

Environmental Assessment

Determinations and Compliance Findings for HUD-assisted Projects

24 CFR Part 58

October 2023

West of Fairview Affordable Apartments
Lot 100, Corner of Mimosa Street and Avenida Cesar Chavez
Hollister, California 95023





**U.S. Department of Housing and Urban
Development**

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Washington, DC 20410
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Project Identification: West of Fairview Affordable Apartments
Lot 100, Corner of Mimosa Street and Avenida Cesar Chavez
Hollister, California 95023

Responsible Entity: County of San Benito

Preparer: Bay Desert, Inc.

Month/Year: October 2023

Table of Contents

Project Information	6
Project Location	7
Map 1 Region	7
Map 2 City of Hollister	8
Map 3 Site Map.....	10
Map 4 -Aerial View	10
Map 5 Parcel Map.....	11
Description of the Proposed Project	12
Figure 1 Site Plan	13
Site Photograph	14
Statement of Purpose and Need for the Proposal.....	15
EXISTING CONDITIONS AND TRENDS [24 CFR 58.40(A)]:	16
Funding Information	16
Estimated Total HUD Funded Amount:	16
Estimated Total Project Cost	16
Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities	17
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6.....	17
Airport Hazards	17
Coastal Barrier Resources.....	17
Flood Insurance	17
Clean Air.....	18
Coastal Zone Management.....	20
Contamination and Toxic Substances	21
Endangered Species.....	22
Explosive and Flammable Hazards	23
Farmlands Protection	23
Floodplain Management	23
Historic Preservation	24

Noise Abatement and Control.....	26
Sole Source Aquifers	27
Wetlands Protection.....	27
Wild and Scenic Rivers.....	27
Environmental Justice.....	27
Environmental Assessment Factors	31
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design.....	31
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	33
Hazards and Nuisances including Site Safety and Noise.....	34
Energy Consumption	36
SOCIOECONOMIC	36
Employment and Income Patterns.....	36
Demographic Character Changes, Displacement.....	37
COMMUNITY FACILITIES AND SERVICES	39
Educational and Cultural Facilities	39
Educational Facilities	39
Libraries	40
Commercial Facilities.....	40
Health Care and Social Services.....	41
Solid Waste Disposal / Recycling	41
Wastewater / Sanitary Sewers	42
Water Supply	44
Public Safety - Police, Fire and Emergency Medical.....	45
Police.....	45
Fire and Emergency Medical	47
Parks, Open Space and Recreation.....	48
Transportation and Accessibility	49
NATURAL FEATURES	51
Unique Natural Features, Water Resources	52
Vegetation, Wildlife	52

Other Factors	53
Additional Studies Performed:	56
Field Inspection.....	56
List of Sources, Agencies and Persons Consulted	56
List of Permits Obtained	56
Public Outreach	56
Cumulative Impact Analysis.....	57
Alternatives	58
No Action Alternative	58
Summary of Findings and Conclusions.....	58
Mitigation Measures and Conditions	59
Clean Air.....	59
Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93.....	59
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	60
Hazards and Nuisances - Seismic.....	60
Vegetation and Wildlife – Migratory Bird Treaty	61
Determination:.....	62
WOF Affordable Housing Source Documentation	63



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24 CFR Part 58

Project Information

Project Name: West of Fairview Affordable Apartments

Responsible Entity: County of San Benito

Grant Recipient (if different than Responsible Entity): Eden Housing, Inc.

State/Local Identifier:

Preparer: Eugene Flannery, Bay Desert, Inc.

Certifying Officer Name and Title:

Consultant (if applicable): Bay Desert, Inc.
422 Larkfield Center #104
Santa Rosa, CA 95403
(707) 523-3710
eflannery@baydesert.com

Direct Comments to:

Project Location: Lot 100, Corner of Mimosa Street and Avenida Cesar Chavez, Hollister, CA



