# Wright 13

## Unified Cannabis Cultivation Park, Hollister CA

### Initial Study/Mitigated Negative Declaration for

**Minor Subdivision No. 2018-6; Conditional Use Permit No. 2018-13; and Site and Architectural Review No. 2018-13 – Wright 13**

**Prepared for:**
CITY OF HOLLISTER
375 Fifth Street
Hollister, CA 95023

**Prepared by:**

COATS CONSULTING

**December 2018**

# Table of Contents

## ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| AB | California Assembly Bill |
| ALUC | Airport Land Use Commission |
| BMP | best management practice |
| CalEEMod | California Emissions Estimator Model |
| Cal/OSHA | California Occupational Safety and Health Administration |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCR | California Code of Regulations |
| CCRWQB | Central Coast Regional Water Quality Control Board |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| $CH_4$ | methane |
| CNDDB | California Natural Diversity Database |
| CNPS | California Native Plant Society |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| $CO_2e$ | carbon dioxide equivalent |
| dBA | A-weighted decibel |
| DOC | California Department of Conservation |
| DTSC | California Department of Toxic Substances Control |
| EPA | US Environmental Protection Agency |
| GHG | greenhouse gas |
| gpd | gallons per day |
| HVAC | heating, ventilation, and air conditioning |
| ITE | Institute of Transportation Engineers |
| lb | pound |
| lbs/day | pounds per day |
| LOS | level of service |
| NOx | nitrous oxide |
| NPDES | National Pollutant Discharge Elimination System |
| $N_2O$ | nitrous oxide |
| NWIC | Northwest Information Center |
| $O_3$ | ozone |
| $PM_{10}$ | coarse particulate matter |
| ROG | reactive organic gas |
| SB | California Senate Bill |
| SWPPP | stormwater pollution prevention plan |
| SWRCB | State Water Resources Control Board |
| TAC | toxic air contaminant |
| tpd | tons per day |
| SIP | State Implementation Plan |
| SR | State Route |
| USGS | US Geological Survey |
| VHFHSZ | very high fire hazard severity zone |
| VMT | vehicle miles traveled |

This page intentionally left blank.

City of Hollister
Development Services
339 Fifth Street
Hollister, CA 95023
(831) 636-4360

# MITIGATED NEGATIVE DECLARATION

**Project Title:** Wright 13 Unified Cannabis Cultivation Park Minor Subdivision and Conditional Use Permit

**Project Location:** The proposed project site is in the City of Hollister, in San Benito County, California. The 13-acre site is located immediately north of Wright Road, approximately 200 feet east of San Felipe Road.

**Assessor's Parcel No.** 053-350-005

**Applicant:** Wright 13, LLC, 10 Harris Court, Suite B-1, Monterey CA 93940

**Initial Study:**

An Initial Study of this project was undertaken and prepared for the purpose of determining whether this project may have a significant effect on the environment. A copy of this study is on file at the City of Hollister, Development Services Department, 339 Fifth Street, Hollister, CA 95023.

**Findings and Reasons:**

The Initial Study identified potentially significant effects on the environment. However, this project has been mitigated (see mitigation measures below which avoid or mitigate the effects) to a point where no significant effects will occur. There is no substantial evidence that the project may have a significant effect on the environment. The following reasons support these findings:

1. The proposal is a logical component of the existing land use pattern of this area.
2. Identified adverse impacts are proposed to be mitigated by construction best practices, pre-construction surveys and standard conditions.
3. The proposed project is consistent with the adopted goals, policies and land uses of the City of Hollister General Plan and Municipal Code.
4. The proposed project is consistent with the North Gateway plan and the City's Cannabis Ordinance.
5. With the application of the following mitigation measures, the proposed project will not have any significant impacts on the environment:

## MITIGATION MEASURES

**MM 1 Dust Abatement**. The applicant shall implement the following best practices during construction:

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders to exposed areas after cut and fill operations and hydroseed area.
- Haul trucks shall maintain at least 2 feet of free board.
- Cover all trucks hauling dirt, sand or loose materials.
- Plant vegetative ground cover in disturbed areas soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Pave all roads on construction site during initial phase.
- Sweep access road if visible soil material is carried out from the construction site.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources Board shall be visible to ensure compliance with Rule 402 (Nuisance).
- Limit the area under construction at any one time.

**MM 2** **Burrowing Owl.** If clearing and construction activities will occur during the nesting period for burrowing owls (February 1–August 31), a qualified biologist shall conduct focused surveys for burrowing owls on and adjacent to the project site. Surveys shall be conducted in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation (Staff Report), published March 7, 2012. Surveys will be done within 14 days prior to construction activities and will be repeated if project activities are suspended or delayed for more than 15 days during nesting season.

If no burrowing owls are detected, no further mitigation is required. If active burrowing owls are detected, the project applicant shall implement the avoidance, minimization, and mitigation methodologies outlined in the CDFW's Staff Report prior to initiating project-related activities that may impact burrowing owls.

**MM 3** During project construction, if any archeological or paleontological resources (e.g., evidence of past human habitation or fossils) are found, the project applicant and/or its contractor shall cease all work within 50 feet of the discovery and notify the City of Hollister Planning Division immediately. The project applicant and/or its contractor shall retain a qualified archaeologist or paleontologist to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered resources. The City and the applicant shall consider the mitigation recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures.

**MM 4** If human remains or cultural resources associated with a burial (i.e. grave goods) are discovered during construction, the project applicant and/or its contractor

shall cease all work within 50 feet of the find and notify the City of Hollister Planning Division and the County Coroner, according to California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and shall follow the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e).

**MM 5** Final project design shall include and demonstrate the following:

- Grow lights shall face downward and be shielded to prevent direct upward lighting.
- Lighting shall not strobe or flash.
- Roofing materials shall be toned or matted to prevent reflective glare.

## 2.1 BACKGROUND INFORMATION

| | |
|---|---|
| Project Title: | Wright 13 Unified Cannabis Cultivation Park |
| Lead Agency: | City of Hollister<br>375 Fifth Street<br>Hollister, CA 95023 |
| Contact Person: | Abraham Prado, Planning Manager |
| Date Prepared: | December 14, 2018 |
| Study Prepared by: | Coats Consulting<br>PO Box 1356<br>Carmel, CA 93921<br>Geary Coats, Principal<br>Tad Stearn, Planner |
| Project Location: | North side of Wright Road, west of San Felipe Road and west of SR 25, Hollister, CA<br><br>APNs: 053-350-005 |
| General Plan Designation: | North Gateway Commercial |
| Project Sponsor: | Wright Thirteen, LLC<br>10 Harris Ct., Suite B-1<br>Monterey, CA 93940 |
| Project Site Address: | Wright Road, north/central Hollister |
| Zoning: | North Gateway Commercial |
| Project Description: | Minor subdivision to create four lots from the existing 13-acre parcel. Three parcels would contain a new cannabis cultivation, distribution and manufacturing facility, with access provided by a private easement shared by all parcels. The remainder parcel is a stormwater detention basin. Individual licenses will be required for each proposed use. The project application also includes a request for a Conditional Use Permit and Site and Architectural Review for new structures. |
| Surrounding Land Uses: | The project site is bounded by active agricultural uses to the north, vacant/agricultural and gas station/natural gas facility to the south, a propane tank facility and warehouse to the east, and agricultural land to the west. |
| Public Comment Period: | 30 days, December 28, 2018 to January 28, 2019 |

## 2.2 DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

### PROJECT LOCATION

The proposed project is located in Hollister, San Benito County (see **Figure 1**). The project area is in the north/central portion of the Hollister planning area, north of Wright Road, and just west of San Felipe Road, east of State Route (SR) 25 in an area known as "Cottage Corners". Hollister Municipal Airport is located approximately 1.5 miles to the north. The site is located in the Hollister US Geological Survey (USGS) 7.5-minute quadrangle. Specifically, the roughly square project boundaries defined are as follows:

- Northern boundary is active agricultural fields
- Southern boundary is Wright Road with propane/gas station uses across the road
- Eastern boundary is a propane tank warehouse and storage yard
- Western boundary is cultivated agriculture

### EXISTING SITE CONDITIONS

The property currently consists of disked agricultural land historically used for truck crops. Review of historical records indicates that the property has been in agricultural production for decades. There are no existing structures, improvements, trees, orchards or other notable characteristics present. The open field site had been recently disked and contains irrigation equipment.


**Figure 1: Project Location**

Not to scale

This page intentionally left blank.

Existing site conditions are shown in **Figure 2**.

## PROJECT DESCRIPTION

Wright 13 LLC is proposing a Unified Cannabis Cultivation Park on an existing vacant (farmed) property located on Wright Road, west of San Felipe Road. The subject parcel, APN 053-350-005, is 13 acres in size.

### Requested Approvals

The applicant has requested the following approvals:

- Minor Subdivision to divide the property into four legal parcels (3 parcels of approximately 4 acres, plus remainder of less than 1 acre)
- Conditional Use Permit
- Site and Architectural Approval for proposed structures (including signage)
- Adoption of a Development/Operating Agreement
- Cannabis Cultivation and Manufacturing Licenses

The project sponsor will serve as the Master Applicant in the City of Hollister's Applicant for Cannabis Facility License Program and will be applying for cannabis licenses that would allow approximately 340,000 square feet of indoor cultivation, manufacturing, and distribution. The applicant proposes to then lease each building and/or assign portions of the licenses to qualified tenants. Prior to leasing from the applicant within the cultivation park or being assigned to portions of the licenses, each prospective tenant must first separately apply to the City and receive approval to operate with a cannabis business license per City ordinance.

### Physical Improvements

Access to all parcels will be via Wright Road. On each parcel the project will construct indoor cultivation/manufacturing buildings ranging in size from approximately 108,000 square feet to 123,000 square feet, for a total of approximately 340,000 square feet of building area. Each building would be constructed with a solid concrete exterior with a greenhouse canopy over the cultivation area. On-site parking would be provided for each building per city code, as accessed via a private easement. Site access from Wright Road will be from a single access point. A 30-foot right of way offer of dedication for a future roadway is included on the site plan, along with a secondary emergency access point.

Other improvements include shared storm drainage and utility systems constructed to local code, frontage improvements along Wright Road, landscaping, and security systems/fencing. Sewer and water service will be provided by the City of Hollister. Frontage and landscape improvements would be subject to the adopted design guidelines for the North Gateway area.

Increased electricity demand to power the buildings will require additional coordination and approval from PG&E.

### Construction

The site is relatively flat. Construction will require grading with heavy equipment, ground preparation, trenching, staking and flagging, installation and extension of utility systems and typical industrial building techniques.

