Attainment
Inhalable Particulates (PM <sub>2.5</sub> )	Unclassified/Attainment	Attainment

As detected by the quality-monitoring station, the primary pollutants of concern in Hollister are ozone and particulate matter (PM10). The area is in nonattainment regarding the state standard for these pollutants. The major sources for PM10 are fugitive road dust, windblown dust, farming operations, waste burning, construction, mobile sources, and industrial processes. PM10 levels in the area are primarily due to farming operations, grading, and motor vehicle emissions. The State PM10 standard were exceeded on one day during the year 2001, on four days during the year 2002, and was not exceeded in the year 2003. In addition, Federal annual arithmetic mean for PM10 was not exceeded and the State annual geometric mean was exceeded only once during the years 2001-2003.

Ozone is a secondary pollutant that is not produced directly by a source, but rather it is formed by a reaction between nitrogen dioxide (NO<sub>x</sub>) and volatile organic compounds (VOC) in the presence of sunlight. Reductions in ozone concentrations are dependent on reducing the amount of these precursors. The major sources of ozone precursor emissions in the Air Basin are motor vehicles, which accounts for approximately 32 percent of VOC, and 41 percent of NO<sub>x</sub> emissions. The federal ozone standard was not exceeded between the years 2000-2002, inclusive. However, the state one-hour ozone standard was exceeded one time during the year 2001 and four times during the year 2002, but was not exceeded during the year 2003. The California Clean Air Act specifies that areas, such as the County, in non-attainment for ozone must reduce emissions of ozone precursors by at least 5% per year until the standards are achieved.

### **Air Quality – Significance Criteria**

According to Appendix G of the CEQA Guidelines, a project will typically have a significant impact on the environment if it would result in violation(s) of ambient air quality standards, contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations.

Inconsistency with the population forecasts used for the AQMP is considered a conflict with an established plan, and would also be a significant adverse effect. Consistency is determined by comparing the AQMP population forecasts for each five-year increment with the population forecasts in the Draft General Plan for each five-year increment. The criteria for significance for air quality impacts are as follows:

### **Air Quality – Impacts and Mitigation Measures**

#### **Impact 4.3-1 Consistency with Clean Air Plan**

The Draft General Plan is consistent with the Monterey Bay Unified Air Pollution Control District clean air plan. Population projections do not significantly exceed AMBAG projections, and VMT should not increase faster than population. This would be a less-than-significant impact.

Air quality is a regional issue that affects the health of Hollister residents. Addressing air quality issues requires that all jurisdictions in the region play a responsible role in addressing them. In order for Hollister's General Plan to be consistent with the Air Quality Plan, the City's population and employment projections must fall within those anticipated in the Air

Quality Plan. The City must also assure that the cumulative air quality impacts of land use patterns, potential development, and circulation policies for Hollister are adequately mitigated. Lastly, the General Plan must require individual project analysis and impact mitigation consistent with CEQA requirements.

AMBAG projections are used in the Monterey Bay Unified Air Pollution Control District in its Air Quality Plan. Population, housing units and employment projections under the Draft General Plan are generally consistent with AMBAG’s “constrained development” projections, but with policies and programs to enable to City to meet its Regional Housing Needs Determinations. As described in the Land Use section of this EIR, the differences between AMBAG’s adopted projections (April, 2004) and the projections under Hollister’s Draft General Plan are insignificant.

#### **Mitigation Measures for Impact 4.3-1 Proposed in the Draft General Plan**

LU4.6	Signs for Pedestrians and Motorists
LU4.7	Common Parking Areas
LU4.8	Pedestrian Environment
LU5.1	Local Jobs and Housing Balance
LU5.2	Mixed-Use
LU6.1	Infill Development
LU6.3	Orderly Growth
LU6.4	Specific Plans
LU6.5	Transfer of Development Rights
LU9.2	Energy Efficiency
LU9.3	Healthy Building Materials
C3.2	Public Transit
C3.3	Park and Ride Facilities
C3.4	Bicycle Facilities
C3.6	Pedestrian Connections
OS1.3	Site Planning to Preserve Open Space
NRC 2.1	State and Federal Standards for Air Quality
NRC 2.2	Air Quality Considerations in Land Use Planning
NRC 2.3	Air Quality Planning and Coordination
NRC 2.4	Particulate Matter Pollution Reduction
NRC 2.5	Circulation Alternatives to Reduce Impacts on Air Quality
NRC.A	Conduct air quality education programs
NRC.H	Apply air quality standards in development review
NRC.J	Apply Title 24 requirements
NRC.L	Coordinate with other agencies in air quality planning
NRC.M	Establish buffers to protect air quality
NRC.N	Identify opportunities for transit-oriented development

#### **Additional Mitigation Measures Proposed in the EIR**

None required. (*See Land Use Section – Mitigation Measure 4.1-1-1*)

#### **Significance After Mitigation**

Implementation of policies and programs contained in the Draft General Plan would not have a significant effect on air quality and BAAQMD thresholds of significance for air toxics and odors would be met With adoption and implementation of mitigation measure 4.1-1.1,

any potential impact of inconsistency between the regional air quality plan and AMBAG forecasts, and the Hollister General Plan, would be reduced to a less-than-significant level.

#### **Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department would be responsible for implementing and monitoring those policies and programs. Any amendment to the AMBAG forecasts would be the responsibility of the AMBAG Board.

#### **Impact 4.3-2 Consistency with Clean Air Plan Transportation Control Measures**

The Draft General Plan policies would support regional transportation control measures that are to be implemented by cities. This would be a less-than-significant impact.

Local air quality is most affected by CO emissions from motor vehicles. CO is typically the pollutant of greatest concern because it is created in abundance by motor vehicles and it does not readily disperse into the air. Because CO does not readily disperse, areas of vehicle congestion can create “pockets” of high CO concentration called “hot spots.” These pockets have the potential to exceed the State one-hour standard of 20 ppm and/or the eight-hour standard of 9.0 ppm. The General Plan would create additional vehicular traffic on the local roads, thereby increasing the localized CO levels in the project area. Air quality and vehicle emissions are closely related to land use and transportation.

While CO transport is limited, it does disperse with distance from the source under normal meteorological conditions. However, under certain extreme conditions, CO concentrations near congested roadways or intersections may reach unhealthful levels affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, etc.). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes.

Implementation of roadway improvements consistent with the General Plan would improve traffic congestion and levels of service (LOS) along roadways throughout the City, Implementation of the General Plan would not result in traffic congestion worse than LOS D, therefore CO modeling is not required.

Mitigation measures are also found in the proposed General Plan covering policies encouraging mixed uses and improved jobs/housing balance to reduce regional automobile trip generation. The Plan provides for improvement in jobs/housing balance through the development of a mixture of commercial, retail office, and residential uses in a compact area to promote multiple trip destinations, and promotion of pedestrian circulation. These are all land use strategies known to reduce vehicle trips when compared to dispersed growth.

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Land uses such as schools, playgrounds, child care centers, retirement homes, convalescent homes, hospitals, and clinics are considered to be relatively sensitive to poor

air quality. The young, the old, and the infirm, are associated with those types of land uses, and are generally more susceptible to respiratory infections and other air-quality-related health problems than are other members of the general population.

Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Recreational land uses are considered moderately sensitive to air pollution, although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution.

The greatest number of sensitive receptors are located west of Highway 25 in the downtown and surrounding area and a newer area of development east of Highway 25 in the Airline Highway area. There are isolated schools and parks scattered throughout the planning area. Project review should include an evaluation of the adequacy of the setback from the highway and, if necessary, identify design mitigation measures to reduce health risks to acceptable levels.

The Draft General Plan policies complement the recommended mitigation measures in the Monterey Bay Area Unified Air Pollution Control District's (MBUAPCD) CEQA Air Quality Guidelines. Examples of MBUAPCD's recommended mitigation measures include: orient building entrances towards transit facilities, provide bicycle paths within major subdivisions that link to an external network, and provide preferential parking spaces for carpools. These measures are designed to reduce air quality impacts of new development and are policies included in the Draft General Plan. The livable communities policies support and enhance improved public transit, area-wide Transportation Demand Management, and improved bicycle facilities.