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Project Location

Brighton Drive, Lot 100, Hollister, CA

Map 1 Region



Environmental Assessment West of Fairview Affordable Apartments

Lot 100, Corner of Mimosa Street and Avenida Cesar Chavez

Hollister, California 95023

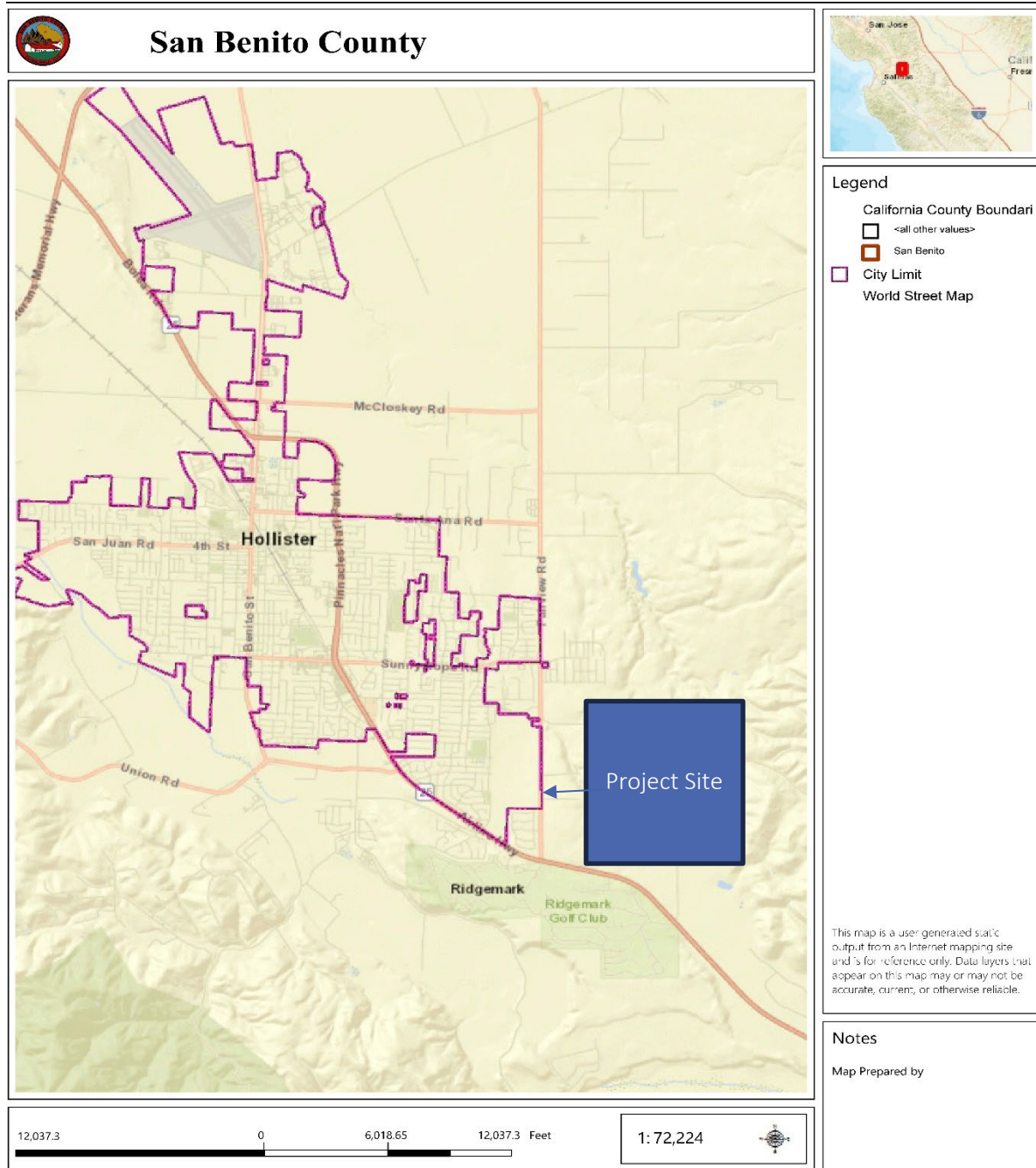
October 2023



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Map 2 City of Hollister





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Map 3 Vicinity





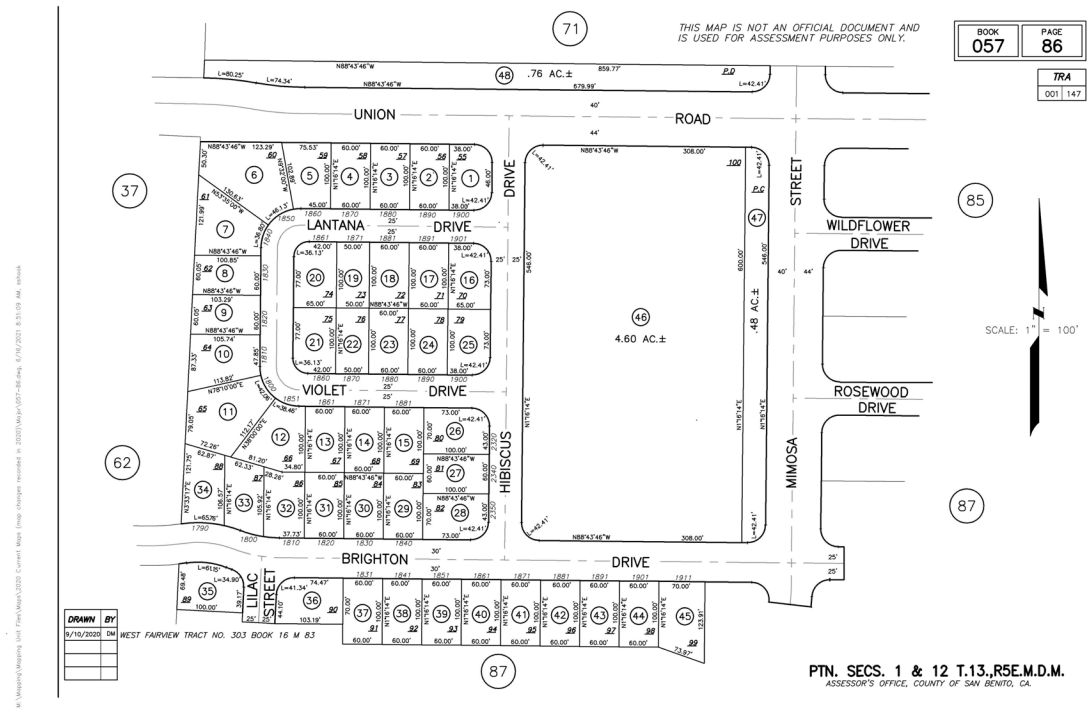
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Map 3 Site Map



Map 4 -Aerial View



Map 5 Parcel Map

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