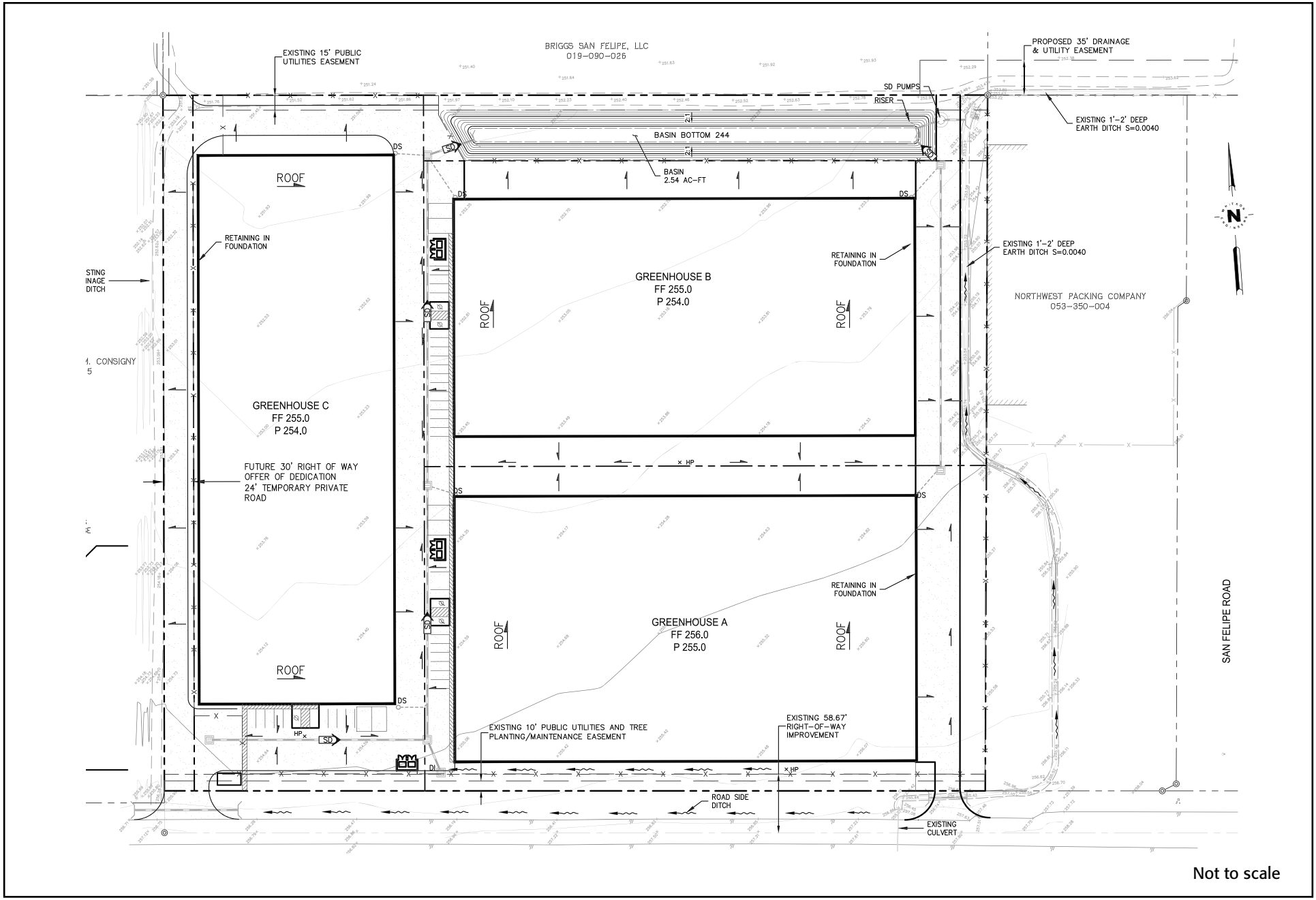
Operations

The cultivation park will operate 24 hours per day, seven days per week. Twenty-four employees will be present for each of the three 8-hour shifts. Shift start and end times are proposed for non-peak hours to avoid peak travel times. Once the marijuana is harvested it will be routed on site to the manufacturing area and converted to saleable items including edibles, oils, and related products now found in the cannabis retail environment. No retail point of sale will take place at the facility.

The site plan and an aerial view are illustrated in **Figures 3 and 4**.


**Figure 2: Existing Conditions**

This page intentionally left blank.




Source: Whitson Engineers, 2018

# Figure 3: Site Plan

This page intentionally left blank.

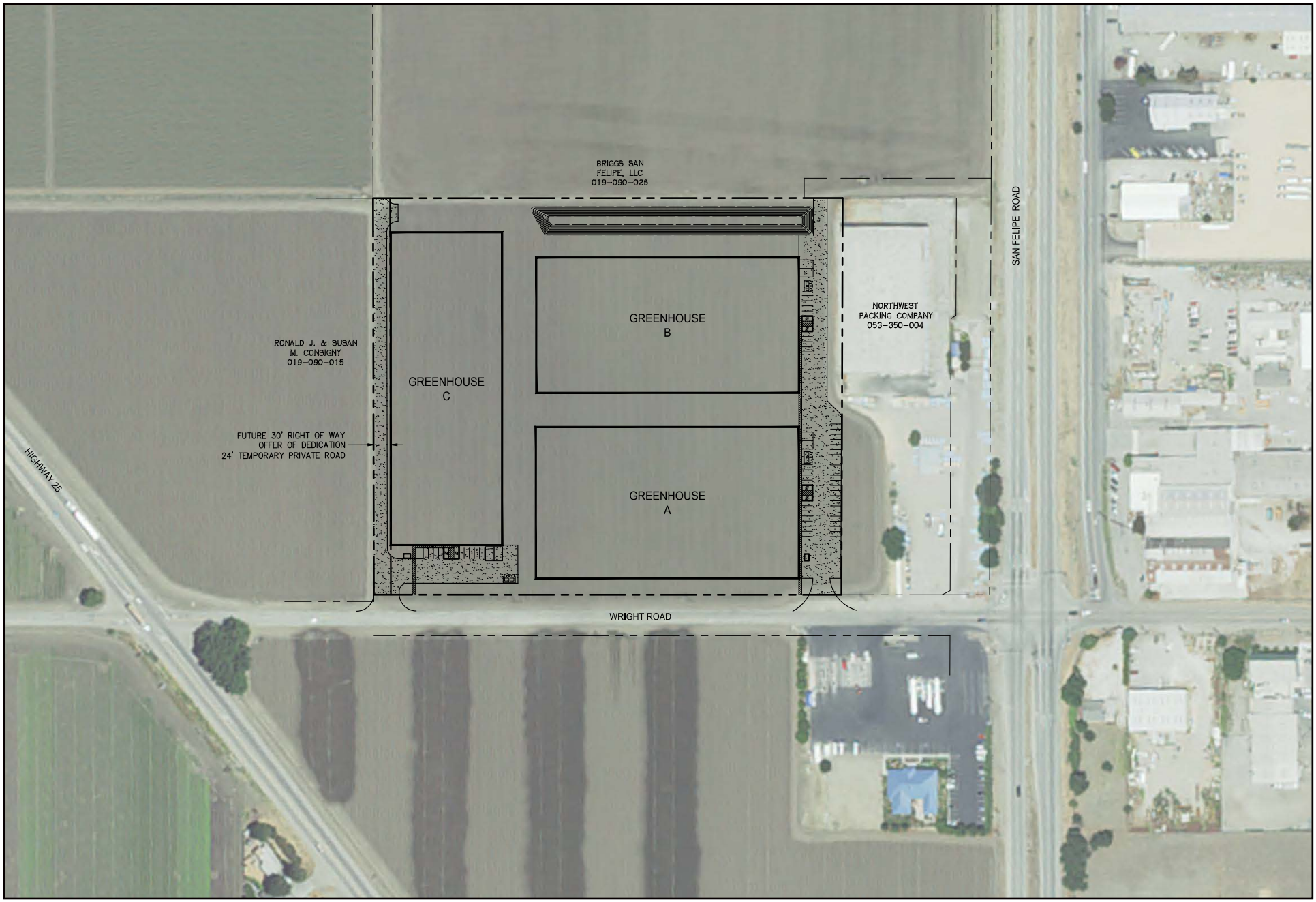



**Figure 4: Project Site Plan- Aerial Perspective**

Not to scale

This page intentionally left blank.

## 2.3 PROJECT CONSISTENCY ANALYSIS

CEQA Guidelines Section 15063(d)(5) states that the Initial Study is to examine whether the project would be consistent with existing zoning, plans, and other applicable land use controls. This section includes a discussion of the proposed project's consistency with the City of Hollister General Plan (2005a) and Zoning Code, the Monterey Bay Unified Air Pollution Control District's (2008a) Air Quality Management Plan, and the Council of San Benito County Governments' 2035 Regional Transportation Plan (2014).

### GENERAL PLAN AND ZONING CODE

According to the City of Hollister General Plan, the project site has a General Plan land use designated as Northern Gateway Commercial, with a conforming Northern Gateway Commercial zoning designation. Under this designation and zoning, cannabis cultivation and manufacturing facilities, in addition to a dispensary, are permitted uses subject to City approval.

The North Gateway special planning area is intended to create an entry boulevard for motorists arriving in Hollister from the north along SR 25. The area is envisioned for office parks and visitor serving commercial uses, with an emphasis on building details and landscaping as specified in its design guidelines. The "cannabis cultivation park" is consistent with this type of use.

The Hollister Municipal Code seeks a coordinated approach to development in the North Gateway area. As such, the Code specifies design elements such as a street network/infrastructure plan for planning multiple properties; master landscaping/lighting/sign programs to streamline design decisions; and architectural design requirements for properties near SR 25 and San Felipe Road (such as screening parking areas and architectural review. The property line is within 300 feet of San Felipe Road, and therefore is subject to these local requirements.

### AIR QUALITY MANAGEMENT PLAN

Hollister is located in the North Central Coast Air Basin (NCCAB). The Monterey Bay Air Resources District (MBARD) is the air pollution control agency for the NCCAB. The MBARD prepared the 2016 update to the Air Quality Management Plan (AQMP) and continues to prepare triennial updates to the AQMP to attain state and federal ambient air quality standards in the air basin. The AQMP and updates accommodate growth by projecting the growth in emissions based on different indicators. For example, population forecasts adopted by the Association of Monterey Bay Association of Governments (AMBAG) are used to forecast population-related emissions. Through the planning process, emissions growth is offset by basin-wide controls on stationary, area, and transportation sources of air pollution.

Projects that are not consistent with the AQMP have not been accommodated in the plan and would have a significant cumulative impact on regional air quality unless emissions are completely offset. The MBARD has developed a consistency determination process for local jurisdictions to identify whether proposed land uses are consistent with the AQMP. Specifically, the MBARD consistency determination process demonstrates whether the population associated with growth, such as the proposed project, is accommodated because AMBAG's regional forecasts for population and dwelling units are embedded in the emissions inventory projections used in the AQMP. Projects that are consistent with AMBAG's regional forecasts have been accommodated in the AQMP and therefore are consistent with the plan. Buildout of the project's 13 acres as North Gateway Commercial has been anticipated since adoption of the 2005 Hollister General Plan; therefore, it was included in AMBAG's regional forecasts. In general terms, the low employee to

square footage ratio for the proposed use results in a less intensive development scenario than allowed under the North Gateway land use designation and zoning.

REGIONAL TRANSPORTATION PLAN

The purpose of the Council of San Benito County Governments' 2035 Regional Transportation Plan (RTP)is to establish goals, policies, programs, and projects for transportation improvements in the county. In some cases, this means reaffirming existing transportation policy and in others it means establishing policy to address new transportation needs. The Council of San Benito County Governments (COG) is responsible for the development and implementation of the Regional Transportation Plan. The residential project is consistent with the city's planned development pattern and would not impact any transportation projects identified in the RTP.

## 2.4 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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

☐ Check here if this finding is not applicable.

FINDING: For the above-referenced topics that are not checked, there is no potential for significant environmental impact to occur from construction, operation, or maintenance of the proposed project, and no further discussion in the Environmental Checklist is necessary.

**2.5 DETERMINATION** (To be completed by the lead agency)

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

## 2.6 EVALUATION OF ENVIRONMENTAL IMPACTS

All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. A brief explanation is required for answers except "No Impact" answers that are adequately supported by the information sources cited in the response following each question.

A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific screening analysis.

If it is determined that a particular physical impact may occur, then the checklist responses must indicate whether the impact is "Potentially Significant," "Less Than Significant Impact With Mitigation Incorporated," or "Less Than Significant Impact." "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required.

If all of the potentially significant impacts have been rendered less than significant with mitigation, a Negative Declaration may be prepared. The mitigation measures shall be described in the response, and it shall be explained how the mitigation measure reduces the potential effect to a less than significant level. Mitigation measures may be cross-referenced to other sections when one mitigation measure reduces the effect of another potential impact.

The response for each issue should identify the threshold or criteria, if any, used to determine significance and any mitigation measure, if any, to reduce a potential impact.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (earlier analyses, if any, are cited at the end of the checklist). If an earlier analysis is used, the response should identify the following:

> *Earlier analysis used – Identify and state where the document is available.*
>
> *Impacts adequately addressed – The responses will identify which impacts were within the scope of and were adequately analyzed in an earlier document pursuant to legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.*
>
> *Mitigation Measures – For effects that are "Less Than Significant With Mitigation Incorporated," the response will describe the mitigation measures, which were incorporated or refined from the earlier analysis, and to the extent they address site-specific conditions for the project.*

The checklist responses will incorporate references to inform sources for potential impacts (e.g., general plans, zoning ordinances). Individuals contacted and other outside supporting sources of information will be cited in the References.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **1. AESTHETICS.** Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☐ | ☒ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☐ | ☒ |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | ☐ | ☐ | ☒ | ☐ |
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ |

DISCUSSION OF IMPACTS

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

The visual and aesthetic characteristics of the project site are typical of the area, consisting of agricultural fields in production surrounded by similar agricultural uses, open fields and industrial uses.