#### **Mitigation Measures for Impact 4.3-2 Proposed in the Draft General Plan**

- LU4.6 Signs for Pedestrians and Motorists
- LU4.7 Common Parking Areas
- LU4.8 Pedestrian Environment
- LU5.1 Local Jobs and Housing Balance
- LU5.2 Mixed-Use
- LU6.1 Infill Development
- LU6.3 Orderly Growth
- LU6.4 Specific Plans
- LU6.5 Transfer of Development Rights
- LU9.2 Energy Efficiency
- LU9.3 Healthy Building Materials
- C3.2 Public Transit
- C3.3 Park and Ride Facilities
- C3.4 Bicycle Facilities
- C3.6 Pedestrian Connections
- OS1.3 Site Planning to Preserve Open Space
- NRC 2.1 State and Federal Standards for Air Quality
- NRC 2.2 Air Quality Considerations in Land Use Planning

- NRC 2.3 Air Quality Planning and Coordination
- NRC 2.4 Particulate Matter Pollution Reduction
- NRC 2.5 Circulation Alternatives to Reduce Impacts on Air Quality
- NRC.A Conduct air quality education programs
- NRC.H Apply air quality standards in development review
- NRC.J Apply Title 24 requirements
- NRC.L Coordinate with other agencies in air quality planning
- NRC.M Establish buffers to protect air quality
- NRC.N Identify opportunities for transit-oriented development

#### **Additional Mitigation Measures Proposed in the EIR**

None required.

#### **Significance After Mitigation**

Implementation of these and other Draft General Plan policies and programs would reduce impacts to a less-than-significant level.

#### **Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department would be responsible for implementing and monitoring those policies and programs.

#### **Impact 4.3-3 Odor/Dust/Toxics Buffer Areas**

The Draft General Plan policies and land use maps would provide adequate buffer zones around existing and proposed land uses that could emit odor and toxic contaminants. In addition, measures would be included to control dust from construction and other activities. This would be a less-than-significant impact.

Odors are also an important consideration in local air quality conditions. Specific activities allowed within each of the major General Plan land use categories (e.g., uses that permit restaurants, manufacturing plants and agricultural operations) can raise concerns on the part of nearby neighbors. While sources that generate objectionable odors must comply with air quality regulations, the public's sensitivity to locally produced odors may exceed regulatory thresholds and should be considered on a project-by-project basis.

Construction activities associated with future development or redevelopment of properties within the City would likely include site preparation, soil excavation, backfilling, grading, and equipment vehicular traffic on paved and possibly unpaved roads. Soil disturbances caused by construction activities would be exacerbated by wind erosion. As a result, short-term dust emissions would cause a temporary increase in localized PM10 emissions. The highest potential for dust impacts would occur when the soils were dry, during the late spring, summer, and early fall. The City requires that construction contracts specify that watering take place to reduce dust emissions.

Fugitive dust emissions are generally associated with demolition, land clearing, exposure of soils to the air, and cut and fill operations. Dust generated during construction varies substantially on a project-by-project basis, depending on the level of activity, the specific



operations and weather conditions. Surrounded by a variety of agricultural operations and subject to a moderate level of wind, Hollister will continue to face the issue of fugitive dust in the coming years.

Construction activities cause combustion emissions from utility engines, heavy-duty construction vehicles, equipment hauling materials to and from construction sites and motor vehicles transporting construction crews. Exhaust emissions from construction activities vary daily as activity levels change, though the use of construction equipment would likely result in localized exhaust emissions.

Construction activities associated with future development or redevelopment of properties in the City would result in short-term exhaust emissions generated from construction-related equipment. The primary pollutants associated with construction equipment exhaust emissions consist of ozone precursors (ROG and NO<sub>x</sub>) and PM<sub>10</sub>. The short-term increase in exhaust emissions during construction activities may expose sensitive receptors to substantial pollutant concentrations.

City requirements can reduce potential impacts to a level of insignificance. PM<sub>10</sub> generated from construction-related activities is highly dependent on several factors including activity level, specific operations, equipment type, and weather conditions.

#### **Mitigation Measures for Impact 4.3-3 Proposed in the Draft General Plan**

LU6.1	Infill Development
LU6.3	Orderly Growth
LU6.4	Specific Plans
NRC.H	Apply air quality standards in development review
NRC.L	Coordinate with other agencies in air quality planning
NRC.M	Establish buffers to protect air quality
NRC.N	Identify opportunities for transit-oriented development
NRC.T	Require construction techniques that minimize wind erosion

#### **Additional Mitigation Measures Proposed in the EIR**

None required.

#### **Significance After Mitigation**

Implementation of these and other Draft General Plan policies and programs would reduce impacts to a less-than-significant level.

#### **Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department would be responsible for implementing and monitoring those policies and programs.

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## 4.4

### Noise

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#### Noise – The Setting

Noise is generally defined as unwanted sound. Whether a sound is unwanted depends on when and where it occurs, what the listener is doing when it occurs, characteristics of the sound (loudness, pitch and duration, speech or music content, irregularity) and how intrusive it is above background sound levels. With regard to increases noise level, the following relationships are helpful to understand: (1) Outside of carefully controlled laboratory experiments, a 3 decibel (dB) change is considered a just-perceivable difference; (2) a change in level of at least 5 dB is required before any noticeable change in community response would be expected; and (3) a 10 dB change is subjectively heard as approximately a doubling in loudness, and would almost certainly cause an adverse change in community response.

The decibel scale is based on the logarithmic relationship of a measured sound pressure to a reference sound pressure. As it turns out, people tend to respond to changes in sound pressure in a logarithmic manner. In general, a 1 dB change in the sound pressure levels of a given sound is detectable only under laboratory conditions. A 3 dB change in sound pressure level is considered a “just detectable” difference in most situations. A 5 dB change is readily noticeable and a 10 dB change is considered a doubling (or halving) of the subjective loudness.

For each doubling of distance from a point noise source, the sound level will decrease about 6 dBA. In other words, if a person is 100 feet from a machine, and moves to 200 feet from that sound source, sound levels will drop about 6 dBA. For each doubling of distance from a line source, like a roadway, noise levels are reduced by 3 - 5 decibels, depending on the ground cover between the source and the receiver.

#### Measurement and Effects of Noise

The objectionable nature of sound is caused by its pitch or its loudness. Pitch is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. Loudness is caused by the intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave: it is a measure of the amplitude of the sound wave.

Beyond the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. The most basic noise measurement is the decibel (dB), which is a unit of measurement indicating the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. Generally, the human ear cannot perceive a difference between two noises that are less than three decibels different from one another.

There are several methods of refining decibel scales to make them reflect human perception. Most commonly used in California is the A-weighted sound level or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. For example, light traffic heard from a distance of 100 feet would have a level of 50 dBA. A jet taking off 200 feet away would create 120 dBA.

Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be used. Most commonly, environmental sounds are described in terms of their level of acoustical energy averaged over a period of time. This energy-equivalent sound/noise descriptor is called Leq. The most common Leq averaging period is hourly, but Leq can describe noise events of any specified time period.

Since sensitivity to noise increases during the evening and at night – because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that increase the weighting for noise that occurs during quiet times of day. The increase is referred to as a penalty. For example, the Community Noise Equivalent Level (CNEL) measures the cumulative noise exposure in a place, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB penalty added to nocturnal (10:00 pm - 7:00 am) noise levels. The Day/Night Average Sound Level, Ldn, is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

The State Office of Noise Control, in its Land Use Compatibility Standards table, defines an outdoor level of Ldn 60 dB or less as being “normally acceptable” for residential uses, schools, libraries, churches, and hospitals. The intent of the 60 dBA (Ldn) level is partly to provide acceptable outdoor levels. A 60 dBA (Ldn) is generally considered to be an appropriate exterior level near roadways where outdoor use is a major consideration, such as in backyards, recreation areas in residential projects, and many park areas.