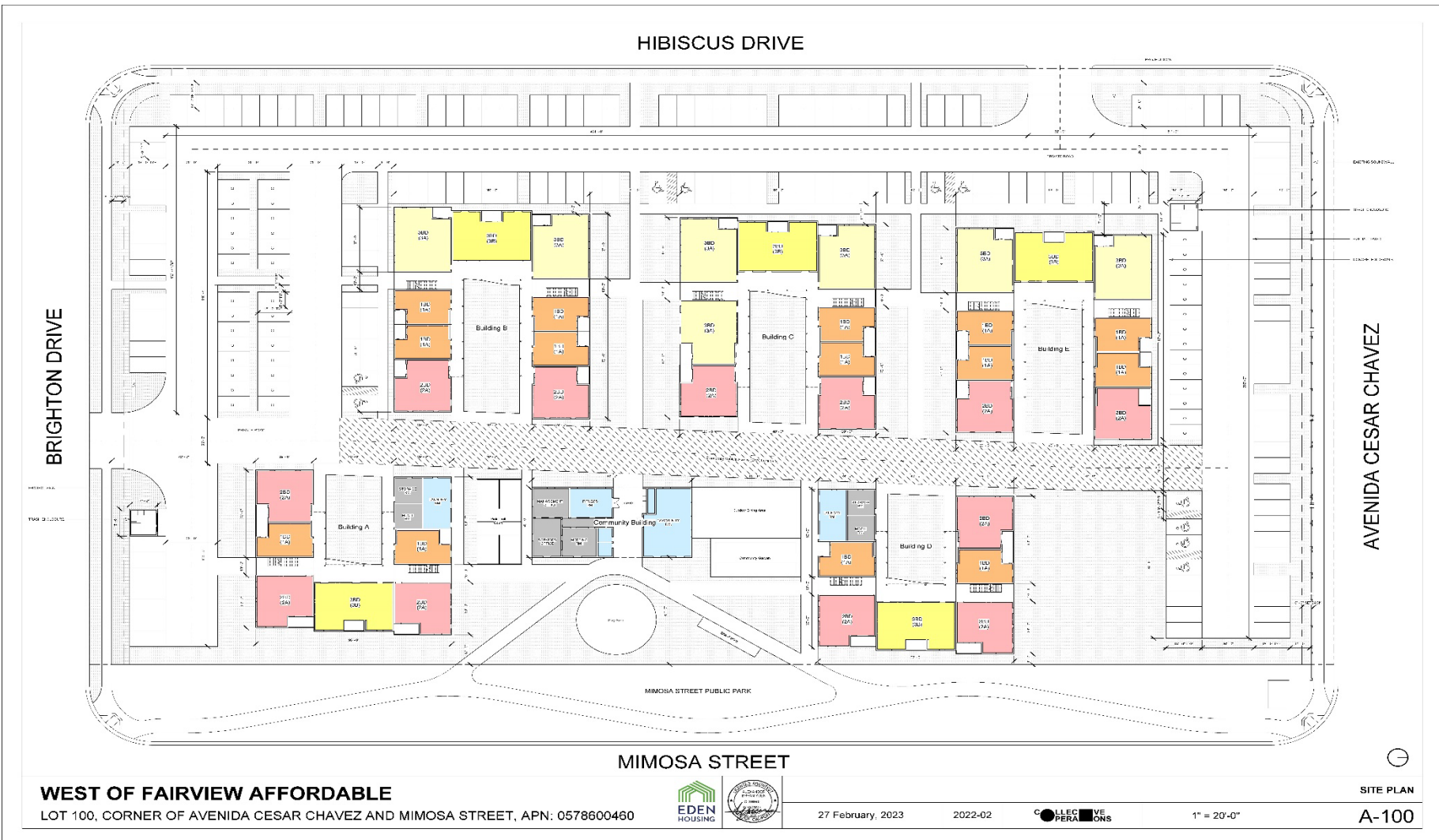
Eden Housing propose to acquire real property and develop the West of Fairview Affordable Apartments on a 4.61-acre site (APN 057-860-046-000), Lot 100, Corner of Mimosa Street and Avenida Cesar Chavez, San Benito County, California 95023. The site is currently vacant and will be developed with one hundred affordable apartments. The project will construct five three-story buildings and one one-story community building. The unit mix will be thirty-four one-bedroom units, thirty-three two-bedroom units and thirty-three three-bedroom units for a total of one hundred apartments. A total of 192 parking spaces will be provided on-site.