***a) Have a substantial adverse effect on a scenic vista?***

According to the Hollister General Plan (2005a), there are no designated scenic vistas in the planning area. Since there are no designated scenic vistas and because the project site is located on level land within the city limits absent of expansive or elevated views, the proposed project would have **no impact** on scenic vistas.

***b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

According to the California Department of Transportation's (Caltrans) Scenic Highway Program (2014), State Route (SR) 25 between SR 198 and SR 156 is an eligible scenic highway. However, the highway does not currently have scenic highway status. The project site is located approximately 1,000 feet east of SR 25. No scenic resources would be damaged by the project because there are no such resources on the site. The proposed project would have **no impact** on scenic resources.

***c) Substantially degrade the existing visual character or quality of the site and its surroundings?***

The project site is located in the north/central portion of the city and is bounded by agriculture to the north, south and west. The parcel immediately to the east holds propane distribution facilities. This section of the city is characterized by a patchwork of large vacant parcels, industrial uses, rural residential and agricultural land. The General Plan EIR (2005b) identified buildout of the planning area to have a potentially significant impact on the visual character of the area; however, implementation of North Gateway design guidelines, as well as the application of other design policies, reduced this impact to a less than significant level. The proposed project would be required to comply with any applicable design guidelines and implement a performance agreement, which would minimize the proposed project's potential to substantially degrade the existing visual character or quality of the site and its surroundings. This would be considered a **less than significant impact**.

***d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?***

The proposed project would introduce new sources of lighting associated with the indoor growing operations, as well as incidental outdoor lighting associated with security and parking areas. Hollister Municipal Code Section 17.16.090 outlines illumination standards that provide adequate lighting for safety and security; reduce light trespass, glare, skyglow impacts, and offensive light sources; prevent inappropriate, poorly designed or installed outdoor lighting; encourage quality lighting design, light fixture shielding, uniform light intensities, maximum lighting levels within and on property lines, and lighting controls; and promote efficient and cost-effective lighting to conserve energy. These lighting standards require that lighting be shielded with full cutoff or recessed to reduce light bleed to adjoining properties, public rights-of-way, and the night sky with the following: ensuring that the light source (bulb, etc.) is not visible from off the site; confining glare and reflections within the boundaries of the property; and requiring each light fixture to be directed downward and away from adjoining properties and public rights-of-way. The proposed project would be required to comply with Municipal Code Section 17.16.090.

The project's greenhouse structures, translucent roofing, and indoor growing lights is a unique aspect of the proposal that is not typical of other types of new urban development. To maximize growing efficiency the cultivation will be lit throughout the night with grow lights suspended from the greenhouse roofing. This condition may result in a visible glow originating from the tops of the buildings; however, the building's concrete sides will shield the lighting as seen at street level. Nighttime lighting or glow will increase in the immediate area, but not to the detriment of views as experienced from neighboring properties or residents. To minimize sky glow consistent with city code, the ultimate lighting plan must ensure that lighting sources are focused downward toward non-reflective surfaces in the grow area.

With respect to new lighting relative to airport operations, see Section 8, Hazards and Hazardous Materials.

For the reasons outlined above, proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. This would be considered a **less than significant impact**.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **2. AGRICULTURE RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use? | ☐ | ☐ | ☒ | ☐ |

DISCUSSION OF IMPACTS

***a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?***

The project site consists of lands that are currently and/or have historically been used for agriculture for several decades. The proposed use is also an agricultural land use, although the greenhouse structures proposed are very different than row crops. Regardless of the type, the land will remain in a combined agricultural/commercial/manufacturing use with the project.

The Hollister General Plan identifies the entire 13-acre site as Prime Farmland. Additionally, the California Department of Conservation's (2014) Farmland Mapping and Monitoring Program (FMMP) identifies nearly the entire site as Prime Farmland. The General Plan EIR determined that the loss of farmland through planned urbanization was a significant and unavoidable impact. Findings recognizing this impact were adopted by the City of Hollister. Additionally, the City's General Plan land use designation (Northern Gateway Commercial) and zoning designation identify the site for future commercial and business park use. The loss of farmland citywide was previously considered and determined to result in a significant and unavoidable impact in the City's General Plan EIR. The City of Hollister determined that the loss of agricultural land was an important consideration in the development of new land uses; however, the benefits of converting the land to residential uses outweighed identified impacts. The City Council adopted a Statement of Overriding Considerations for loss of important farmlands identified in the Hollister General Plan EIR (2005b).

Because the proposed project will both remain in agricultural use and conforms to the City's intended uses for the site, development of the project site for cannabis cultivation uses would be a **less than significant impact**.

***b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?***

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

***c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?***

Hollister does not have any lands zoned as forestland or timberland. The proposed project site is not located in an area zoned for forest or timberland use or zoned as a timberland production area. The site is undeveloped land located within Hollister city limits. Project implementation would not cause the loss of forestland.

This use and similar uses in the immediate area could conceivably promote related cannabis support uses such as dispensaries or retail outlets. However, any such use would need to conform to the General Plan and North Gateway land use regulations as envisioned by the city. As such, project implementation would not result in changes to the environment or pressures resulting in further conversion of farmland. This would be a **less than significant impact**.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **3. AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☐ | ☒ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☒ | ☐ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ☒ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

## DISCUSSION OF IMPACTS

***a) Conflict with or obstruct implementation of the applicable air quality plan?***

The project site is located within the North Central Coast Air Basin (NCCAB). The NCCAB comprises a single air district, the Monterey Bay Air Resources District (MBARD), which encompasses Santa Cruz, San Benito, and Monterey counties.

The MBARD (2008b) published the CEQA Air Quality Guidelines to assist local jurisdictions in the evaluation of air quality impacts. This guidance document includes recommended thresholds of significance to be used for the evaluation of short-term construction, long-term operational, odor, toxic air contaminants, and cumulative air quality impacts. Accordingly, the MBARD recommended thresholds of significance are used to determine whether implementation of the proposed project would result in a significant air quality impact.

The MBARD prepared the 2016 update to the Air Quality Management Plan (AQMP) and continues to prepare triennial updates to the AQMP to attain state and federal ambient air quality standards in the air basin. The AQMP and updates accommodate growth by projecting the growth in emissions based on different indicators. For example, population forecasts adopted by the Association of Monterey Bay Association of Governments (AMBAG) are used to forecast

population-related emissions. Through the planning process, emissions growth is offset by basin-wide controls on stationary, area, and transportation sources of air pollution.

Projects that are not consistent with the AQMP have not been accommodated in the plan and would have a significant cumulative impact on regional air quality unless emissions are completely offset. The MBARD has developed a consistency determination process for local jurisdictions to identify whether proposed residential land uses are consistent with the AQMP. Specifically, the MBARD consistency determination process demonstrates whether the population associated with growth, such as the proposed project, is accommodated because AMBAG's regional forecasts for population and dwelling units are embedded in the emissions inventory projections used in the AQMP. Projects that are consistent with AMBAG's regional forecasts have been accommodated in the AQMP and therefore are consistent with the plan. Buildout of the project's 13 acres as North Gateway Commercial been anticipated since adoption of the 2005 Hollister General Plan; therefore, it was included in AMBAG's regional forecasts. The proposed project would accommodate minor changes in land use (row crops to greenhouses) in a manner consistent with the AQMP and result in a development less intensive than allowed by the General Plan's North Gateway designation. Therefore, the proposed project would have **no impact** on the AQMP.

***b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

Land use activities associated with project implementation would introduce additional construction, mobile, and stationary sources of emissions, which would adversely affect regional air quality.

### Short-Term Construction Emissions

Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. Project construction would result in temporary emissions from site preparation and excavation, as well as from motor vehicle exhaust associated with construction equipment and the movement of equipment across unpaved surfaces, worker trips, etc. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

The MBARD's construction-related pollutant of concern is particulate matter smaller than 10 microns in diameter ($PM_{10}$), and the MBUAPCD threshold for $PM_{10}$ is 82 pounds per day. The MBARD provides screening thresholds to determine whether construction activities could exceed this threshold. According to the MBARD, construction activities that involve minimal earth moving over an area of 8.1 acres or more could result in potentially significant temporary air quality impacts if not mitigated. Construction activities that require more extensive site preparation (e.g., grading and excavation) may result in significant unmitigated impacts if the area of disturbance exceeds 2.2 acres per day. The project site, at 13 acres, is essentially flat and will be prepared to support the greenhouse buildings. This is anticipated to be a **potentially significant**, although temporary, construction impact. To ensure that construction effects are properly addressed, the following mitigation measures are required:

**MM 1 Dust Abatement**. The applicant shall implement the following best practices during construction:

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.

- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders to exposed areas after cut and fill operations and hydroseed area.
- Haul trucks shall maintain at least 2 feet of free board.
- Cover all trucks hauling dirt, sand or loose materials.
- Plant vegetative ground cover in disturbed areas soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Pave all roads on construction site during initial phase.
- Sweep access road if visible soil material is carried out from the construction site.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources Board shall be visible to ensure compliance with Rule 402 (Nuisance).
- Limit the area under construction at any one time.

These basic measures will reduce the temporary impact to a **less than significant** level.

### Long-Term Operational Emissions

Project-generated increases in emissions would be predominantly associated with motor vehicle use by employees travelling to and from the site. To a lesser degree, secondary effects could see increases in emissions from increased power usage during the growing and processing phases, landscape maintenance equipment, and architectural coatings. However, compared to the existing agricultural operations that generate emissions from farmworker's private vehicles and heavy farm equipment such as tractors and harvesters, the change in emissions is considered negligible (**less than significant**).

***c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?***

In accordance with the MBARD's CEQA Air Quality Guidelines, project emissions that are not consistent with the AQMP would have a cumulative regional air quality impact. As identified under Issue a) above, the proposed project would be consistent with the regional air pollutant forecasts in the AQMP. This would be a **less than significant impact.**

***d) Expose sensitive receptors to substantial pollutant concentrations?***

**Toxic Air Contaminants (TACs)**

The proposed project will not create a significant hazard to surrounding residents and other sensitive receptors through exposure to substantial pollutant concentrations such as particulate matter during construction activities and/or other toxic air contaminants (TACs).

Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. There are no sensitive land uses around

the proposed cultivation structures; therefore, there will be no impact regarding stationary or mobile TACs.

### Carbon Monoxide Hotspots

Typically, substantial pollutant concentrations of carbon monoxide (CO) are associated with mobile sources (e.g., vehicle idling time). Localized concentrations of CO are associated with congested roadways or signalized intersections operating at poor levels of service (LOS E or lower). High concentrations of CO may negatively affect local sensitive receptors (e.g., residents, schoolchildren, or hospital patients). As identified above, there are no sensitive receptors nearby. As stated in Section 16, Transportation/Traffic, the project would not create any significant impacts to traffic congestion. Therefore, the project operation would not result in CO hotspot impacts on sensitive receptors. Impacts on sensitive receptors would be **less than significant**.

***e) Create objectionable odors affecting a substantial number of people?***

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

Project construction would use a variety of gasoline- or diesel-powered equipment that would emit exhaust fumes. While exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. Construction-related odors would be less than significant, as there are no nearby sensitive receptors.

Odors directly related to marijuana cultivation and processing are more likely to be noticed in the general area of the project. Cannabis gives off distinctive, sometimes pungent, and sometimes "skunky" odor that can be either pleasant or repulsive, depending on the receptor. In Carpentaria, California, where cannabis greenhouses have recently replaced cut flower cultivation, odor complaints are becoming more common, particularly in the early morning and evening hours.