A second intent of the 60 dBA (Ldn) standard is to provide, either through design, location, or insulation, for interior noise levels no greater than 45 dBA (Ldn), which is generally accepted as the maximum acceptable noise level for most indoor residential activities. This assumes that the typical building reduces outdoor noise by 10 - 15 decibels with windows open and 20 - 24 decibels with windows closed (smaller windows and better construction will provide the higher end of the range). Typically, if outdoor noise is less than 60 dBA (Ldn), average wall and window construction will reduce noise levels below 45 dBA (Ldn), even with partially open windows. Closed windows and mechanical ventilation may be needed where outdoor noise levels are above 60 dBA (Ldn).

#### **Effects of Noise According to Levels**

The known effects of noise on humans include hearing loss, sleep and speech interference, and annoyance. While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise, but may be due to a single event such as an explosion.

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher.

Steady noise of sufficient intensity (above 35 dBA) and fluctuating noise levels above 45 dBA have been shown to affect sleep. Interior residential standards for multiple-family dwellings are set by the State of California at 45 dBA CNEL. The standard is designed for sleep and speech protection. The walls of an average home decrease outdoor noise by about 12 to 17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57 to 62 dBA CNEL or higher with open windows and 65 to 70 dBA CNEL or higher if the windows are closed.

Attitude surveys have been used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. The Ldn as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. Two common sources of noise, which cause annoyance, are ground transportation and aircraft noise. When measuring the percentage of the population “highly annoyed,” the threshold for ground vehicle noise is about 55 dBA Ldn. At an Ldn of about 60 dBA, approximately 2 percent of the population is “highly annoyed.” When the Ldn increases to 70 dBA, the percentage of the population “highly annoyed” increases to about 12 percent of the population. There appears to be a correlation between an increase of about one percent of population per dBA increase between an Ldn of 60 to 70 dBA.

Noise can be defined as a sound or series of sounds that are intrusive, irritating, objectionable and/or disruptive to daily life. Noise varies widely in its scope, source, and volume, ranging from individual occurrences, such as a lawn mower, to the intermittent disturbances of train whistles, to the fairly constant noise generated by traffic on freeways. Noise is primarily a concern when in the vicinity of noise-sensitive uses such as residences, schools, churches, and hospitals.

#### **Existing Noise Sources**

Major noise sources within the City of Hollister include cars, trucks, buses, trains, aircraft, agricultural equipment, and activities associated with neighborhoods and schools (lawn mowing and leaf blowing, children playing, etc.). The most important difference between transportation and non-transportation noise sources is that the City can generally exercise control on the level and duration of noise at the property line of a non-transportation source of noise. Cities often adopt noise exposure standards for noise levels generated from mobile sources, such as trucks, trains, or planes, and then make permitting decisions for land uses regarding their sensitivity in areas with excessive noise. Cities can play a role in enforcing the requirement in the State Vehicle Code regarding properly operating mufflers, and may also set speed limits or weight restrictions on streets. In general terms, a City’s actions are primarily proactive with respect to stationary noise sources and reactive for those mobile sources beyond City control.

#### **Noise – Significance Criteria**

The California Environmental Quality Act (CEQA) includes qualitative guidelines for determining the significance of adverse environmental noise impacts. According to CEQA Guidelines (Appendix G), a project will normally have a significant effect on the environment if it will: (1) Conflict with adopted environmental plans and goals of the

community where it is located; or (2) substantially increase the ambient noise levels for adjoining areas.

### **Noise – Impacts and Mitigation Measures**

#### **Impact 4.4-1 Increased Traffic Noise**

Existing noise sensitive land uses would be exposed to minor increases in noise levels from traffic. In addition, roadway improvement projects have the potential to generate noise impacts due to increased traffic noise. However, with implementation of mitigation measures contained in the Draft General Plan to reduce noise levels this would be a less-than-significant impact.

Traffic noise depends primarily on the speed of traffic and the percentage of truck traffic; traffic volume also has a major influence on traffic noise levels. The primary source of noise from automobiles is high frequency tire noise, which increases with speed. In addition, trucks and older automobiles produce engine and exhaust noise, and trucks also generate wind noise. While tire noise from autos is generally located at ground level, truck noise sources can be located as high as 10 to 15 feet above the roadbed due to tall exhaust stacks and higher engines; sound walls are not always effective for mitigating such noise unless they are taller than the noise source. According to common practice, maximum exterior noise levels of 60 dBA CNEL or Ldn are considered “normally acceptable” for unshielded residential development.

“Normally acceptable” means that no noise evaluation is needed and any buildings may be constructed using conventional techniques. Noise levels from 60 to 70 dBA CNEL or Ldn fall within the “conditionally unacceptable” range, which means that detailed noise analysis and possibly mitigations are required, and those in the 70 to 75 dBA CNEL or Ldn range are considered “normally unacceptable,” meaning that analysis and mitigations are required.

Figure 11 is a noise contour map for the City that identifies 2005 noise contours for major roadway segments. The noise contour map also shows the 60 dBA CNEL contour along major roadways and near the Airport. As shown on the map, areas within this contour line would be affected by noise associated with these noise sources.

The Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions along roadway links within the City. A typical vehicle mix for urban/suburban areas in California was used in this modeling effort. The modeled 24-hour CNEL levels for the year 2004 baseline conditions are shown the accompanying figure.

Traffic noise along the majority of the roadway links in the City is moderate (i.e., the 70 dBA CNEL contour is confined within the roadway right-of-way). However, along some City streets (e.g., San Felipe Road, San Benito Street, Fourth Street, Tres Pinos Road and Sunnyslope Road), the 70 dBA CNEL extends up to 87 feet from the roadway centerline and toward existing development on fronting parcels. The 65 dBA CNEL extends up to 181 feet from the roadway centerline followed by the 60 dBA CNEL which extends up to 386 feet from the roadway centerline.

Figure 11: Noise Contour Map



**Table 4.4.A: Traffic Noise Levels**

Roadway Segment	2004 Peak Hour Traffic	Centerline to 70 CNEL (Feet)	Centerline to 65 CNEL (Feet)	Centerline to 60 CNEL (Feet)	CNEL 50 Feet from Outermost Lane (dBA)
<b>San Felipe Road</b>					
Between Wright Rd and Santa Ana Rd	1,687	87	181	386	71.1
Between Santa Ana Rd and Third St	1,652	87	181	382	71.1
Between Third St and Fourth St	1,326	73	149	318	69.9
<b>San Benito Street</b>					
Between Fourth St and Fifth St	938	59	118	249	68.2
Between Fifth St and South St	1,035	73	150	320	69.9
Between South St and Nash Rd	980	61	122	259	68.5
Between Nash Rd and Union Rd	760	< 50	67	138	64.3
<b>Santa Ana Road</b>					
Between San Felipe Rd and McCray St	961	< 50	85	183	67.8
East of McCray St	482	< 50	84	175	65.9
<b>McCray Street</b>					
Between Meridian St and Hillcrest Rd	1,072	73	149	318	69.9
Between Hillcrest Rd and Sunnyslope Rd	969	66	134	284	69.1
<b>Airline Highway</b>					
Between Sunnyslope Rd and Sunset Dr	1,343	81	168	359	70.6
South of Sunset Dr	870	56	110	233	67.8
<b>Fourth Street</b>					
West of Graf Rd	770	60	120	255	68.4
Between Graf Rd and Miller Rd	908	61	124	263	68.6
Between Miller Rd and Westside Blvd	1,191	72	148	315	70
Between Westside Blvd and San Benito St	1,340	86	179	383	71.1
<b>Meridian Street</b>					
Between San Benito St and McCray St	754	< 50	86	185	67.8
East of McCray St	1,049	57	113	239	68
<b>South Street</b>					
West of San Benito St	485	< 50	87	182	66.2
<b>Hillcrest Road</b>					
Between San Benito St and McCray St	598	< 50	61	131	65.6
East of McCray St	682	< 50	110	232	67.8
<b>Nash Road</b>					
West of San Benito St	909	< 50	94	202	68.4
<b>Tres Pinos Road</b>					
Between San Benito St and McCray St	1,413	84	176	375	70.9
<b>Sunnyslope Road</b>					
Between McCray St and Memorial Drive	1,013	71	146	310	69.7



Vehicular traffic is the largest contributor to noise levels in Hollister. With the new development anticipated in the Draft General Plan, traffic noise would increase in most areas. Individual roadway improvement projects have the potential to generate noise impacts due to increased traffic noise. Traffic Noise from new development would require that mitigation measures be incorporated into projects that increase traffic noise levels. This would be a less-than-significant impact.