Residential buildings are organized around a central community hub for outdoor recreation and activity areas, anchored by a community building which houses indoor recreation spaces such as community rooms, fitness centers, and after-school activity areas in addition to leasing and management offices and various resident-serving facilities. Outdoor recreation amenities include tot-lots and various play areas, a pickleball court, BBQ's and communal gathering spaces, open activity areas, as well shaded seating pockets.

The project will serve low- and extremely low-income families and agricultural workers earning between 30-60% area median income (AMI). The project has been awarded 22 Project-Based Section 8 Vouchers by the Housing Authority of the County of Santa Cruz. The total cost is estimated to be \$60,000,000.

Source: (1) (2) (3)

Figure 1 Site Plan



Environmental Assessment West of Fairview Affordable Apartments
 Lot 100, Corner of Mimosa Street and Avenida Cesar Chavez
 Hollister, California 95023
 October 2023



Site Photograph



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Lot 100, Corner of Mimosa Street and Avenida Cesar Chavez
Hollister, California 95023
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Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The purpose of the Project is to develop one hundred units of affordable housing units in the City of Hollister ("City"). The Project will assist the City in achieving its Regional Housing Needs Allocation (RHNA) of 4,163 housing dwelling units for the 2023 to 2031 period set by the Association of Bay Area Governments (ABAG). T

For the 2023-2031 Planning Period, the City of Hollister is allocated 4,163 housing units based on the income categories listed below.

2023 - 2031 City of Hollister RHNA Allocation				
Income Category	Percent of Area Median Income	Income Range Based on the 2022 HUD Area Median Income (AMI) for a family of four in San Benito County of \$105,100.		RHNA Allocation (Units)
Extremely Low Income	0 - 30%	--	\$31,550	423
Very Low Income	31 - 50%	\$31,551	\$52,550	423
Low Income	51 - 80%	\$52,551	\$84,100	678
Moderate Income	81 - 120%	\$84,101	\$126,100	826
Above Moderate Income	> 120%	\$126,101	--	1,813
Total				4,163

The United States Census Bureau 2020 Decennial Census estimated the population of the City to be 44,128. This represents an increase of 6.9 percent since 2010. From 2010-2016, the City experienced a growth rates of 0.98 percent. Growth has increased the demand for housing, especially affordable housing. Housing development costs continue to escalate while wage growth remains slow, increasing difficulty in accessing scarce housing. The need for additional housing is great, particularly for affordable housing. Many low-income households seek rental housing that is increasingly expensive and often substandard. They face housing problems including overpayment, crowding, or substandard housing conditions while some may have special needs such as mental or physical disabilities that are not being met. Approximately 42 percent of all households in the City of Hollister pay in excess of 30 percent of their income for shelter. The projected and existing need for lower-income renter housing needs in Hollister is approximately 1,500 units.