All manufacture and cultivation of marijuana plants and products will occur indoors. Per the City's ordinance, each of the applicants/licensees would be required to prepare an odor management plan detailing steps that will be taken to ensure that the odor of marijuana will not emanate beyond the exterior walls of the facility, including as necessary, the installation and use of air purification systems and/or air scrubbers. With implementation of standard conditions, and considering that there is not a concentration of sensitive receptors nearby, this impact would be **less than significant**.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **4. BIOLOGICAL RESOURCES.** Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | ☐ | ☒ | ☐ | ☐ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☒ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☒ | ☐ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☒ |
| f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☒ |

EXISTING SETTING

An environmental planner conducted an evaluation of the project site to characterize the biological baseline on and adjacent to the proposed project. The evaluation involved a reconnaissance-level survey of site conditions. Studies for nearby projects were also reviewed to obtain baseline habitat and species data that may potentially be present.

## Special-Status Species

Candidate, sensitive, or special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their range. These species have been identified and assigned a status ranking by governmental agencies such as the CDFW, the USFWS, and nongovernmental organizations such as the CNPS. The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species or population's persistence include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this biological review, special-status species are defined by the following codes:

- Listed, proposed, or candidates for listing under the federal Endangered Species Act (50 Code of Federal Regulations [CFR] 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996, candidates)
- Listed or proposed for listing under the California Endangered Species Act (Fish and Game Code [FGC] 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.)
- Designated as Species of Special Concern by the CDFW
- Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, 5515)
- Species that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA) (14 CCR Section 15380) including CNPS List Rank 1B and 2

Locally occurring wildlife presence on the site would be negligible. Due to the active agricultural use of the site, the lack of natural habitats in proximity, and the disturbed nature of the site, most of the species of local or regional concern would not be expected to use the site regularly or for extended periods. Common rodents, reptiles, and other animals commonly found in agricultural fields could be found on the site.

### DISCUSSION OF IMPACTS

***a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?***

Based on known regional occurrences, burrowing owl is the only special-status species with the potential to occur on the project site. Given the heavily disturbed nature of the site, no special-status plants or other special-status animals were determined to have the potential to occur.

Though no sign of burrowing owls or suitable burrows was found during the site visit, project implementation may result in the loss of this species through destruction of active nesting sites and/or incidental burial of adults, young, and eggs, should they become established on-site. Potential nest abandonment and mortality to burrowing owl individuals would be a significant impact on protected species. Therefore, the following mitigation measure would be required.

### Mitigation Measures

**MM 2** **Burrowing Owl.** If clearing and construction activities will occur during the nesting period for burrowing owls (February 1–August 31), a qualified biologist shall conduct focused surveys for burrowing owls on and adjacent to the project site.

Surveys shall be conducted in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation (Staff Report), published March 7, 2012. Surveys will be done within 14 days prior to construction activities and will be repeated if project activities are suspended or delayed for more than 15 days during nesting season.

If no burrowing owls are detected, no further mitigation is required. If active burrowing owls are detected, the project applicant shall implement the avoidance, minimization, and mitigation methodologies outlined in the CDFW's Staff Report prior to initiating project-related activities that may impact burrowing owls.

Implementation of mitigation measure **MM 2** would reduce impacts to **less than significant**.

***b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or USFWS?***

Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in Section 1600 of the FGC; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies. No riparian habitat or other sensitive natural communities occur within the project boundaries; therefore**, no impact** would occur as a result of the project.

***c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No wetlands or other jurisdictional waters were observed on the site during the May 2018 survey. There are no tributaries or water bodies on the property that meet the technical criteria for a wetland. Based on the reconnaissance-level survey and historical aerials reviewed, jurisdictional waters appear to be absent from the site. Therefore, the project would have **no impact** to federally protected wetlands.

***d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. The project site consisted of croplands and exists currently as a ruderal habitat that is isolated by development and agriculture from other areas of natural habitats occurring on all sides. The conversion of approximately 13 acres of such habitat would not significantly impact wildlife. Therefore, impacts on wildlife habitat and movement would be **less than significant**.

***e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

The proposed project would not conflict with the Hollister Municipal Code, nor would it conflict with any of the policies described in the Hollister General Plan that protect biological resources. The project would not conflict with any local policies or ordinances protecting biological resources. As such, **no conflict** would occur.

***f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?***

There are currently no other adopted or proposed habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that affect the proposed project. Therefore, **no conflict** would occur.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **5. CULTURAL and TRIBAL RESOURCES.** Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | ☐ | ☒ | ☐ | ☐ |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? | ☐ | ☒ | ☐ | ☐ |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☒ | ☐ | ☐ |

DISCUSSION OF IMPACTS

***a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?***

There are no existing structures or historical resources on the site. **No impact**.

***b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?***

Findings from nearby studies indicate that there is a low potential for the site to contain buried or obscured archaeological or tribal cultural resources as defined in Public Resources Code section 21074. This conclusion is based on the disturbed nature of the site. However, the project would involve ground-disturbing activities that have the potential to uncover archeological or tribal resources. Therefore, the project could have a **significant impact** on archaeological resources. The following mitigation measure would be required.

Mitigation Measure

**MM 3** During project construction, if any archeological or paleontological resources (e.g., evidence of past human habitation or fossils) are found, the project applicant and/or its contractor shall cease all work within 50 feet of the discovery and notify the City of Hollister Planning Division immediately. The project applicant and/or its contractor shall retain a qualified archaeologist or paleontologist to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered resources. The City and the applicant shall consider the mitigation recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures.

Implementation of mitigation measure **MM 3** would reduce impacts on archeological and paleontological resources to **less than significant**.

***c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

The potential exists for discovery of paleontological resources during ground-disturbing activities. Therefore, the project may impact paleontological resources. This impact would be **significant**. Implementation of mitigation measure **MM 3** would reduce impacts on paleontological resources to **less than significant**.

The project site is currently flat and undeveloped and does not contain any unique geological features. **No impact** on unique geological features would occur.

***d) Disturb any human remains, including those interred outside of formal cemeteries?***

Based on nearby studies, there is a very low likelihood for prehistoric and/or historic era cultural resources to exist on the project site. However, there may be a possibility of inadvertent discovery of human remains during ground-disturbing project-related activities. This would be a **significant impact** requiring the following mitigation measure.

Mitigation Measure

**MM 4** If human remains or cultural resources associated with a burial (i.e. grave goods) are discovered during construction, the project applicant and/or its contractor shall cease all work within 50 feet of the find and notify the City of Hollister Planning Division and the County Coroner, according to California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and shall follow the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e).

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

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **6. GEOLOGY AND SOILS.** Would the project: | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☒ | ☐ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☐ | ☒ |
| iv) Landslides? | ☐ | ☐ | ☐ | ☒ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | ☐ | ☐ | ☒ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | ☐ | ☐ | ☒ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ☒ |

DISCUSSION OF IMPACTS

This section addresses the site's suitability for greenhouse use based on the preliminary soils and geotechnical report prepared for the 2005 Hollister General Plan and other readily available sources.

Although the project site has level topography with slopes ranging from 0 to 2 percent, project implementation would involve grading activities, which may result in increased rates of soil erosion and subsequent sedimentation.

Hollister is in a seismically active region and has experienced damage caused by ground shaking within the last 40 years. The San Andreas fault line is the general boundary between the northward-moving Pacific Plate and the southward-moving North American Plate. The San Andreas fault system crosses San Benito County in a southeasterly direction along the Gabilan Range 2.5 miles west of the city and is capable of generating an earthquake of up to 8.3 magnitude on the Richter Scale. The project site is located outside of a California Earthquake Fault Zone for an active fault. The nearest active fault is the Calaveras fault, which is located approximately 3,000 feet to the south. The Calaveras fault runs north–south and bisects the city through the downtown area. This fault has the capacity for a quake of magnitude 7+ on the Richter Scale. Additional nearby faults include the Quien Sabe and the Tres Pinos. The Quien Sabe fault registered an earthquake of at least magnitude 5.5 on the Richter Scale in 1986. The Tres Pinos fault is a minor fault that is connected to the Calaveras fault in Hollister's downtown area and is aligned in a southeasterly direction through the area. All but the Tres Pinos fault are considered active faults. The project's potential to be impacted by fault rupture, ground shaking, liquefaction, and landslide is discussed below.

***a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:***

***i) Rupture of a known earthquake fault?***

According to publicly available information, no faults are known to lie within the site. The likelihood of a surface fault rupture occurring on this site is considered nonexistent. However, there are faults located in the general area. Project construction would be required to meet the current California Building Code (CBC), Chapter 16, Section 1613, Earthquake Loads. As such, project implementation would have a **less than significant impact** in this subject area.

***ii) Strong seismic ground shaking?***

The site's most significant seismic hazard is seismic shaking. These potential impacts, however, are mitigated through compliance with Section 16.28.040 of the City's Municipal Code, which requires applicants proposing a subdivision, either residential or commercial, to prepare a seismic report and comply with its measures. The City recommends complying with the California Building Code Seismic Criteria for the proposed structures. Compliance with these criteria would reduce impacts associated with ground shaking to **less than significant.**

***iii) Seismic-related ground failure, including liquefaction?***

Liquefaction describes the phenomenon where soil loses its supportive strength and becomes incapable of bearing the load or overlaying soils or structures. Liquefaction occurs during earthquake conditions in saturated, relatively loose, sandy soils located near the ground surface. The geotechnical investigation report evaluated the site's soils for liquefaction potential based on soil type, density of the site soils, and the absence of groundwater at shallow depth. Based on publicly available data, the risk of liquefaction is low. Additionally, as shown on Map 18 of the City of Hollister General Plan, the site is located in an area with low liquefaction potential. As such, the project would not be at risk of liquefaction, and **no impact** would occur.

***iv) Landslides?***

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

***b) Result in substantial soil erosion or the loss of topsoil?***

The project site is generally flat, and construction would not require sloped areas potentially subject to erosion. However, minor grading on the site would consist of cutting in the access road and placing fill on the pads to achieve rough grade and appropriate pad elevations. Soil erosion of any stockpiles on-site prior to completion of the final phase of the project could, however, potentially occur as a result of wind and rain. The project would be required to comply with Section 17.16.040 of the City's Zoning Code, which requires applicants to submit an erosion control plan that must include measures stabilizing exposed earth. Implementation of this approved erosion control plan would reduce impacts associated with soil erosion compatibility to **less than significant**.

***c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?***

The project site is flat and is not located adjacent to any hillsides or other sloped areas that could be subject to landslides.

Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. Because the site is not located in an area of steep slopes and the potential for liquefaction is low, lateral spreading is considered "highly improbable" to occur on the project site.

Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion due to changes taking place underground. It is a natural process, although it can also occur (and is greatly accelerated) as a result of human activities. Common causes of land subsidence from human activity include pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils.

The project does not propose pumping of any water, oil, and/or gas from underground reservoirs. The site was not used for mining and there are no mines near the project site. These features minimize the likelihood of land subsidence.

Collapse can occur if near-surface soils vary in composition both vertically and laterally, and strong earthquake shaking can cause non-uniform compaction of the soil strata, resulting in movement of the near-surface soils.

Hollister Municipal Code Section 16.28.010 requires a soil report to be submitted with all tentative maps for proposed housing developments. The soil report would identify any soil instability concern and provide recommendations for the mitigation of the concern. Therefore, project implementation would have a **less than significant impact** relative to this topic.

***d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?***

Expansive soils can cause damage to buildings and paved areas. Near-surface soils that exhibit low strength may settle under building loads. The City of Hollister General Plan EIR addresses the potential for expansive soils in the Hollister planning area. According to the General Plan EIR, the

potential for expansive soils can be eliminated by conducting engineering tests to determine the proper design criteria. The project applicant would be required to observe those techniques during site development. As such, the potential for expansive soils creating substantial risks to life or property would be a **less than significant impact**.

***e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?***

The project would be required to connect to the City of Hollister's wastewater system. Wastewater would be processed through the Hollister Domestic Water Reclamation Facility and would not require the installation of septic systems. Therefore, **no impact** would result with regard to soil suitability for septic systems.

| | Potentially Significant Impact | Less Than Significant Impact With Incorporated Mitigation | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **7. GREENHOUSE GAS EMISSIONS.** Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Source: 33 | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☐ | ☒ |

DISCUSSION OF IMPACTS

This section addresses the project's potential greenhouse gas (GHG) emissions based on the 2005 Hollister General Plan, and other readily available sources**.** The project's GHG emissions would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with new vehicular trips (from employees and deliveries) and indirect source emissions, such as electricity usage for greenhouse lighting.