#### **Mitigation Measures for Impact 4.4-1 Proposed in the Draft General Plan**

LU9.5	Avoidance of Hazardous Development Areas
LU6.4	Specific Plans
LU.F	Develop and adopt design review guidelines
HS3.1	Protection of Residential Areas from Unacceptable Noise Levels
HS3.2	Noise Source Control
HS3.3	Construction Noise
HS3.4	Vehicle Noise
HS3.5	Street Improvements for Noise Mitigation
HS3.6	Noise Standards Enforcement
HS.N	Identify traffic noise mitigation needs
HS.O	Periodically evaluate the City's Noise Ordinance
HS.P	Provide staff training on noise enforcement

#### **Additional Mitigation Measures Proposed in the EIR**

None required.

#### **Significance After Mitigation**

Implementation of these and other Draft General Plan policies and programs would reduce any potential impacts to a less-than-significant level.

#### **Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department would be responsible for implementing and monitoring those policies and programs.

#### **Impact 4.4-2 Rail and Airport Noise**

Existing noise sensitive land uses would not be exposed to increased noise levels from the Hollister Airport or from rail operations. This would be a less-than-significant impact.

Aircraft overflights contribute little to the ambient noise levels in the City of Hollister. However, the Hollister Municipal Airport is a general aviation airport that provides a variety of services to small and large aircraft. In its operational role, it is classed as General Utility and accommodates all current aviation aircraft except certain business jets. There are 90 aircraft currently based at the airport with annual operations estimated at \$55,000.

Union Pacific maintains and operates a rail line through the City of Hollister that transports approximately 10,000 gross tons of goods each year. Noise from this source is characterized by the passage of trains at wide time intervals but with individual trains

emitting a high sound level. Noise levels adjacent to active rail lines reach 60 dBA Ldn to approximately 200 feet of the tracks.

#### **Mitigation Measures for Impact 4.1-5 Proposed in the Draft General Plan**

LU9.5	Avoidance of Hazardous Development Areas
LU6.4	Specific Plans
LU.F	Develop and adopt design review guidelines
HS3.1	Protection of Residential Areas from Unacceptable Noise Levels
HS3.2	Noise Source Control
HS3.6	Noise Standards Enforcement
HS3.7	Airport Noise
HS.O	Periodically evaluate the City's Noise Ordinance
HS.P	Provide staff training on noise enforcement

#### **Additional Mitigation Measures Proposed in the EIR**

None required.

#### **Significance After Mitigation**

Implementation of these and other Draft General Plan policies and programs would reduce any potential impacts to a less-than-significant level.

#### **Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department and Public Works Department would be responsible for implementing and monitoring those policies and programs.

#### **Impact 4.4-3 Stationary Noise Sources and Construction Noise**

Existing noise sensitive land use would be exposed to increased noise levels from stationary noise sources, and noise from construction activities would also occur. Existing City regulations and the policies and programs contained in the Draft General Plan can reduce potential noise impacts to a less-than-significant level.

Major stationary noise sources in and around the City of Hollister generally include machinery or equipment that emit noise during operation (e.g., air conditioners, generators). Noise associated with certain land uses (industrial and commercial) could be considered stationary sources if the point for noise generation was stationary rather than mobile.

These stationary sources can generate relatively loud noises. However, unlike the transportation sources that affect a relatively large area along the transportation facility, the stationary sources normally affect a smaller area immediately adjacent to the source. Noises from stationary sources are subject to the City's Municipal Code Noise Ordinance Requirements.

Once the building moratorium has ended, short term noise impacts associated with demolition, excavation, grading and building construction can be expected. Construction-

period noise levels are higher than existing noise levels, but will cease once construction is complete.

Construction occurs in phases, each of which has its own mix of equipment and, consequently, its own noise characteristics. Typical noise levels range up to 91 dBA Lmax at 50 feet during the noisiest construction phase. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise level because the noisiest construction equipment is earth-moving equipment.

City of Hollister Municipal Code restricts the hours noise-producing machinery can be operated. No routine maintenance, major repairs, or construction may take place before 8 a.m. or after 9 p.m. any day of the week.

Some land uses are considered more sensitive to ambient noise levels than others, due to the extent of noise exposure and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and outdoor recreation areas are generally more sensitive to noise than are commercial and industrial land uses.

#### **Mitigation Measures for Impact 4.4-3 Proposed in the Draft General Plan**

LU9.5	Avoidance of Hazardous Development Areas
LU6.4	Specific Plans
LU.F	Develop and adopt design review guidelines
HS3.1	Protection of Residential Areas from Unacceptable Noise Levels
HS3.2	Noise Source Control
HS3.3	Construction Noise
HS3.6	Noise Standards Enforcement
HS.O	Periodically evaluate the City's Noise Ordinance
HS.P	Provide staff training on noise enforcement
HS.T	Review new development for potential noise impacts

#### **Additional Mitigation Measures Proposed in the EIR**

None required.

#### **Significance After Mitigation**

Implementation of these and other Draft General Plan policies and programs would reduce any potential impacts to a less-than-significant level.

#### **Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department, Public Works Department and the Police Department would be responsible for implementing and monitoring City policies and programs to reduce noise impacts.

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## 4.5

# Public Services and Utilities

## Public Services and Utilities – The Setting

### Fire Services

Responsibility for responding to fires in the planning area is divided among three fire departments. The Hollister City Fire Department provides fire protection within the Hollister city limits, while the California Department of Forestry (CDF) responds to wildland fires in the unincorporated areas of the 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 the CDF. The County fire department provides initial response in certain areas of the city under an mutual aid agreement between the 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.

Figure 12: Hollister Planning Area



The portions of the planning area beyond the city limits that are administered by the CDF have been classified as to the degree of fire hazard present. Their 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 historic weather patterns for the region. Flint Hills to the northwest of the planning area 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 are appraised as posing 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.

The Hollister Fire Department currently is a two-house operation. It runs one Engine Company and one Truck Company, from Station 1, located at 110 5th Street. Station 2 located at 1200 Union Road, runs one engine company. Staffing levels (as of May, 2005) include 8 full-time firefighters who are on duty each day. There are also 25 paid-call firefighters available if called. San Benito County has 2 full-time on duty and volunteers if called.

The City of Hollister currently hires all Firefighters from the reserve Firefighter cadre. The Hollister Fire Department personnel are required to meet very specific and detailed training requirements, so that the highest qualified persons are providing fire protection services to the Hollister community.

- A Fire Captain at the Hollister fire department is required to possess certification as a Firefighter I and II, a California Class B drivers license, Driver Operator certification, Emergency Medical Technician-D certification, Fire Officer certification, have a minimum of five (5) years of service, and be signed off in-house for local competencies.
- A Fire Apparatus Engineer shall have a Firefighter I and II certification, a Class B California drivers license, Driver Operator certification, Emergency Medical Technician –D certification, an in-house sign off of local competencies, and a minimum of two (2) years of service.
- A Firefighter shall have a Firefighter I and II certification and Emergency Medical Technician –D certification.

### **Hazardous Materials**

The use and storage of hazardous materials in the City is regulated under Hollister's Hazardous Waste Ordinance, (1984), which is contained in Chapter 10A of the Municipal Code. The ordinance is consistent with and mirrors many provisions of Chapter 695 of the State 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 City's Fire Department. The department is presently compiling a map for the location of chemical storage around the City.

Any person who uses or handles a hazardous material to obtain a permit from the Fire Department, with some limited exceptions. The Hazardous Materials Division is responsible for the following CUPA programs:

- Hazardous Materials Business Plan Program (CA Health & Safety Code Chapter 6.95).

- Hazardous Waste Program (CA Health & Safety Code, Chapter 6.5).
- Underground Storage Tank Program (CA Health & Safety Code, Chapter 6.7).
- Accidental Release Program (CA Health & Safety Code, Chapter 6.95).
- Aboveground Storage Tank (CA Health & Safety Code, Chapter 6.67).
- Uniform Fire Code (Section 8001.3.2 - 8001.3.3a).