Sources: (4) (5) (6) (7)

EXISTING CONDITIONS AND TRENDS [24 CFR 58.40(A)]:

The project site consists of one vacant parcel totaling approximately 4.6-acres located at the intersection of Avenida Cesar Chavez (formerly Union Road) and Hibiscus Drive in Hollister, San Benito County, California with an Assessor's Parcel Number (APN) 057-860-046-000. The site is currently vacant and has not been previously developed.

San Benito County is situated in the Central Coast region of California, about one hundred miles southeast of San Francisco, forty miles east of Monterey and three hundred miles north of Los Angeles. While agriculture continues to be the predominant economic activity in the county, development pressure is changing the rural character of the area, leading to a decreasing amount of land devoted to agricultural activities and more land being subject to urban development. Hollister is the county seat of Benito County and one of the largest cities in the Monterey Bay Area. The city has long served as an agricultural center for the Central California Coastal region.

The project is located in the West of Fairview Specific Plan Area (Plan Area). The West Fairview Road Specific Plan provides for comprehensive land use, circulation and infrastructure plans, development and design policies, housing strategies and implementation programs for guiding and ensuring the orderly development of the plan area. The intent of these regulations is to implement the specific plan and the City General Plan, as well as to allow for a mix of housing types and densities. All of the land in the Plan Area is part of an approved 667-unit subdivision with fifty very low-income apartments, fifty low-income apartments, thirty-three moderate-income units and the balance consisting of market rate single family homes.

Housing in Hollister, both ownership and rental, has increasingly become more expensive while the gap between housing costs and income is widening. The construction of subsidized rental housing also continues to be a challenge as the subsidy cost per unit assumption continues to increase, constraining the development of more affordable units. These trends are likely to continue. Completion of the project will increase the available stock of affordable housing.

Source: (7) (8)

Funding Information

Grant Number	HUD Program	Funding Amount
	HUD Section Eight Vouchers – 20-year value	\$8,838,000

Estimated Total HUD Funded Amount: \$8,838,000.