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. The CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine if a project's GHG emissions would have a significant impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the development's GHG emissions (14 CCR Section 15064.4[a]). Determining a threshold of significance for climate change impacts poses a special difficulty for lead agencies. Much of the science in this area is new and is evolving constantly. At the same time, neither the State nor local agencies are specialized in this area, and there are currently no local, regional, or state thresholds for determining whether a residential development has a significant impact on climate change. The CEQA Amendments do not prescribe specific significance thresholds but instead leave considerable discretion to lead agencies to develop appropriate thresholds to apply to projects within their jurisdiction.

Assembly Bill (AB) 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. In adopting AB 32, the legislature determined the necessary GHG reductions for the State to make to sufficiently offset its contribution to cumulative climate change to reach 1990 levels. AB 32 is the only legally mandated requirement for the reduction of GHGs. As such, compliance with AB 32 is the adopted basis on which the agency can base its significance threshold for evaluating GHG impacts.

As discussed in Air Quality, the Monterey Bay Air Resources District (MBARD) has primary responsibility for developing and implementing rules and regulations to maintain the national ambient air quality standards and attain the California ambient air quality standards, permitting new or modified sources, developing air quality management plans, and adopting and enforcing air pollution regulations for all projects in the North Central Coast Air Basin. The AB 32 Scoping Plan

does not specify an explicit role for local air districts with respect to implementing AB 32, but it does state that CARB will work actively with air districts in coordinating emissions reporting, encouraging and coordinating GHG reductions, and providing technical assistance in quantifying reductions. The ability of air districts to control emissions (both criteria pollutants and GHGs) is provided primarily through permitting, but also via their role as a CEQA lead or commenting agency, the establishment of CEQA thresholds, and the development of analytical requirements for CEQA documents. The MBARD drafted potential quantitative thresholds for projects undergoing CEQA review in February 2014. The draft thresholds include an annual threshold of 10,000 metric tons for stationary sources and a tiered approach for land use projects, whereby one of the following is applied: a bright-line (numeric) threshold of 2,000 metric tons annually; incorporation of mitigation measures to achieve 16 percent reduction from business as usual (BAU); or compliance with an adopted climate action plan. However, the MBARD has not formally adopted these thresholds, and they remain in draft form.

***a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

For this project, the most practical way to determine environmental impacts is to compare existing and future conditions. The site has historically been used for agriculture and contains a residence and workshop. As mentioned under the air quality discussion, the 24 employees required for the operation could be considered comparable to existing workforce levels needed to service the fields (when actively farmed) and maintain the property. When the fields are not active, the 20 employees per shift – and their related emissions – would typically be greater during portions of the year. Compared to existing conditions, greenhouse uses and lighting will use more electrical energy to operate the buildings, irrigate, and grow indoor crops.

Several State-led GHG emissions-reducing regulations have recently taken effect, and changes to regulations will continue to take effect in the near future that will substantially reduce GHG emissions. For instance, implementation of Assembly Bill 1493 (the Pavley Standard) (Health and Safety Code Sections 42823 and 43018.5) will significantly reduce the amount of GHGs emitted from passenger vehicles. The Pavley Standard is aimed at reducing GHG emissions from noncommercial passenger vehicles and light-duty trucks of model years 2009–2016 by requiring increased fuel efficiency standards of automobile manufacturers. The program combines the control of smog, soot, and GHG emissions with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

The electricity provider for Hollister, Pacific Gas and Electric Company (PG&E), is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020, which will have the effect of reducing GHG emissions generated during energy production. For example, from 2005 to 2012, PG&E increased its purchase of renewable source-generated electricity to levels that currently account for just over half of its total power mix (PG&E 2014).

The change in land use from agriculture to agriculture/commercial (greenhouse/cultivation) represents a minor change in use and corresponding GHG emissions, and was anticipated by the Hollister General Plan for this area. With the implementation of renewable energy sources and reductions in emissions from State-wide regulations, the project's change in land use will not significantly alter these continued State-wide reductions. Thus the project's impact on GHG emissions would be **less than significant**.

***b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

California has adopted several policies and regulations for the purpose of reducing GHG emissions. AB 32 was enacted to reduce statewide GHG emissions to 1990 levels by 2020. Therefore, the project would not conflict with AB 32. There would be **no impact**.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **8. HAZARDS AND HAZARDOUS MATERIALS.** Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☒ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ |
| e) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| f) 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? | ☐ | ☐ | ☐ | ☒ |
| g) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☒ | ☐ | ☐ |

DISCUSSION OF IMPACTS

***a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Both the US Environmental Protection Agency (EPA) and the US Department of Transportation (DOT) regulate the transport of hazardous waste and material, including transport via highway.

The EPA administers permitting, tracking, reporting, and operations requirements established by the Resource Conservation and Recovery Act (RCRA). The DOT regulates the transportation of hazardous materials through implementation of the Hazardous Materials Transportation Act. This act administers container design and labeling, and driver training requirements. These established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste. Additionally, state and local agencies enforce the application of these acts and provide coordination of safety and mitigation responses in the case that accidents involving hazardous materials occur.

Project construction would include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, state, and local laws, including California Occupational Health and Safety Administration (Cal/OSHA) requirements. All construction activities would be subject to the National Pollutant Discharge Elimination System (NPDES) permit process that requires the preparation of a stormwater pollution prevention plan (SWPPP), which would be reviewed and approved by the Regional Water Quality Control Board.

The cannabis cultivation operations taking place in each building will use nominal amounts of hazardous materials and pressurized gas in the processing and manufacturing of cannabis-based products. These materials are incidental to the process and are not acutely volatile or hazardous when used and stored in accordance with federal, state and local regulations.

Enforcement of hazardous material regulations and rapid response by local agencies would reduce the project's hazardous materials transportation, use, and disposal health hazards to a **less than significant impact.**

***b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

The cannabis cultivation and processing operations will routinely involve the transport, use, or disposal of hazardous materials in small quantities. However, the required materials do not present a reasonably foreseeable release of hazardous materials or pose an inherent or unusual risk to people or the environment. The project would be required to conform to local, state, and federal laws with regard to hazardous material and waste.

A Phase I Environmental Site Assessment (AEI Consultants, 2017) was conducted for this property and found no documentation of hazardous materials violations or discharge on the site and did not identify contaminated facilities within the appropriate American Society for Testing and Materials search distances that would reasonably be expected to impact the site. Based on these findings, no Recognized Environmental Conditions (RECs) and no historical RECs were identified for the site. Given the agricultural history of the site, the Phase I ESA cites existing City policy that soils all construction sites on previously farmed land must be tested for the presence or absence of pesticides, herbicides, fertilizers or other contaminants. As such, the applicant must complete this testing prior to obtaining building permits.

The use of the site will remain in agriculture. Prior to construction the soils will be tested as required, with recommendations (if necessary) to address agricultural residues during construction. With these requirements in place, this is a **less than significant** impact.

***c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

There are no schools within ¼ mile of the site. **No impact**.

***d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

Based on the Phase I ESA the property is not a hazardous materials site. Therefore, the project would have **no impact**.

***e) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The project would design roadways and emergency access according to City standards and would not encroach on or obstruct any existing evacuation routes. All new development in the city is required to comply with existing fire codes and ordinances regarding emergency access, such as widths, surfaces, vertical clearance, brush clearance, and allowable grades. The City would implement emergency response measures to address emergency management, including notifications, evacuations, and other necessary measures in the event of an emergency.

No public roads would be closed during project construction, and no detours would be required in the event of an emergency. The proposed project would not impede or conflict with any adopted emergency response or evacuation plans. There would be **no impact**.

***f) 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?***

The site is not located in an area identified as having a high potential for wildland fire. The project would have **no impact** on wildland fires.

***g) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

The project site is located in the Outer Safety Zone (OSZ) as identified in the 2001 Comprehensive Land Use Plan (CLUP) for Hollister Municipal Airport. Land use restrictions within the OSZ discourage residential use and uses that would result in greater than 60 people per acre when occupied. New structures should also result in no more than 50% of gross site coverage (or 65% of net coverage, whichever is greater). Based on the uses proposed, the project will have no more than 24 people on the 13 acres and the uses and building heights would be compliant.

Safety compatibility criteria of the CLUP also prohibits steady light or flashing lights in colors associated with airport operations where an aircraft may be engaged in a steady climb or on final approach. This criteria also prohibits any use which would cause sunlight to be reflected toward an aircraft during takeoff or landing.

As discussed under Aesthetics, the greenhouse component of each building would contain indoor grow lights in structures with translucent roofing. Lighting would be designed to be aimed straight downward directly above the crops. From the air, it is anticipated that the greenhouse glow would be clearly visible during the evening or on dark days. However, the lights would be constant (not strobing).

As the exact roofing material is not determined at this time, full compliance with the CLUP cannot be confirmed and therefore constitutes a **potentially significant** impact. The following measure shall be implemented to ensure consistency with the Hollister Airport CLUP:

**MM 5** Final project design shall include and demonstrate the following:

- Grow lights shall face downward and be shielded to prevent direct upward lighting.
- Lighting shall not strobe or flash.
- Roofing materials shall be toned or matted to prevent reflective glare.

Implementation of these design features will reduce the impact to a **less than significant** level.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **9. HYDROLOGY AND WATER QUALITY.** Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | ☐ | ☐ | ☒ | ☐ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | ☐ | ☐ | ☒ | ☐ |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ☒ | ☐ |
| f) Otherwise substantially degrade water quality? | ☐ | ☐ | ☒ | ☐ |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☒ | ☐ |
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | ☐ | ☐ | ☒ | ☐ |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam? | ☐ | ☐ | ☒ | ☐ |
| j) Inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ☒ |

DISCUSSION OF IMPACTS

Hollister is located in the Pajaro River watershed. The watershed covers approximately 1,300 square miles and spans four counties: San Benito, Santa Clara, Santa Cruz, and Monterey. The watershed is bounded by the Santa Cruz Mountains to the north and the Gabilan Range to the south. Its main tributaries are Corralitos, Uvas, Llagas, San Benito, Pacheco, and Santa Ana creeks. These tributaries and many others converge and provide water to the Pajaro River, which drains into Monterey Bay.

There are two significant surface water features within the City of Hollister planning area—the San Benito River and Santa Ana Creek. The San Benito River flows from southeast to northwest in the southern portion of the Hollister planning area. Much of the planning area drains northerly to Santa Ana Creek, which flows into San Felipe Lake, located approximately 7 miles north of Hollister Municipal Airport.

Urban runoff and other non-point source discharges are regulated by the 1972 federal Clean Water Act, through the National Pollutant Discharge Elimination System (NPDES) permit program established by the US Environmental Protection Agency (EPA). The NPDES stormwater permit program is organized in two different phases, depending on where the stormwater discharges originate.

Phase I regulations, effective since 1990, require NPDES permits for stormwater discharges for certain specific industrial facilities and construction activities, and for "medium" and "large" municipal separate storm sewer systems (MS4s) generally serving populations greater than 100,000.

In December 1999, the EPA promulgated more regulations, known as the Storm Water Phase II Final Rule for all Small MS4s, for urbanized areas and municipalities with a population base greater than 10,000 with a population density greater than 1,000 persons per square mile and including construction sites of 1 to 5 acres. In California, the NPDES General Permit for small MS4s is overseen by the Regional Water Quality Control Boards (RWQCB) and requires the development of a management plan that discusses existing and proposed programs which will protect water quality by reducing or eliminating pollutant runoff from entering local water bodies.

The City of Hollister has developed a Storm Water Management Plan (SWMP) in order to fulfill the requirements of the Phase II NPDES General Permit for Discharges of Storm Water from Small Municipal Separate Storm Sewer Systems.

The City of Hollister would provide water, wastewater, and storm drainage services to the project. Because this project would create over 1 acre of new impervious surface area, the Hollister SWMP requires that the project be consistent with the State Water Resources Control Board Construction General Permit (CGP), the purpose of which is to reduce water quality impacts associated with construction activities.

***a) Violate any water quality standards or waste discharge requirements?***

The project would connect to the City's existing storm drainage and sewer facilities. The City of Hollister Domestic Water Reclamation Facility would treat wastewater from the project site. Additionally, the project would include a stormwater infiltration system, which would be designed in accordance with the California Stormwater Best Management Practices Handbook and the City's NPDES permit. Because no on-site septic systems would be required to treat wastewater, no other sources of wastewater discharge are proposed that would go through the City's Domestic Water Reclamation Facility, and all stormwater would be directed into a project stormwater

infiltration system, the project would have a **less than significant impact** associated with wastewater or stormwater discharge.