### **Police**

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

Since January 2003, the Hollister Police Department has been using a computerized records management system to give officers and administrative personnel better and faster access to crime records while providing fast data entry capabilities. This system has proven to be faster, more reliable, easier to use, and more readily accepted by department personnel than anything previously installed. The new system has relieved the records department of a large data entry task while making other aspects of the job easier. Officers now have the ability to both rapidly enter reports and query the system for criminal information. Also, each officer on patrol can access the system via laptop computer from his or her patrol car over a secure wireless network which is installed throughout the city. Investigators and management can access the system's powerful reports to gather statistical information and perform crime analysis tasks.

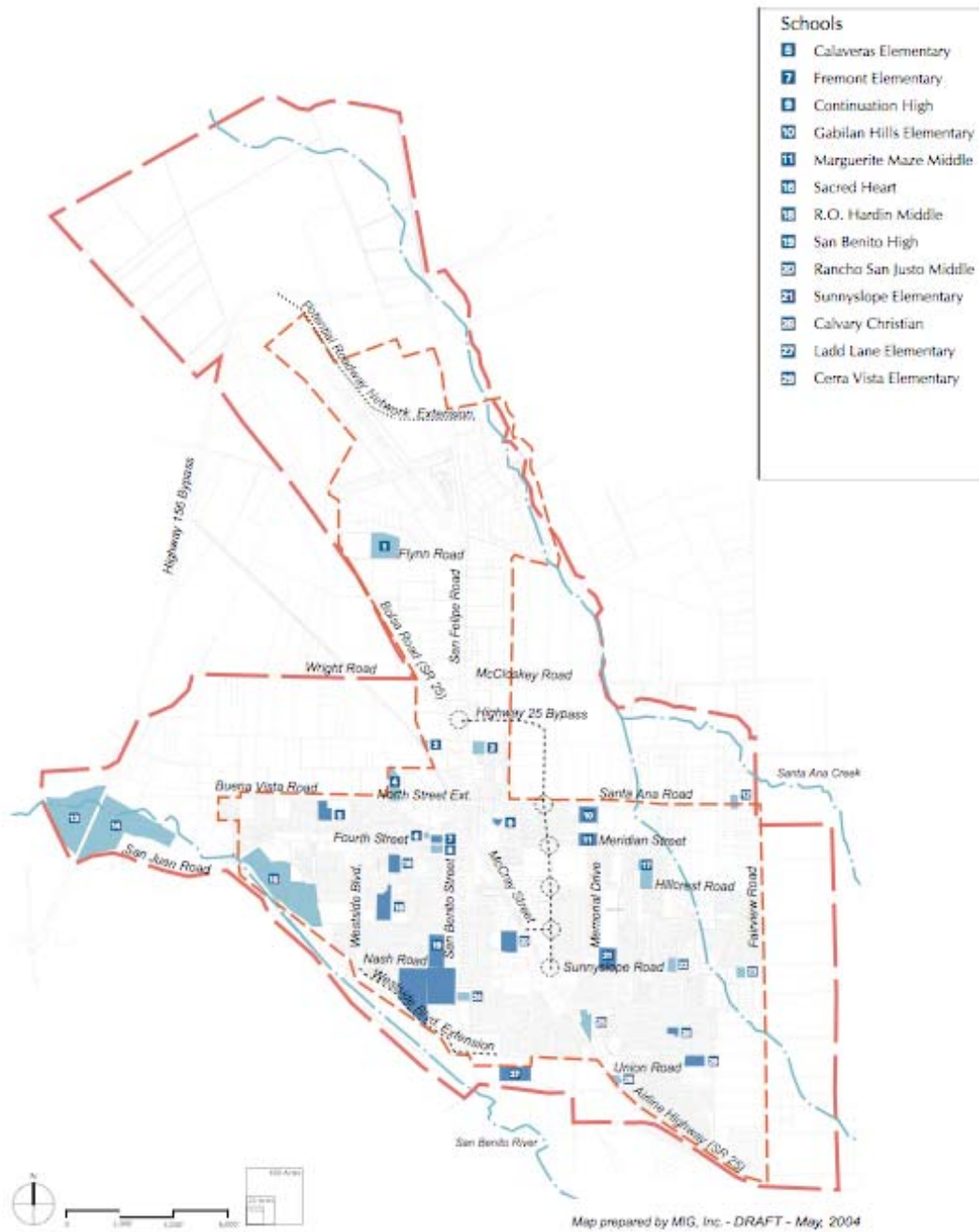
### **Schools**

Public school services in Hollister are under the jurisdiction of the Hollister School District (grades K-8) and the San Benito High School District (grades 9-12). Recent growth in the Hollister area has caused the need for expansion of the existing school facilities as well as the construction of new facilities. While the school districts in the past have received substantial State funds for school construction, the districts have reported that much of the funds have been received after the need was generated, causing intermittent overcrowding conditions. Even with the new school construction, the schools are currently at or near capacity.

San Benito High School, operated by the San Benito High School District, currently has an enrollment of about 2,700 students. The District serves students from both within and outside the Hollister planning area. The District has reported that the school has a maximum capacity of approximately 3,000 students.

The San Benito County Office of Education offers special education services and a variety of alternative education services, including an opportunity school, a continuation high school and a community school. In addition to these local schools, Gavilan Community College operates as San Benito County Junior College. Its current main campus is located at 5055 Santa Teresa Road, Gilroy, and it has satellite campuses in Morgan Hill and Hollister. The Hollister campus is located in the Briggs Building at 365 Fourth Street, Hollister. This campus has 5 classrooms and semester enrollment is nearly 800 students. It provides post-secondary educational opportunities for Hollister area residents and residents from south Santa Clara County. Figure 13 shows the location of public schools in Hollister.

Figure 13: Existing Public Schools in Hollister





## Parks and Recreation

Parks and recreation facilities are shown on Figure 14. Specific facilities include:

- **Calaveras School Park.** Includes approximately seven acres of softball fields, basketball courts, a playground, an amphitheater and barbecue facilities, which require reservations.
- **Rancho San Justo Sports Complex.** Approximately 13 acres of softball and soccer fields, a football field, a quarter-mile track, basketball courts and sports lighting.
- **Dunne Park.** Gentle, grass covered hills offer room to play or picnic. Includes tennis courts, softball fields, playground and memorial rose garden and barbecue pits, which are first come first serve.
- **Vista Park Hill.** A softball field, playground and barbecue facilities overlook a nearly 360° view of the downtown Hollister area. Located near downtown Hollister.
- **Veteran's Memorial Softball Fields.** Located along Memorial Drive between Sunnyslope and Hillcrest Roads. Veteran's Memorial Park is a County Park but is operated and maintained by the user groups. The City operates two softball fields with night lights and a skate park at this site.
- **Cerra Vista School Park.** Approximately seven acres with two playgrounds, a jogging course, two softball/soccer fields, basketball courts and fitness structure.
- **McCarthy Street Park.** Approximately 1.5 acres of turf and a multi-use basketball court. Located at San Andreas School on Alvarado Drive.
- **Marguerite Maze Sports Complex.** The sports complex is still under construction. The basketball, volleyball, softball and soccer fields are completed. Two additional softball fields are under construction and will be lighted in the future.
- **John Z. Hernandez Memorial Park.** A quarter-acre park with a half-court basketball court, and play equipment. Located on Central Avenue.
- **Las Brisas Park.** Approximately one-acre park with play area, picnic tables and open turf area. Located on Las Brisas Drive between Hillcrest and Sunnyslope Roads.
- **Frank Klauer Memorial Park.** This 5-acre facility is located on Beverly Drive in the Sunnyslope Village Subdivision. The park is constructed around a storm water retention basin and is primarily turf, with toddler and youth oriented playground, as well as picnic tables and individual barbecue pits.
- **Hollister Community Center.** The Community Center is used for weddings, anniversaries, and company parties.