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$60,000,000

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project site is approximately six miles southeast of Hollister Municipal Airport (CVH). CVH is a General Aviation Airports (GAA) a GAA is a public-use airport that does not have scheduled service or has less than 2,500 annual passenger boardings.</p> <p>The nearest Military Airfield is Moffat Federal Airfield in Santa Clara, fifty-four miles northwest of the project site. The closest Civil Airport, Norman Y. Mineta San José International Airport, is forty-seven miles northwest of the project site. Local GAA's include San Martin Airport (14 nm NW), Salinas Municipal Airport (17 nm SW), Watsonville Municipal Airport (18 nm W), Marina Municipal Airport (21 nm SW), and Monterey Regional Airport (28 nm SW).</p> <p>The Site is not within any identified noise contour, any airport clear zones or accident potential zones from any nearby airport and is outside the Area of Influence for the Hollister Airport as indicated by Map 16 of the City of Hollister 2005 General Plan.</p> <p>Source Documentation: (9) (10) (11) (12)</p>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>There are no Coastal Barrier Resources in California.</p> <p>Source Documentation: (13)</p>
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The Site is not located within a 100-year floodplain (Zones A or V) or 500-year floodplain (Zone B) identified on a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The project is not located in a Flood</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations																								
Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]		<p>Zone. According to FEMA Map Number 06069C0205D, effective April 16, 2009, the area is Area of Minimal Flood Hazard Zone X (Unshaded): The Zone X designation is used for areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood. Flood insurance is not required.</p> <p>Source Documentation: (14)</p>																								
<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The project site is located in the Monterey Bay Air Resources District (MBARD), which is the local air district responsible for local air quality regulation in the North Central Coast Air Basin (NCCAB). NCCAB is comprised of Monterey, Santa Cruz, and San Benito counties. MBARD shares responsibility with California Air Resources Board (ARB) for ensuring that State and National Ambient Air Quality Standards (NAAQS) are achieved and maintained within the NCCAB. The NCCAB has been designated by the ARB as a nonattainment-transitional area for the State ozone standard and nonattainment for PM₁₀. EPA has designated NCCAB as in attainment for all the Criteria Pollutants. Since the purpose of this Environmental Assessment is to assess the proposed project's compliance with Federal standards, it will discuss compliance with the Federal Clean Air Act (CA). Mitigation measures were identified in the Environmental Impact Report for the WOF Site Specific Plan for compliance with the California Clean Air Act (CCAA) and have been incorporated into City's Conditions of Approval for the project.</p> <table border="1" data-bbox="685 1333 1528 1780"> <thead> <tr> <th>Pollutant</th><th>State Designation</th><th>Federal Designation</th></tr> </thead> <tbody> <tr> <td>Ozone (O₃)</td><td>Nonattainment-Transitional</td><td>Attainment</td></tr> <tr> <td>Inhalable Particulates (PM₁₀)</td><td>Nonattainment</td><td>Attainment</td></tr> <tr> <td>Fine Particulates (PM_{2.5})</td><td>Attainment</td><td>Attainment</td></tr> <tr> <td>Carbon Monoxide (CO)</td><td>San Benito Co.-Unclassified</td><td>Attainment</td></tr> <tr> <td>Nitrogen Dioxide (NO₂)</td><td>Attainment</td><td>Attainment</td></tr> <tr> <td>Sulfur Dioxide (SO₂)</td><td>Attainment</td><td>Attainment</td></tr> <tr> <td>Lead</td><td>Attainment</td><td>Attainment</td></tr> </tbody> </table>	Pollutant	State Designation	Federal Designation	Ozone (O ₃)	Nonattainment-Transitional	Attainment	Inhalable Particulates (PM ₁₀)	Nonattainment	Attainment	Fine Particulates (PM _{2.5})	Attainment	Attainment	Carbon Monoxide (CO)	San Benito Co.-Unclassified	Attainment	Nitrogen Dioxide (NO ₂)	Attainment	Attainment	Sulfur Dioxide (SO ₂)	Attainment	Attainment	Lead	Attainment	Attainment
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Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations																																																															