***b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

The City uses groundwater to augment public water supply in the Hollister Urban Area (HUA). The San Benito County Water District (SBCWD), formed by a special act of the State, has regional responsibility and authority to manage groundwater. As part of its management activities, the district provides recharge to the basin, explores expanded groundwater banking, monitors water levels and water quality, and reports annually on groundwater conditions in the basin. The 2015 Hollister Urban Area Urban Water Management Plan (UWMP) includes a detailed discussion of the groundwater basin, along with all appropriate figures (Todd Groundwater 2016).

Groundwater recharge opportunities at the project site would be reduced as a result of the increase in impervious surfaces associated with project development. The project is subject to the post-construction stormwater management requirements outlined in Central Coast RWQCB Resolution No. R3-2013-0032, which requires site-specific design measures and water quality treatment measures for projects that create and/or replace 2,500 square feet or more of impervious surface. These measures may include directing runoff onto vegetated areas, minimizing compaction of permeable soils, and developing biofiltration systems and low impact development treatment systems. Rainwater and excess irrigation water would be directed toward vegetated areas and/or treatment systems. These measures would reduce impact to groundwater recharge.

Further, the project would not require any direct groundwater withdrawals. Therefore, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge. The project does not include groundwater wells and would not be expected to affect local aquifers. Impacts would be **less than significant**.

***c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?***

***d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

***e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

***f) Otherwise substantially degrade water quality?***

Historically the project site was used for the production of crops and is highly disturbed. The project would not substantially alter the existing quality of any creek because there are none close to the site. All project stormwater flows would drain into the stormwater infiltration system, which would be sized to accommodate projected stormwater flow.

Construction Impacts

Construction impacts could result from dirt leaving the site and entering the storm drain system from construction equipment and haul trucks, by runoff from exposed earth and stockpile areas during rainy periods, and from wind-blown dirt and dust from stockpiles. Construction runoff can also result from cleaning solvents and leaking fluids from construction equipment.

Section 17.16.140(C)(3) of the City of Hollister Municipal Code requires the project applicant to prepare a stormwater pollution prevention plan (SWPPP) for approval by the City. The SWPPP is required to list best management practices (BMPs), which specify how the applicant would protect water quality during the course of construction. BMPs typically include, but are not limited to, scheduling earthwork to occur during the dry season to prevent runoff erosion, protecting drainages and storm drain inlets from sedimentation with berms or filtration barriers, and installing gravel entrances to reduce tracking of sediment onto adjoining streets. Implementation of the project's SWPPP would reduce impacts to **less than significant.** No additional mitigation measures would be required.

Operation Impacts

On-site sources of polluted runoff associated with residential uses typically include surface parking areas and driveways, garbage areas, and planting areas where pesticides and fertilizers are used. Pollutants from these areas can wash into the storm drain system during storm events, thereby affecting surface water quality.

Hollister Municipal Code Section 17.16.140(A) requires all development projects in the city to be designed to detain stormwater runoff on-site to prevent contaminated stormwater from entering the City's storm drain system. Project applicants are required to submit a stormwater drainage plan that incorporates measures designed to retain stormwater on-site consistent with the most current requirements. In accordance with the Municipal Code, specific measures to be incorporated into the plan may include, but are not limited to:

1) Drainage from roof gutters from residential, commercial, industrial, public, and other buildings including accessory structures shall be directed to rain gardens, landscape areas, vegetative swales, or retention or detention ponds approved by the City Engineering Department.

2) The use of multi-use stormwater management facilities, including recreation areas, and permeable paving in interior pedestrian areas, patios, or plazas is encouraged.

Implementation of the project's on-site stormwater drainage plan would reduce impacts to **less than significant.** No additional mitigation measures would be required.

***g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

***h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

Federal Emergency Management Agency (FEMA) (2014) Flood Map FIRM Panel 06069C0185D shows Hollister, including the project site. According to this map, the project site is located in Zone X unshaded. Most of the site is in Zone X, which FEMA describes as an "area of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level." City of Hollister Municipal Code Chapter 15.20, Flood Damage Prevention, identifies standards to minimize public and private losses due to flooding. Section 15.20.130 specifies standards of construction for buildings in

flood zones. Section 15.20.130(C)(1) requires that all new development have the lowest floor, including the basement, elevated to or above the base flood elevation. Because the project site is located in Zone X unshaded, the potential to be impacted by flooding is minimal. Therefore, the project would have a **less than significant impact** regarding flood flows.

***i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?***

The project site is not located in an area protected by levees. According to the City's General Plan EIR, portions of the city are subject to flooding; however, flooding as a result of dam failure is unclear. The San Benito County General Plan Background Report identifies the dams with the ability to affect San Benito County areas if these dams were to fail. According to this document, the dams and reservoirs affecting San Benito County include several that are isolated in remote valleys and two (San Justo and Leroy Anderson Dams) that are larger and close to populated areas (San Benito County 2010). Because the smaller dams located in San Benito County are located in remote valleys, impacts on Hollister as a result of dam failure are nonexistent. The project site is not located in the inundation areas of the two larger dams. In the event of a complete failure, water from the reservoir behind San Justo Dam could inundate the San Juan Valley and flow across the lower San Benito River floodplain to the Pajaro River (San Benito County 2010). This would not impact the project site. According to the Anderson Dam Emergency Action Plan, the city is not located in the inundation area of the Anderson Dam (Santa Clara Valley Water District 2009). Additionally, all dams are required to undergo periodic inspection and be evaluated in terms of their structural integrity, and the San Benito County Emergency Services Department includes potential dam inundation areas in its emergency response planning. There are no significant upstream facilities that could cause a significant risk to the project. Therefore, there would be a **less than significant impact** in this area.

***j) Inundation by seiche, tsunami, or mudflow?***

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

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **10. LAND USE AND PLANNING.** Would the project: | | | | |
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☒ | ☐ | ☐ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ☒ |

DISCUSSION OF IMPACTS

***a) Physically divide an established community?***

The project site is located in an area of agricultural uses. The project itself would construct indoor cultivation and manufacturing buildings that would not divide an established community. The project would have **no impact**.

***b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?***

Please see Section 8, Hazards and Hazardous Materials, for an analysis of consistency with the Hollister Airport Comprehensive Land Use Plan (CLUP). The project is consistent with City General Plan policies and zoning regulations.

***c) Conflict with any applicable habitat conservation plan or natural community conservation plan?***

No local ordinances, habitat conservation plans (HCP), or natural community conservation plans (NCCP) are in effect for this project. While a draft HCP had been under way in this region for some time, this effort is no longer moving forward and as such, the project would not conflict with an HCP/NCCP. Therefore, the proposed project would have **no impact**.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **11. MINERAL RESOURCES.** Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | ☐ | ☐ | ☐ | ☒ |

DISCUSSION OF IMPACTS

***a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

***b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

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

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **12. NOISE.** Would the project result in: | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, exposure of people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☒ | ☐ |

DISCUSSION OF IMPACTS

This section evaluates the potential for impacts associated with exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, and a substantial temporary and/or permanent increase in ambient noise levels in the project vicinity.

### Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations which make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound because of its potential to disrupt sleep, to interfere with speech communication, and to damage hearing. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

### Addition of Decibels

Because decibels are logarithmic units, sound levels cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB.

### Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as roadway noise, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces like a parking lot or body of water. Soft surfaces, such soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

### Noise Descriptors

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The $L_{eq}$ is a measure of ambient noise, while the $L_{dn}$ and CNEL are measures of community noise. Each is applicable to this analysis and defined below.

- $L_{eq}$, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the $L_{eq}$ of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- $L_{dn}$, the Day-Night Average Level, is a 24-hour average $L_{eq}$ with a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour $L_{eq}$ would result in a measurement of 66.4 dBA $L_{dn}$.

- CNEL, the Community Noise Equivalent Level, is a 24-hour average $L_{eq}$ with a 5 dBA "weighting" during the hours of 7:00 PM to 10:00 PM and a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour $L_{eq}$ would result in a measurement of 66.7 dBA CNEL.

- $L_{min}$ is the minimum instantaneous noise level experienced during a given period of time.

- $L_{max}$ is the maximum instantaneous noise level experienced during a given period of time.

- Percentile Noise Level ($L_n$) is the noise level exceeded for a given percentage of the measurement time. For example, $L_{10}$ is the noise level exceeded for 10 percent of the measurement duration, and $L_{50}$ is the noise level exceeded for 50 percent of the measurement duration.

There are no existing noise sensitive land uses in the immediate project vicinity. Two rural residential homesteads are the nearest receptors, located approximately 700 feet to the north.

The City of Hollister General Plan identifies an exterior noise standard of 60 dBA $L_{dn}$ for residential land uses. Noise mitigation measures are required for projects that would result in a substantial increase (i.e., 3 dBA, or greater) in ambient noise levels that would exceed the City's exterior noise level of 60 dBA $L_{dn}$ for residential land uses. The City also limits typical construction activities to between the hours of 7:00 AM and 7:00 PM Monday through Friday and 8:00 AM and 6:00 PM on Saturday. Construction is not allowed on Sundays. Project construction would be required to comply with these hours.

The City's Noise Ordinance (Title 8, Health and Safety, Chapter 8.28) identifies prohibitions and noise standards intended to protect citizens from unnecessary and unusually loud noises that could adversely affect the peace, health, and safety of community residents. For noise sources affecting residential districts, noise levels may not exceed 55 dBA $L_{eq}$ during daylight hours and 50 dBA $L_{eq}$ after sunset.

***a) Exposure of persons to or generation of noise levels in excess of standards established in the general plan or noise ordinance, or applicable standards of other agencies?***

Construction Impacts

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, and paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Although noise ranges are generally similar for all construction phases, the initial site preparation phase tends to involve the most heavy-duty equipment having a higher noise-generation potential.

The US Environmental Protection Agency (EPA) has compiled data regarding the noise-generating characteristics of typical construction activities. These data are presented in **Table 1**. Noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA

per doubling of distance. For example, a noise level of 86 dBA measured at 50 feet from the noise source to the receptor would reduce to 80 dBA at 100 feet from the source to the receptor, and would reduce by another 6 dBA (to 74 dBA) at 200 feet from the source to the receptor. Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Average-hourly noise levels associated with construction projects can vary, reaching levels of up to approximately 83 dBA $L_{eq}$ at 50 feet, depending on the activities performed. Short-term increases in vehicle traffic, including worker commute trips and haul truck trips, may also result in temporary increases in ambient noise levels at nearby receptors.

**TABLE 1**
**NOISE RANGES OF TYPICAL CONSTRUCTION EQUIPMENT**

| Construction Equipment | Noise Levels in dBA $L_{eq}$ at 50 Feet[1] |
|---|---|
| Front Loader | 73–86 |
| Trucks | 82–95 |
| Cranes (moveable) | 75–88 |
| Cranes (derrick) | 86–89 |
| Vibrator | 68–82 |
| Saws | 72–82 |
| Pneumatic Impact Equipment | 83–88 |
| Jackhammers | 81–98 |
| Pumps | 68–72 |
| Generators | 71–83 |
| Compressors | 75–87 |
| Concrete Mixers | 75–88 |
| Concrete Pumps | 81–85 |
| Backhoe | 73–95 |
| Tractor | 77–98 |
| Scraper/Grader | 80–93 |
| Paver | 85–88 |

*Source: Appendix G*

*Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.*

As noted earlier, there are no noise sensitive uses immediately the site. Two rural residential homesteads are the nearest receptors, located approximately 700 feet to the north.

Based on the noise levels discussed above and the distance to nearest receptors, construction noise will result in a less than significant impact.

## Operation Impacts

Project operations, including cannabis product manufacturing, will occur indoors within concrete walled structures. No significant noise sources are predicted or planned for this use. Other noise sources would include increased vehicle traffic to the site and along Wright Road. However, with only 24 employees on site and associated traffic, this represents a minimal increase in an environment that has existing truck and industrial noise from adjacent uses.