Figure 14: Parks and Recreation Facilities



- **Hollister Skate Park.** The Skate Park is located on Memorial Drive adjacent to the Veterans Memorial Softball Fields. The Skate Park includes two 8-foot bowls, cemented rails and ramps for a skaters ultimate ride. Skateboarders are required to wear helmets and pads to ride in the Skate Park. Hours of operation are dawn to dusk.
- **Veterans' Memorial Building.** The Veterans Memorial Building is located on San Benito Street is one of Hollister's oldest historical buildings. The Veterans Memorial Building can hold up to 1,000 people and contains a full service kitchen and bar.
- **Tony Aguirre Memorial Park.** Tony Aguirre park is located in the Bridgeville Sub-Division off of Bridge Road. The Tony Aguirre park is one-acre of playground facilities, with open grass area to run and play.
- **Airport Park.** This park contains of ½ acre contains turf and 2 barbeque pits.

A new park, the South-east Area Park is currently under construction. The park is planned to be five-acres total. The first phase of this park is 2.5 acres and will consist of child playground area and water feature, a walking path, picnic and turf areas. The first phase of the park is proposed to open in mid-August 2005.

The City of Hollister currently has a very limited system of pedestrian trails and bikeways. Existing bikeways in Hollister consist of two off-street bike paths (Class I): a six-foot-wide asphalt path adjacent to Prospect Avenue and Airline Highway between Hawkins Street and Sunnyslope Road; and a six-foot-wide concrete bicycle/pedestrian path which fronts a shopping center adjacent to Airline Highway between Sunnyslope Road and Sunset Drive. The County of San Benito has adopted a Bikeway Plan which is designed to provide connections between parks, special use facilities, major shopping centers and employment centers. The proposed bikeways would consist of on-street bike lanes (Class II), in which a five-foot-wide bike lane is designated on the street by striping, and bike routes (Class III), with right-of-ways designated by signs.

Parks that are located on or adjacent to school facilities are maintained by the Hollister School District. Maintenance of all other City parks and recreational facilities, as well as over 9,000 street trees, all public medians, City buildings and greenways, is provided by the Hollister Division of Parks, which is managed by the Director of the Community Services Department. Full-time staff includes one supervisor, three park maintenance workers and two tree maintenance workers. Staffing is supplemented by seasonal employees.

### **Library**

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

### **Solid Waste**

Solid waste disposal within the Hollister Planning Area is currently provided under contract via the Hollister Disposal Company. Solid waste is disposed of at the John Smith landfill which is the only permitted landfill (a Class III non-hazardous solid waste disposal facility) serving the Hollister area. The landfill is located on John Smith Road east of Fairview Road,

and just east of the Hollister Planning Area. The landfill is owned by the County of San Benito and is operated by Hollister Disposal Company, under contract with the County.

### **Energy and Cable TV**

The Pacific Gas and Electric Company (PG&E), an investor-owned utility regulated in part by the California Public Utilities Commission (PUC), is the sole provider of electricity and natural gas in Hollister. PG&E is responsible for maintaining the physical infrastructure for gas and electric distribution. Pacific Bell provides telephone service, while Charter Communications provides cable television service.

## **Public Services and Utilities – Significance Criteria**

The public services and utilities analysis uses criteria from Appendix G of the State CEQA Guidelines. According to CEQA Guidelines, a project would be deemed to have a significant effect on the environment if it would:

### *Fire Protection*

- Result in the need for new or altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable response times or other performance objectives.
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

### *Hazardous Materials*

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- 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 create a significant hazard to the public or the environment.

### *Police Protection*

- Result in the need for new or altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times and/or other performance objectives.

### *Schools*

- Result in the need for new or altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives.

### *Parks and Recreation*

- Result in the need for new or altered park facilities or services, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives.
- 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.
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

### *Library*

- Result in the need for new or altered library facilities or services, the construction of which could cause significant environmental impacts, in order to maintain acceptable service standards.

### *Solid Waste*

- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

### *Energy*

- Encourage activities that would result in the use of large amounts of fuel or energy, or use fuel or energy in a wasteful manner.

## **Public Services and Utilities – Impacts and Mitigation Measures**

### **Impact 4.5-1 Fire Protection, Emergency Services and Wildland Fires**

Development consistent with the Draft General Plan would increase the potential for wildland and urban interface problems, and would also increase the demand for fire protection and emergency services. The implementation of policies and programs contained in the Draft General Plan and the maintenance of adequate staffing levels consistent with population and jobs growth can reduce these potential impacts to a less-than-significant level.

The Hollister Fire Department provides first responder emergency medical services and responds to all automatic aid areas as the first responder for EMS incidents. The California Department of Forestry is not automatically dispatched to EMS calls either within their districts or the automatic aid areas, but responds only on the request of a law enforcement agency or other fire protection agency. A private ambulance company provides basic life support services and emergency medical technician-level ambulance services in the Hollister area. A 24-hour emergency medical department staffed by a group of emergency physicians is maintained at Hazel Hawkins Memorial Hospital. In the event of a major earthquake or other disaster, additional emergency response support from beyond the local area would be available through the state mutual aid plan. If it were to become necessary to evacuate portions of the Hollister area, the primary evacuation routes would be along State Highways 25 and 156, although the selection of optimal evacuation routes would hinge on the damage that may have been sustained by these roadways which might limit their ability to support a mass evacuation of the area.

The California Department of Forestry has mapped the hills in the southwestern portion of the planning area abutting the San Benito River as posing a high fire hazard. Proposed rural residential development in this zone would increase the degree of hazard due to additional vegetation and human activities involving fires.

Given the increased number of residents and employees in the City, an increase in medical calls and fire alarms is likely. Additional Fire staffing would be required. The Draft General Plan contains a number of policies and programs to address adequate services and facilities, including emergency services such as police and fire. Implementation of these measures will reduce potential impacts to a less-than-significant level.

#### **Mitigation Measures for Impact 4.5-1 Proposed in the Draft General Plan**

LU2.1	Development Fees
LU2.2	Fiscally Sound Development
LU2.3	Police and Fire Staffing Levels
LU9.5	Avoidance of Hazardous Development Areas
LU6.4	Specific Plans
LU.O	Encourage intergovernmental coordination
LU.P	Encourage specific plans
LU.Q	Evaluate public facilities fees
CSF1.1	Adequate Capabilities and Capacity of Local Public Services
CSF1.2	New Development Requirements for Public Services
CSF1.3	Performance Standards
CSF1.4	Coordinate Facilities and Services Planning
CSF1.7	Development Review Criteria for Public Services
CSF4.8	Fire Safety
CSF 4.11	Requirements for Fire Safety
CSF.B	Evaluate fire service consolidation opportunities
CSF.D	Adopt a performance standards ordinance
CSF.E	Consider the formation of a planning area-wide Fire District
CSF.N	Update the Fire Protection Master Plan
CSF.W	Enforce strict requirements for development in high fire hazard areas
CSF.X	Enhance facilities for fire and police services

- CSF.Y Evaluate coordinated funding strategies for infrastructure and services  
 CSF.II Require fire agency review  
 CSF.JJ Require fire protection mitigation in new development

#### **Additional Mitigation Measures Proposed in the EIR**

None required.

#### **Significance After Mitigation**

Implementation of these and other Draft General Plan policies and programs would reduce potentially significant impacts to a less-than-significant level.

#### **Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The City Manager, Fire Department and Development Services Department would be responsible for implementing and monitoring those policies and programs.

#### **Impact 4.5-2 Release of Hazardous Materials**

Activities associated with industrial and manufacturing businesses, and the increase in residences, could cause the potential for release of hazardous materials. Existing City regulations and the policies and programs proposed in the Draft General Plan can reduce potential impacts to a less-than-significant level.

The County of San Benito Integrated Waste Management Regional Agency sponsors a Household Hazardous Waste (HHW) collection day. This event serves the cities of Hollister, San Juan Bautista, and the unincorporated areas of San Benito County. The purpose is for residents of San Benito County to lawfully dispose of household hazardous waste that is not accepted by the landfill. Hazardous wastes are any unused or leftover portions of products containing toxic chemicals. There is no charge for dropping off this waste. This program is limited to household hazardous waste dropped off by residents, and proof of residency is required.