		<p>So long as the project does not exceed the significance thresholds identified by EPA, the project is considered to not violate the Air Quality Management Plan (AQMP) and would be in compliance with the Clean Air Act. The table below lists both federal and MBARB significance thresholds.</p> <p><u>Construction and Operations emissions</u> for the project (estimated using the California Emissions Estimator Model (CalEEMod), version 20220.1) are shown in the table below. Emissions from construction and operations are below both the federal General Conformity de minimis levels and BAAQMD thresholds. As emissions are below the federal De minimis levels the proposed action is exempt from General Conformity regulations.</p> <table><tr><th colspan="7">CRITERIA AIR POLLUTANTS SIGNIFICANCE THRESHOLDS</th></tr><tr><th colspan="7">Pounds per day</th></tr><tr><th>Pollutant</th><th>Operation MBARD</th><th>Operation EPA</th><th>Construction MBARD</th><th>Construction EPA</th><th>Project Emissions Operations</th><th>Project Emissions Construction</th></tr><tr><td>Carbon Monoxide (CO)</td><td>550^c</td><td>100</td><td>NA</td><td>100</td><td>20.1</td><td>7.04</td></tr><tr><td>Nitrous Oxide (NO_x)</td><td>137</td><td>100</td><td>NA</td><td>100</td><td>3.44</td><td>5.03</td></tr><tr><td>Volatile Organic Compounds (VOC)</td><td>137</td><td>100</td><td>NA</td><td>100</td><td>8.05</td><td>3.08</td></tr><tr><td>Sulfur Oxides (SO_x)</td><td>150^b</td><td>100</td><td>NA</td><td>100</td><td>0.04</td><td>0.01</td></tr><tr><td>Coarse Particulate Matter (PM₁₀)</td><td>82^b</td><td>NA</td><td>82</td><td>NA</td><td>0.10</td><td>0.2</td></tr><tr><td>PM2.5</td><td>NA</td><td>100</td><td>NA</td><td>100</td><td>0.10</td><td>23.5</td></tr></table> <p>Emissions from construction and operations are below both the federal General Conformity de minimis levels and MBARD thresholds. As emissions are below the federal De minimis levels the proposed action is exempt from General Conformity regulations.</p> <p>Construction Dust and Emissions. To reduce dust PM₁₀ emissions from grading, and construction activities, the City has established mitigation</p>	CRITERIA AIR POLLUTANTS SIGNIFICANCE THRESHOLDS							Pounds per day							Pollutant	Operation MBARD	Operation EPA	Construction MBARD	Construction EPA	Project Emissions Operations	Project Emissions Construction	Carbon Monoxide (CO)	550 ^c	100	NA	100	20.1	7.04	Nitrous Oxide (NO _x)	137	100	NA	100	3.44	5.03	Volatile Organic Compounds (VOC)	137	100	NA	100	8.05	3.08	Sulfur Oxides (SO _x)	150 ^b	100	NA	100	0.04	0.01	Coarse Particulate Matter (PM ₁₀)	82 ^b	NA	82	NA	0.10	0.2	PM2.5	NA	100	NA	100	0.10	23.5
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Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>measures that are incorporated into the Conditions of Approval and are discussed in the mitigation section of this EA. These measures would control construction-related fugitive dust so that there would be no adverse impacts.</p> <p>Construction-related activities result in the generation of TACs that pose a risk to human health. Construction activities may cause maximum residential cancer risks and PM_{2.5} concentrations that would exceed thresholds, exposing sensitive receptors to substantial pollutant concentrations. To minimize this risk all construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications; all equipment shall be checked by a certified visible emissions evaluator; and all non-road diesel construction equipment shall at a minimum meet Tier 3 emission standards listed in the Code of Federal Regulations Title 40, Part 89, Subpart B, 89.112. The project would not cause adverse risks to community health from construction activities as the project's construction-related exhaust emissions of PM₁₀ are substantially below the MBARD threshold of significance and implementation of the requirements of the use of Tier 3 compliant equipment would further reduce the exhaust levels.</p> <p>The project does not include any stationary permitted TAC sources. The CARB Facility Search Engine was accessed to determine the site's proximity to a stationary TAC source as mapped by CARB; the nearest permitted facilities are more than two miles distant and will not expose project residents to a risk of harm. The project is not within 1,000 feet of a freeway or major arterial and is beyond the maximum distance for which a mobile source TAC analysis is needed.</p> <p>Mitigations Required Sources: (15) (16) (17) (18) (19) (20)</p>
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The Site is approximately twenty-four miles east of Monterey Bay and not within the Coastal Zone; nor would the project activities affect the Coastal Zone. The Project does not involve activities within one hundred feet of the shoreline or any of the other activities that require a permit. and therefore,