In comparison to existing and future background conditions, the proposed project would result in negligible change. As a result, this impact would be **less than significant**.

***b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

There are no federal, state, or local regulatory standards for ground-borne vibration. However, various criteria have been established to assist in the evaluation of vibration impacts. For instance, the California Department of Transportation (Caltrans) has developed vibration criteria based on human perception and structural damage risks. For most structures, Caltrans considers a peak particle velocity (ppv) threshold of 0.2 inches per second (in/sec) to be the level at which architectural damage (i.e., minor cracking of plaster walls and ceilings) to normal structures may occur. Below 0.10 in/sec ppv there is virtually no risk of 'architectural' damage to normal buildings. Levels above 0.4 in/sec ppv may possibly cause structural damage (Caltrans 2002).

In terms of human annoyance, continuous vibrations in excess of 0.1 inches per second ppv are identified by Caltrans as the minimum level perceptible level for ground vibration. Short periods of ground vibration in excess of 0.2 inches per second can be expected to result in increased levels of annoyance to people within buildings (Caltrans 2002).

Increases in groundborne vibration levels from the proposed project would be primarily associated with short-term construction-related activities. Project construction would require the use of off-road equipment, such as tractors, concrete mixers, and haul trucks. The project is not expected to use major groundborne vibration–generating construction equipment, such as pile drivers.

Construction equipment groundborne vibration levels are summarized in **Table 2**. Based on the vibration levels, ground vibration generated by construction equipment would not be anticipated to exceed approximately 0.08 inches per second peak particle velocity (ppv) at 25 feet. Predicted vibration levels at the nearest on- and off-site structures would not exceed the minimum recommended criteria for structural damage and human annoyance (0.2 and 0.1 inches per second ppv, respectively). As a result, this impact would be **less than significant.**

**TABLE 2**
**REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT**

| Equipment | Peak Particle Velocity at 25 Feet (in/sec) |
|---|---|
| Loaded Trucks | 0.076 |
| Jackhammer | 0.035 |
| Small Bulldozers/Tractors | 0.003 |

*Source: Appendix G*

***c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

As discussed in Issue a), the proposed project would not result in a substantial permanent increase in ambient noise levels that would exceed applicable noise standards. As a result, this impact

would be **less than significant**. Refer to Issue a) for additional discussion of the project's short- and long-term noise impacts.

***d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?***

As discussed in Issue a), the nearest noise-sensitive land uses in the project area are over 700 feet away. Nearby uses are industrial, agriculture and commercial, which are not sensitive to minor changes. This impact would be **less than significant**. Refer to Issue a) for additional discussion of the project's short- and long-term noise impacts.

***e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels?***

***f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?***

The project is within two miles of the Hollister Airport and within the Outer Safety Zone of the CLUP. However, the proposed uses, indoor cultivation and manufacturing, are not sensitive to aircraft noise. The project would have **a less than significant effect** for this topic.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **13. POPULATION AND HOUSING.** Would the project: | | | | |
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | ☐ | ☐ | ☒ | ☐ |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☒ | ☐ |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☒ | ☐ |

DISCUSSION OF IMPACTS

***a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

***b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

***c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

The project is a continued agricultural use with indoor cultivation and manufacturing of cannabis products. As such it will have **no impact** regarding population growth in the area. The proposed use and the jobs it generates will be serviced by existing roads and will not induce population growth.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **14. PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: | | | | |
| a) Fire protection? | ☐ | ☐ | ☒ | ☐ |
| b) Police protection? | ☐ | ☐ | ☒ | ☐ |
| c) Schools? | ☐ | ☐ | ☐ | ☒ |
| d) Parks? | ☐ | ☐ | ☐ | ☒ |
| e) Other public facilities? | ☐ | ☐ | ☐ | ☒ |

DISCUSSION OF IMPACTS

In this subsection, the proposed project is evaluated for its impact on existing school, police, fire, governmental, and emergency services in Hollister. Fire and police protection to the project site is provided by the Hollister Fire Department and the Hollister Police Department, respectively. The project site is located in the service areas of the Hollister School District and the San Benito High School District. Parks and recreation facilities in the city are the responsibility of the Hollister Recreation Division.

***a) Fire protection?***

Fire protection is provided by the Hollister Fire Department (HFD) within the city limits. The San Benito County Fire Department (which is operated under contract with the California Department of Forestry and Fire Protection) serves the unincorporated areas of the county that are not designated as wildlands, and the California Department of Forestry and Fire Protection (Cal Fire) serves the unincorporated wildland areas. The San Benito County Fire Department provides initial response in certain areas of the city under an automatic aid agreement between the City of Hollister and the County of San Benito; in turn, the City provides initial response in areas protected by the County on the western boundaries of the city (Hollister 2009).

The Hollister Fire Department has two fire stations. Station 1, located at 110 Fifth Street, has one engine company and one truck company. The station is staffed with two fire captains, two fire apparatus engineers, and one firefighter. The fire chief and an administrative fire captain are on duty Monday through Friday. The department also is supported by volunteer firefighters. Station 2, located at 1000 Union Road, has one engine company and is staffed with one fire captain, one fire apparatus engineer, and one firefighter. The Hollister Fire Department provides first responder emergency medical services and responds to all automatic aid areas as the first responder for emergency medical services incidents.

The San Benito County Fire Station (operated under contract with Cal Fire) is located at 1979 Fairview Road and is staffed by three full-time personnel, supplemented by volunteer firefighters. The Hollister Fire Department has a mutual aid agreement with the County of San Benito for fire protection in unincorporated areas just beyond the Hollister city limits.

The accepted standard in determining whether a project may result in the need for new fire facilities is service response times. HFD Station 1 is located approximately 1 mile from the project site. The HFD's response time goal is 3 minutes. The project site can be served within the 3-minute goal from Station 1.

The proposed project may pose incremental financial service costs to the fire department; however, this is not an environmental issue but rather a fiscal one for the City. The City collects fire impact fees to offset the financial burden new development can potentially cause to the fire department.

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

***b) Police protection?***

The Hollister Police Department (HPD) is located at 395 Apollo Way, which is about 1.5 miles from the project site. The accepted standard in determining whether a project may result in the need for new police facilities is the officer-to-resident ratio. The HPD service ratio is one officer per 1,000 residents. As the project would not increase the city's population, the project would not require any new or expanded police facilities.

The nature of the business, cannabis cultivation and manufacturing, involves the growing, storage and processing of a valuable cash crop. As part of project operations the licenses for various uses within the project must provide for sufficient private security.

The proposed project may pose an incremental financial service cost to the department; however, this is not an environmental issue but rather a fiscal issue for the City. The City collects a police development impact fee to offset the financial burden new development would cause to the HPD.

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

***c) Schools?***

As the project will not generate students, there will be **no impact** regarding schools.

***d) Parks?***

The proposed project will not generate demand for additional parks and recreation facilities, and therefore will have **no impact**.

***e) Other public facilities?***

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

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **15. RECREATION** | | | | |
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☐ | ☒ |
| b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

DISCUSSION OF IMPACTS

***a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that the substantial physical deterioration of the facility would occur or be accelerated?***

***b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

The project will not generate additional residents or cause the need for new facilities. There will be **no impact** to recreation facilities.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **16. TRANSPORTATION/TRAFFIC.** Would the project: | | | | |
| a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ☒ | ☐ |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? Source: 34 | ☐ | ☐ | ☐ | ☒ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☐ | ☒ |
| e) Result in inadequate emergency access? | ☐ | ☐ | ☒ | ☐ |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | ☐ | ☐ | ☒ | ☐ |

DISCUSSION OF IMPACTS

***a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***

***b) Conflict with an applicable congestion management program, including, but not limited to level of service standards established by the county congestion management agency for designated roads or highways?***

The two key intersections near the project are SR 25/Wright Road and Wright Road/San Felipe Road. Of these, SR 25/Wright Road currently operates with deficient levels of service and the intersection meets signal warrant criteria (Chappell Road EIR, City of Hollister 2018).

According to input from the project's traffic engineer (ATE, 2018), the project's 24 employees during each shift will result in a negligible change in traffic. Off peak shift times (noon to 8pm, 8pm to 4am, and 4am to noon) will remove employee and delivery trips from peak hour periods (5-9am and 2:30-7:30pm. With this schedule no employee peak hour trips will occur.

All delivery and product transportation will be restricted to 9am to 4pm and 7pm to 10pm, also outside the peak hours. Normal daily activity for deliveries and product transportation will encompass a total of 28-30 vehicle trips in a 24-hour period. For normal operations, no oversized vehicles (semi-trailers, etc.) will be needed to service the operation.

The project will also need to pay any established fair share development impact fees for common and planned improvements, and include coordinated roadway planning consistent with North Gateway design guidelines. No plans or congestion management efforts will be impacted by the proposal. This is a **less than significant** impact.

***c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

According to the Hollister Municipal Airport Comprehensive Land Use Plan (San Benito County Airport Land Use Commission 2012), the project's proposed use is consistent with the airport Outer Safety Zone. The project and its employees would not result in an increase in airport traffic levels or require a change in location of the airport. The proposed project would have **no impact** in this regard.

***d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

The site will be accessed from a single entrance along Wright Road. There is ample right of way and sight distance in this area and the project will have **no impacts**.

***e) Result in inadequate emergency access?***

The project site plan provides for a wide primary entrance to the project to service all buildings, with a secondary emergency access. Fire access will be reviewed and cleared with the fire department. Therefore, the proposed project would have a **less than significant impact** regarding emergency access.

***f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

The project would not create additional demand for bicycle and pedestrian facilities in the immediate area as only employees would be using the site. Currently the project site is not served directly by any bicycle facilities.

The City of Hollister General Plan indicates that most bicycling in the city is done on roadway shoulders. Frontage improvement provided by the project will improve bicycle and pedestrian safety and access in the immediate vicinity of the project. Any improvements would be beneficial compared to the existing condition along Wright Road. This is a **less than significant impact**.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **17. UTILITIES AND SERVICE SYSTEMS.** Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ☒ | ☐ |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | ☐ | ☐ | ☒ | ☐ |
| e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments? | ☐ | ☐ | ☒ | ☐ |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | ☐ | ☐ | ☒ | ☐ |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

DISCUSSION OF IMPACTS

The City of Hollister would provide water, wastewater, and storm drainage service to the project. The City's wastewater treatment facilities include the Industrial Wastewater Treatment Plant and the Domestic Water Reclamation Facility. The Industrial Wastewater Treatment Plant primarily treats waste from the tomato cannery located in the city. It also collects a portion of the city's stormwater runoff. The Domestic Water Reclamation Facility treats domestic, commercial, and industrial wastewater in Hollister and produces Title 22 reclaimed water for park irrigation, airport greenery, and groundwater recharge.

The City of Hollister Utilities Division–Water owns, operates, and maintains a water distribution system providing retail potable and non-potable water service to residents and businesses within or near the city limits. Hollister has two sources of potable water supply: purchased surface water from the San Benito County Water District (SBCWD) and groundwater from eight City owned and operated wells (two wells are currently offline). Hollister also has five distribution system interties with the Sunnyslope County Water District that allow water to flow between the two systems such that strict accounting of each individual system may result in unaccounted for or excess water (Todd Engineers 2011).

The City of Hollister, the SBCWD, and the Sunnyslope County Water District form the Hollister Urban Area (HUA) in a regional water alliance to become less dependent on groundwater and to improve the water quality of the municipal water supply. The City receives Central Valley Project (CVP) water from the SBCWD, which is treated at the Lessalt Water Treatment Plant (WTP). The completion of the West Hills WTP, currently under construction, will bring the combined HUA treatment capability up to 4,760 afy. The SBCWD has a 40-year contract (extending to 2027) for a maximum of 8,250 afy of municipal and industrial water and 35,550 afy of agricultural water.

Storm drainage facilities would be provided by the City of Hollister. The City's storm drainage system comprises multiple networks of inlets, pipes, and basins that flow to the San Benito River, to Santa Ana Creek, or to terminal (retention) basins. The storm drainage system includes over 59 miles of piping flowing into one of the 20 river outfalls or to one of the five terminal basins. The City's system does not include any stormwater pumping stations (Todd Engineers 2011).