There are a wide variety of agricultural and industrial hazardous materials that are handled and stored within the planning area. One of the most pervasively used are the varieties of organo phosphate pesticides which are applied throughout the agricultural lands that surround the City, particularly on orchard crops. These pesticides are stored primarily in three locations, two on the north side of the City and one on the east. Also, acetones and other computer etching and cleaning solvents can be used by manufacturing firms. 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.

The Draft General Plan would allow development or redevelopment of commercial and industrial facilities, particularly in downtown. Some of these facilities require the use, storage or disposal of hazardous material in their operations. There would also be the potential for environmental, health, and safety risks associated with the transport of

hazardous materials within the entire planning area. These risks include accidents involving vehicles transporting hazardous materials, accidental spills or leaks, releases during seismic events, and improper use, handling, storage, and disposal of hazardous materials. Hazardous material releases may also occur from excavation on sites that have been previously contaminated with hazardous materials.

Build-out of the Draft General Plan would contribute to the cumulative impacts on the storage, use and disposal of household hazardous chemicals. Even though each residence typically would only have a small influence, the increase in handling, disposal, and possible human exposure to household hazardous materials would be proportional to the number of dwelling units built in the horizon of the Plan.

City regulations, enforcement of standards, and implementation of the policies, standards and programs contained in the Draft General Plan (Health and Safety Element) would reduce the potential for a hazardous materials release to a less-than-significant level.

#### **Mitigation Measures for Impact 4.5-2 Proposed in the Draft General Plan**

LU9.5	Avoidance of Hazardous Development Areas
LU6.4	Specific Plans
HS1.1	Location of Future Development
HS1.2	Safety Considerations in Development Review
HS1.12	Potential Hazardous Soils Conditions
HS1.13	Hazardous Waste Management
HS1.14	Hazardous Materials Storage and Disposal
HS.R	Require cleaning on sites with hazardous soils

#### **Additional Mitigation Measures Proposed in the EIR**

None required.

#### **Significance After Mitigation**

Implementation of these and other Draft General Plan policies and programs would reduce impacts to a less-than-significant level.

#### **Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department and Public Works Department would be responsible for implementing and monitoring those policies and programs.

#### **Impact 4.5-3 Police Services**

Development consistent with the Draft General Plan would generate demand for additional police services. The implementation of policies and programs contained in the Draft General Plan and the maintenance of adequate staffing levels consistent with population and jobs growth can reduce these potential impacts to a less-than-significant level.

The increased number of employees and residents in the City would increase the number of calls to the Hollister Police Department. The Draft General Plan contains a number of



policies and programs to address adequate services and facilities, including emergency services such as police and fire. Implementation of these measures will reduce potential impacts to a less-than-significant level.

There are a number of programs and partnerships in providing police services that are coordinated by the Police Department. The Hollister Police Department in partnership with the San Benito County Probation Department, San Benito High School, San Andreas School, Pinnacles Opportunity School, Rancho San Justo School and Marguerite Maze Middle School has started a Juvenile Impact Program in San Benito County. The Juvenile Impact Program is an "at-risk" youth early intervention/community service program designed to both effect behavioral change and to impose consequences on first-time offenders. The Police Department also is taking an aggressive approach in dealing with graffiti.

The Hollister Police Department also has a Volunteer in Policing (V.I.P.) program, which is composed of citizens of Hollister who are familiar with, live, or work in the City of Hollister. These trained volunteers are utilized to enhance crime prevention and assist the Hollister Police Department in providing the highest level of service possible. Through the efforts of these volunteers, the Hollister Police Department is able to provide a level of service beyond current fiscal limits. Hollister's Volunteer in Policing personnel perform a multitude of functions for the agency.

#### **Mitigation Measures for Impact 4.5-3 Proposed in the Draft General Plan**

LU2.1	Development Fees
LU2.2	Fiscally Sound Development
LU2.3	Police and Fire Staffing Levels
LU4.5	Lighting and Furniture
LU8.1	Blighted Areas
LU6.4	Specific Plans
LU.F	Develop and adopt design review guidelines
LU.O	Encourage intergovernmental coordination
LU.P	Encourage specific plans
LU.Q	Evaluate public facilities fees
CSF1.1	Adequate Capabilities and Capacity of Local Public Services
CSF1.2	New Development Requirements for Public Services
CSF1.3	Performance Standards
CSF1.4	Coordinate Facilities and Services Planning
CSF1.7	Development Review Criteria for Public Services
CSF4.7	Police Services
CSF.D	Adopt a performance standards ordinance
CSF.X	Enhance facilities for fire and police services
CSF.KK	Require law enforcement review

#### **Additional Mitigation Measures Proposed in the EIR**

None required.

#### **Significance After Mitigation**

Implementation of these and other Draft General Plan policies and programs would reduce potentially significant impacts to a less-than-significant level.

### **Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The City Manager, Police Department and Development Services Department would be responsible for implementing and monitoring those policies and programs.

### **Impact 4.5-4 Schools**

Development consistent with the Draft General Plan would generate demand for school facilities and personnel. The implementation of policies and programs contained in the Draft General Plan to coordinate with the various school districts as development occurs and the maintenance of school facilities and staffing levels consistent with population growth can reduce these potential impacts to a less-than-significant level.

The Hollister School District serves students within the Hollister planning area as well as areas adjacent to the planning area. There are currently six elementary schools and two middle schools within the District, along with the District Office that contains administrative, maintenance, food services, technology services, and warehousing facilities. Based upon discussions with the Hollister School District, the district is almost at capacity, especially for middle schools. New schools will be needed as growth and development occurs. This would include a new high school. It is the intent of the Hollister School District to provide elementary schools within a reasonable walking boundary for students.

Many of the new housing units would be in multifamily developments, which generate fewer potential students than single-family homes. In addition, new development is projected throughout the city. Nevertheless, new schools will be needed to serve new development. In addition, the Gavilan Joint Community College District intends to establish a permanent education center in the area of Hollister, although the size of the center and its location have yet been determined. The policies and programs contained in the Draft General Plan, including those that call for the preparation of specific plans and coordination with schools as part of the development review process can reduce this potentially significant impact to a less-than-significant level.

### **Mitigation Measures for Impact 4.5-4 Proposed in the Draft General Plan**

LU2.1	Development Fees
LU6.2	Phasing Strategy
LU6.3	Orderly Growth
LU6.4	Specific Plans
LU.O	Encourage intergovernmental coordination
LU.P	Encourage specific plans
LU.Q	Evaluate public facilities fees
CSF1.1	Adequate Capabilities and Capacity of Local Public Services
CSF1.2	New Development Requirements for Public Services
CSF1.3	Performance Standards
CSF1.4	Coordinate Facilities and Services Planning
CSF1.7	Development Review Criteria for Public Services

- CSF4.1 Providing Quality Education
- CSF4.2 Community Use of School Facilities
- CSF.C Implement joint use agreements with school districts
- CSF.D Adopt a performance standards ordinance
- CSF.FF Provide for new elementary and middle schools
- CSF.NN Support construction of a second high school

#### **Additional Mitigation Measures Proposed in the EIR**

None required.

#### **Significance After Mitigation**

Implementation of these and other Draft General Plan policies and programs would reduce potentially significant impacts to a less-than-significant level.

#### **Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department would be responsible for implementing and monitoring those policies and programs, and coordinating with the school districts as part of future planning activities (specific plans and development review).

#### **Impact 4.5-5 Library Services**

Development consistent with the Draft General Plan would increase the demand for library services. The implementation of policies and programs contained in the Draft General Plan can reduce these potential impacts to a less-than-significant level.

In recent years, the library system has experienced funding problems, and has reduced the number of hours in which library facilities are open to the public. Based on the population increase projected in Draft General Plan, there will be additional demand for library services. The Draft General Plan includes a number of policies and programs that would reduce potential impacts related to the provision of adequate library facilities to a less-than-significant level.

#### **Mitigation Measures for Impact 4.5-5 Proposed in the Draft General Plan**

- LU6.2 Phasing Strategy
- LU6.3 Orderly Growth
- LU6.4 Specific Plans
- LU.O Encourage intergovernmental coordination
- LU.P Encourage specific plans
- LU.Q Evaluate public facilities fees
- CSF1.1 Adequate Capabilities and Capacity of Local Public Services
- CSF1.2 New Development Requirements for Public Services
- CSF1.3 Performance Standards
- CSF1.4 Coordinate Facilities and Services Planning
- CSF1.7 Development Review Criteria for Public Services
- CSF4.9 Library Services

#### **Additional Mitigation Measures Proposed in the EIR**

None required.

### **Significance After Mitigation**

Implementation of these and other Draft General Plan policies and programs would reduce potentially significant impacts to a less-than-significant level.

### **Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department would be responsible for implementing and monitoring those policies and programs.

### **Impact 4.5-6 Parks and Recreation Facilities**

Development consistent with the Draft General Plan would generate demand for park and recreation facilities, and recreation services. The implementation of the Park Facility Master Plan, policies and programs contained in the Draft General Plan, and the maintenance of adequate staffing levels consistent with population growth can reduce these potential impacts to a less-than-significant level.

The Parks Facility Master Plan for the City of Hollister indicates that Hollister currently provides approximately 4.1 acres of parks and recreational facilities per 1,000 residents, if the Veteran's Memorial Park (owned and operated by the County of San Benito) is included. This is above the standard of four acres per 1,000 residents that has been established by the Parks Facility Master Plan. New development is projected throughout the city and new parks and recreation facilities will be needed to serve new development. The policies and programs contained in the Draft General Plan, including those that call for the preparation of specific plans and assurances regarding the adequacy of public services and facilities, can reduce this potentially significant impact to a less-than-significant level.

### **Mitigation Measures for Impact 4.5-6 Proposed in the Draft General Plan**

LU2.1	Development Fees
LU6.2	Phasing Strategy
LU6.3	Orderly Growth
LU6.4	Specific Plans
LU.O	Encourage intergovernmental coordination
LU.P	Encourage specific plans
LU.Q	Evaluate public facilities fees
CSF1.1	Adequate Capabilities and Capacity of Local Public Services
CSF1.2	New Development Requirements for Public Services
CSF1.3	Performance Standards
CSF1.4	Coordinate Facilities and Services Planning
CSF1.7	Development Review Criteria for Public Services
CSF4.4	Park and Recreation Standards
CSF4.5	Parks and Recreation Master Plan
CSF4.6	Recreation Programs
CSF.D	Adopt a performance standards ordinance
CSF.BB	Implement the Parks and Recreation Master Plan
CSF.CC	Maintain an up-to-date CIP

**Additional Mitigation Measures Proposed in the EIR**

None required.

**Significance After Mitigation**

Implementation of these and other Draft General Plan policies and programs would reduce potentially significant impacts to a less-than-significant level.

**Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The City Manager, Development Services Department and Community Services Department would be responsible for implementing and monitoring those policies and programs.

**Impact 4.5-7 Landfill Capacity**

Development consistent with the Draft General Plan 2020 will result in increased solid waste generation. Depending on the accuracy of the population projections and business growth for both the City of Hollister and County of San Benito, there is expected to be sufficient landfill capacity until approximately 2016. This could be a potentially significant impact unless plans are made for future countywide refuse disposal needs. The implementation of policies and programs contained in the Draft General Plan, including the addition of the mitigation proposed in this EIR – calling for coordination with San Benito County to reduce long-term impacts on landfill capacity by assuring appropriate planning for and construction of adequate solid waste facilities – can reduce this impact to a less-than-significant level.

In December, 2001 the County of San Benito received approval from the California Integrated Waste Management Board to utilize the final 13 acres of the existing site, which completes the landfill footprint to 44 acres of the total of 57 acres. Site capacity at the permitted disposal level of 250 tons per day is estimated to be 24 years. The John Smith Road Landfill is owned by San Benito County and operated by a contractor. The facility currently handles an average of approximately 175 tons per day. Public Resource Code mandates that City and County jurisdictions maintain a 15 year planning horizon. Although it is uncertain how technology will alter current packaging and disposal methods, what the long-term success of recycling efforts will be, and the accuracy of projected population and business growth in the service area and the unincorporated County, additional landfill capacity may be needed by 2016. The County of San Benito owns 133 acres adjacent to the existing site. This land is currently a buffer zone. Environmental review and permitting would have to be undertaken to change the land designation. Furthermore, funding for new landfill development is not in place at this time. This could be a potentially significant impact.

**Mitigation Measures for Impact 4.5-7 Proposed in the Draft General Plan**

- LU2.1 Development Fees
- LU6.2 Phasing Strategy
- LU6.3 Orderly Growth

LU6.4	Specific Plans
LU.O	Encourage intergovernmental coordination
LU.P	Encourage specific plans
LU.Q	Evaluate public facilities fees
CSF1.1	Adequate Capabilities and Capacity of Local Public Services
CSF1.2	New Development Requirements for Public Services
CSF1.3	Performance Standards
CSF1.4	Coordinate Facilities and Services Planning
CSF1.7	Development Review Criteria for Public Services
CSF4.10	Waste Reduction and Recycling
CSF.AA	Implement the City's Solid Waste Management Plan
CSF.GG	Publicize the City's waste management program

### Additional Mitigation Measures Proposed in the EIR

#### *Add Policy*

- 4.5-7-1 **Coordination with San Benito County on Solid Waster Management.**  
Coordinate with the County of San Benito in addressing solid waste management needs consistent with the Hollister General Plan.

#### *Add Implementing Program*

- 4.5-7-2 **Coordinate with San Benito County on landfill capacity needs.** Coordinate with San Benito County and San Benito County Integrated Waste Management to expand landfill capacity beyond the currently expected life of the John Smith Road Landfill.

### Significance After Mitigation

Implementation of these mitigation measures proposed in the EIR, and other Draft General Plan policies and programs, would reduce potentially significant impacts to a less-than-significant level.

### Responsibility and Monitoring

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The City Manager, Public Works Department, and Development Services Department would be responsible for implementing and monitoring General Plan policies and programs related to landfill capacity.

### **Impact 4.5-8 Electricity, Natural Gas and Gasoline Demand**

Development consistent with the Draft General Plan would not increase the demand for electricity or gas beyond the capacity of these service providers. This would be a less-than-significant impact.

PG&E has continued with a policy of upgrading their energy distribution system throughout the area, and will provide in-place infrastructure capacity suitable for expected future growth. PG&E expects that the relatively gradual residential and commercial growth projections for Hollister would not cause a significant impact on PG&E's ability to provide service. In addition, development consistent with the Draft General Plan would include

infill and mixed use development, which would require less energy used for transportation in an ongoing basis. Infill and mixed use development typically reduces energy used in transportation because such development typically does not require residents to travel far for services. New energy efficiency laws would also reduce energy use for electrical and gas systems in new development or reconstruction. Therefore, development consistent with the Draft General Plan would not be expected to result in the use of large amounts of additional fuel or energy. This would be a less-than-significant impact.

#### **Mitigation Measures for Impact 4.5-8 Proposed in the Draft General Plan**

- LU6.2 Phasing Strategy
- LU6.3 Orderly Growth
- LU6.4 Specific Plans
- LU.O Encourage intergovernmental coordination
- LU.P Encourage specific plans
- LU.Q Evaluate public facilities fees
- CSF1.1 Adequate Capabilities and Capacity of Local Public Services
- CSF1.2 New Development Requirements for Public Services
- CSF1.3 Performance Standards
- CSF1.4 Coordinate Facilities and Services Planning
- CSF 4.12 Telecommunications and Technology
- CSF1.7 Development Review Criteria for Public Services
- CSF4.3 Coordination with Utility Providers
- CSF.MM Require utility providers review

#### **Additional Mitigation Measures Proposed in the EIR**

None required.

#### **Significance After Mitigation**

Implementation of these and other Draft General Plan policies and programs would reduce any impacts to a less-than-significant level.

#### **Responsibility and Monitoring**

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Public Works Department and Development Services Department would be responsible for implementing and monitoring those policies and programs.

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