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

The John Smith Road Landfill is the main solid waste landfill for San Benito County. It is owned by the County of San Benito and operated by Waste Connections, Inc. The maximum permitted capacity of the landfill is 9,354,000 cubic yards. As of November 2012, the landfill had a remaining capacity of 4,625,827 cubic yards (CalRecycle 2016a). Approximately 51,493 tons of solid waste were disposed of at this landfill by county residents in 2015 (CalRecycle 2016b).

***a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

***b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

Existing wells used by the City are estimated to have a water supply through 2030 of 2,056 acre-feet per year (Todd Engineers 2011). The combination of CVP water and municipal wells are sufficient to handle any changes in demand without triggering the need for additional facilities.

The domestic wastewater treatment facility is currently capable of treating up to 4 million mgd and the current average flow is approximately 3 mgd. In addition, the facility can be expanded

to accommodate peak flows of 5 mgd through the installation of additional membranes when required by additional development (Todd Groundwater 2016). Thus, the domestic wastewater treatment facility has approximately 1 mgd of unused capacity, as well as the optional expansion capacity of an additional 1 mgd.

Most of the project's water use will be recycled internally or lost to evapotranspiration. However, as much as 15% of the irrigation water, or about 686 gallons per day, may exit the facility as "runoff" through the wastewater system. As such, the incremental wastewater generated by the project will not exceed existing wastewater treatment requirements, can be treated by existing facilities, and will not cause the need for expansion of those facilities. This is **a less than significant** impact.

The project would connect to an existing sewer line adjacent to the project site and therefore would not require the extension of City sewer pipelines except to service the property. All sewer pipelines on the project site would be installed in the project roadways during construction and are the responsibility of the project applicant. The only additional wastewater generated by the project will be for on-site restrooms, estimated to generate 216 gallons per shift, or about 648 gallons per day[1]. The addition of combined wastewater estimated from the project's proposed uses (about 1,334 gallons per day or 487,000 gallons per year) would not cause an exceedance of the operational or permitted capacity at the Domestic Water Reclamation Facility. Therefore, the project would have a **less than significant impact** on wastewater facilities.

***c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

The project is proposing an on-site storm water detention facility. The storm drainage system would be designed to comply with Section E.12.e(ii)(d) of the NPDES General Permit for Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (Order No. 2013-0001-DWQ). This requires the site design to achieve an 85 percent capture rate. A portion of the project's stormwater would likely flow into the City's existing storm drainage system during heavy rain events. The stormwater from this system flows into the San Benito River. Because the project would connect to an existing storm drain, would construct a storm drain system to serve the project, and would include infiltration facilities for water quality, sized according to City standards, the project would not require new or the expansion of existing storm drainage facilities. Environmental impacts associated with storm drainage would be **less than significant**.

***d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

No new or expanded entitlements are needed. Hollister purchases Central Valley Project (CVP) water directly from the San Benito County Water District. CVP water brought into San Benito County is stored in San Justo Reservoir, which is used exclusively to store and regulate imported CVP water. The San Benito County Water District has a 40-year contract (extending to 2027) for a maximum of 8,250 acre-feet per year of municipal and industrial (M&I) water and 35,550 acre-feet per year of agricultural water. This contract was renewed in May 2007 (Todd Engineers 2011).

To become less dependent on groundwater and improve the water quality of the municipal water supply, the City of Hollister, along with the Sunnyslope County Water District and the San Benito County Water District, has implemented the Hollister Urban Area Water Project (HUAWP). The

[1] 24 employees x 3 restroom visits per shift x 3 gallons per visit x 3 shifts

HUAWP includes three main components: expanded drinking water treatment, improved water supply reliability, and protection of the groundwater basin. The project includes the expansion of the Lessalt Water Treatment Plant, the construction of the West Hills Water Treatment Plant, and pipeline infrastructure. Currently, the SBCWD is not able to use all of its Central Valley Project allocated water (8,250 acre-feet) due to water treatment limitations. Upon completion of the HUAWP, the San Benito County Water District will have the ability to treat and deliver the full CVP contracted water allocation.

Future water demand and supply is identified in **Table 3**. As shown, the Hollister urban area has an adequate supply of water to meet its anticipated future demand.

**TABLE 3**
**PAST AND PROJECTED WATER SUPPLY (ACRE-FEET PER YEAR)**

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

*Source: Todd Engineers 2011, Table 3-12 and Table 4-7*

*Notes:*

*1. CVP water is allocated as needed to the City and the Sunnyslope County Water District.*

*2. Groundwater includes water pumped by both the City of Hollister and the Sunnyslope County Water District.*

Compared to the historic intensive agricultural use of the property, the indoor cultivation and manufacturing use of the project is estimated to demand less water than traditional agriculture.

According to research by the Mendocino Cannabis Policy Council on the water demands of growing cannabis, 1/8 of an acre yields approximately 50 plants. This project proposed 7.62 acres of building coverage, about 75% of which will be grow area, or 5.72 acres of grow or plant canopy.

Using the industry-researched factor of 24,000 gallons per 1/8 of an acre over a 240-day growing season, demand is 100 gallons/day per 1/8 acre. With a growing area of 5.72 acres, the project's estimated water demand would be 4,576 gallons per day. It should be noted that this demand reflects outdoor grows. Indoor grows with sophisticated irrigation and conservation techniques can substantially reduce water demands.

By comparison, an average single-family home with four residents uses approximately 300 gallons per day (75 gallons per person per day). Using a typical density of six houses per acre, that same 5.72 acres could yield 34 homes, using about 10,200 gallons per day.

According to the California Department of Water Resources data (2010), truck/row crops common to the area use 1.51-acre feet per acre for a single crop cycle. Converted to gallons, irrigation can use 638,487 gallons per acre for such crops, or up to 8.3 million gallons over the 13-acre project site. If crops were grown year-round, this would convert to over 22,000 gallons per day for irrigated agriculture on the same property. So, by comparison, the project's water use (5,476 gallons per day plus a nominal amount for 4 bathrooms) would use considerably less water than agriculture or residential uses.

Water demand described here represents a "single pass" use for irrigation. In reality, modern indoor growing facilities have several options and technologies available to recapture runoff and condensate, to be routed back through the filtration and irrigation process. If such systems are applied, water use in the facility can be dramatically reduced. At this time, however, specific operational details of the facility are not known.

According to the 2012 Annual Water Quality Report, the City had a water excess of 388.5 acre-feet. Future water supply is expected to increase due to the HUAWP. The SBCWD has a 40-year contract for 8,250 acre-feet per year of Central Valley Project water through at least 2027. According to the Urban Water Management Plan, there is adequate water to meet the area's future water demand. As such, the project would have a **less than significant impact** on water supply.

***e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?***

The project's wastewater would be treated by the City's Domestic Water Reclamation Facility, which has sufficient capacity as noted in Issue b), above. Therefore, the project would have a **less than significant impact** on wastewater facilities.

***f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

***g) Comply with federal, state, and local statutes and regulations related to solid waste?***

According to CalRecycle (2013), the John Smith Road Landfill has a cease operation date of January 1, 2032. Total capacity of the landfill is 9.3 million cubic yards. The remaining capacity, as of November 30, 2012, was 4.6 million cubic yards. The maximum tonnage per day the landfill is permitted is 1,000 tons.

The project's additional solid waste would not increase the tonnage beyond the landfill's permitted amount or result in the closure of the landfill prior to the anticipated 2032 date. As a result, the project would have a **less than significant impact** on solid waste disposal.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **18. MANDATORY FINDINGS OF SIGNIFICANCE** | | | | |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wild-life population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☒ | ☐ | ☐ |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. | ☐ | ☒ | ☐ | ☐ |
| c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☒ | ☐ | ☐ |

DISCUSSION OF IMPACTS

***a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?***

There is a potential for significant impacts on biological resources from future development of the project site. Mitigation measures require preconstruction surveys and avoidance measures for burrowing owl. Implementation of mitigation measure **MM 2** would ensure that potential impacts on biological resources would be reduced to **less than significant** by requiring that appropriate measures are taken and mitigation measures are in place prior to construction.

The potential for the proposed project to disturb important examples of California history or prehistory would be low. However, mitigation measures **MM 3** and **MM 4** would ensure that if unknown cultural resources are discovered during construction activities, the proposed project does not adversely affect any cultural resources or human remains. Implementation of these mitigation measures would ensure that the proposed project does not eliminate examples of major periods of California history and prehistory, which would reduce potential impacts to **less than significant**.

***b) Have impacts that are individually limited, but cumulatively considerable?***

The proposed project would contribute incrementally to cumulative impacts relative to air quality, hazards and hazardous materials, and traffic. Cumulative projects may include other development in the North Gateway area as envisioned by the General Plan, and/or other cannabis cultivation facilities in the immediate area.

The project applicant would be required to pay adopted development impact fees for common public services, traffic improvements, and utility and service system improvements. With the payment of development impact fees and implementation of mitigation measures MM 1 and MM 5, the project's cumulative impacts on air quality and hazards and hazardous materials would be **less than significant**.

***c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

The proposed project would not result in substantial adverse effects on human beings. Mitigation measures identified in this study would reduce all effects on human beings and the environment to a less than significant level. Therefore, adverse effects on human beings would be **less than significant**.

## 2.7 DOCUMENTS REFERENCED IN INITIAL STUDY AND/OR INCORPORATED BY REFERENCE

The following documents were used to determine the potential for impact from the proposed project. Compliance with federal, state, and local laws is assumed in all projects.


1. AEI Consultants. March 2017. *Phase I ESA for Vacant Land, Wright Road, Hollister CA*.

2. CalRecycle (California Department of Resources Recycling and Recovery). 2018. CalRecycle website. Accessed May 22. http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination /JurDspFa.aspx.

3. Caltrans (California Department of Transportation). 2014. Scenic Highway Program. http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm.

4. DOC (California Department of Conservation). 2011. San Benito County Important Farmland.

5. ———. 2014. *Farmland Mapping and Monitoring Program (FMMP)*. Accessed May 17. http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx.

6. FEMA (Federal Emergency Management Agency). 2014. *Flood Map FIRM Panel 06069C0185D*. Accessed May 18. https://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1.

7. San Benito County. 2013. *San Benito County General Plan Public Draft Background Report, Chapter 9 Health and Safety*.

8. HFD (Hollister Fire Department). 2014. Fire Department website. Accessed November 13. http://www.hollister.ca.gov/site/html/gov/office/fire.asp.

9. Hollister, City of. 2005a. *City of Hollister General Plan*. Amended December 7, 2009. http://hollister.ca.goc/Site.html/gov/office/planning.asp.

10. ———. 2005b. *City of Hollister General Plan Environmental Impact* Report.

11. _____. 2018. *Chappell Road Project Final EIR.*

12. _____. *Municipal Code, Title 17 (Zoning)*.

13. _____. *Ordinance No. 1149* (Regulating Cannabis Licensing and Operations).

14. MBARD (Monterey Bay Air Resources District). *2016 Air Quality Management Plan for the Monterey Bay Region.*

15. SBCWD (San Benito County Water District). 2013. *Annual Groundwater Report.*

16. Todd Engineers. 2011. *2010 Hollister Urban Area Urban Water Management Plan*.

17. ———. 2012. *2012 Annual Water Quality Report – City of Hollister Water System*.

18. _____. 2016. *2015 Hollister Urban Area Urban Water Management Plan*. Prepared for the San Benito County Water District, the Sunnyslope County Water District, and the City of Hollister.

19. Veolia (Veolia Water West Operating Services, Inc.). 2012. *City of Hollister Master Reclamation Requirements Central Coast RWQCB Order No. R3-2008-0069, 2011 Annual Report.*

20. Council of San Benito County Governments. 2014. *On the Move: 2035 San Benito Regional Transportation Plan*. Adopted June 19.

21. San Benito County Airport Land Use Commission. 2012. *Hollister Municipal Airport Comprehensive Land Use Plan*. Adopted June 21. Available at: http://www.sanbenitocog.org/pdf/ADOPTED%20%20ALUCP%20-June%202012.pdf.

22. State of California, Department of Transportation (Caltrans). 2002. Transportation Related Earthborne Vibrations. January.

23. Marijuana Venture. Cannabis Cultivators' Report on Water Usage. September 23, 2015. https://www.marijuanaventure.com/report-on-water-usage/