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>not subject to oversight by the California Coastal Commission. A Coastal Development Permit is not required.</p> <p>Source Documentation: (11) (21)</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>GeoSolve, Inc. (“Geo”) conducted Phase I Environmental Site Assessments (ESA) in conformance with the scope and limitations of ASTM E1527-2021 for the project site in August 2023. A summary of the report follows and is included as a Source Document.</p> <p>No visual evidence for the presence of USTs was ascertained from Geo’s site visit, and no other visual evidence of hazardous wastes and/or hazardous substances was observed on the subject site. No visual evidence of sumps, drains or pits were noted at the subject property. No evidence of polychlorinated biphenyls (PCBs) was observed on the subject site. The United States Geological Survey (USGS) considers this a low exposure potential area for radon.</p> <p>No mapped evidence of orchards was observed on the site in any historical topographic map reviewed for the Phase I ESA. No environmental liens or other activity and use limitations were documented for the parcels. According to the Regional Water Quality Control Board (“RWQCB”), no files and/or environmental assessment and/or spill or leak investigations and cleanups (“SLIC”) sites were available for the property. Geo also contacted the California Department of Toxic Substances and Control (“DTSC”) to ascertain if any files documenting the presence of hazardous wastes and/or hazardous substances were available for the subject site. No SLIC files were identified.</p> <p>Since the property is vacant, no asbestos containing materials (“ACMs”), or lead-based paint (“LBP”) are present on the site. According to the EDR Radius Report, the Federal EPA Radon Zone for San Benito County is 2 and based on that the indoor radon average level is < 2 pCi/L. Radon gas levels exceeding 4 pCi/L within residential buildings is considered by the EPA to be inhabitable without radon gas mitigation.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>The property was never utilized for agricultural usage. No evidence of past agricultural use could be documented for the subject property.</p> <p>A search was made of 148 State and Federal regulatory agency lists of contaminated or potentially contaminated sites, or properties where transportation, handling, storage, and/or disposal of hazardous materials occurs or has occurred. No secondary potential sites were identified within an one-mile radius of the subject site.</p> <p>The assessment did reveal any Recognized Environmental Conditions (“RECs”) associated with the site. Furthermore, no Controlled RECs or significant Data Gaps were documented for the subject properties.</p> <p>Bay Desert, Inc. reviewed the California Department of Toxic Substance Control Toxic and Hazardous Materials Database (EnviroStor) and the State of California Water Resources Control Board (GeoTracker) on September 11, 2023. A review of both sites revealed no active or closed sites within 2,000 feet of the Site.</p> <p>Source Documentation: (22) (23) (24)</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The U.S. Fish and Wildlife was contacted for a list of Threatened and Endangered species that may occur within the boundary of the Site or that may be affected by the Project. There are Federal Endangered and Threatened species listed for the vicinity, but the Site does not contain critical habitats for these species. These species are listed in Source Document 24.</p> <p>On June 5, 2023, Daniel Edelstein, Biologist, surveyed the project site to determine the presence of listed species or critical habitats. No listed species nor any Special-Status Species that are judged to have potential for occurrence at the site, including the San Joaquin Kit Fox or critical habitat were observed at the Site. Mr. Edelstein concluded that no avoidance measures are necessary for the proposed project to proceed; that the proposed project qualifies for a “No Effect” determination under Section 7</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>of ESA and that no information or formal consultation is necessary for the Project to continue. In addition, no additional biological surveys are necessary unless the project is delayed.</p> <p>The majority of bird species that could potentially nest at the Site and within its adjoining buffer zone areas are afforded protection under the Federal Migratory Bird Treaty Act (MBTA). As these species are not endangered or threatened the measures to protect these species are discussed in the Vegetation and Wildlife Section of this EA.</p> <p>The Project will not have an adverse impact 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 USFWS.</p> <p>Source Documentation: (25) (26) (27) (28)</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Project does not involve the use or storage of explosive or flammable materials or operations. No evidence of above ground storage tanks was observed on the Site during the Phase I ESA reconnaissance visit. A review of the Aboveground Storage Tank ("AST") list, as provided by EDR, has revealed that there are no (zero) AST sites within one mile of the Site.</p> <p>Source Documentation: (29)</p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Agricultural land is identified as prime farmland, farmland of statewide importance, or unique farmland, as defined by the U.S. Department of Agriculture land inventory and monitoring criteria, as modified for California. The project area is identified as "Rural Residential Land" by the California Department of Conservation. Rural residential land is defined as residential areas of 1 to 5 structures per ten acres ('ranchettes').</p> <p>The Site is not designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. The Project will not affect farmlands. No federally designated Farmlands have been identified within the project area.</p> <p>Source Documentation: (30) (31)</p>
<p>Floodplain Management</p>	<p>Yes No</p>	<p>The Site parcel is not located within a 100-year floodplain (Zones A or V), or 500-year floodplain (Zone B) identified on a Federal Emergency</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
Executive Order 11988, particularly section 2(a); 24 CFR Part 55	<input type="checkbox"/> <input checked="" type="checkbox"/>	<p>Management Agency (FEMA) Flood Insurance Rate Map (FIRM). According to FEMA Map Number 06069CO205D, effective April 16, 2009, the area is designated Minimal Flood Hazard Zone (Unshaded). The Zone X designation is used for areas of minimal flood hazard, which are areas outside the SFHA and higher than the elevation of the 0.2 percent annual chance flood. The Project would not involve either direct or indirect support of development in a floodplain.</p> <p>Source Documentation: (14)</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project constitutes an “undertaking” as defined in 36 Code of Federal Regulations Part 800.16(y). The use of federal funding requires compliance with the National Environmental Policy Act (NEPA) and the Section 106 process of the National Historic Preservation Act, as amended (NHPA). The County, as the responsible entity, is responsible for compliance with NEPA and Section 106 of the NHPA.</p> <p>The site (APN 057-860-046-000), Lot 100, Corner of Mimosa Street and Avenida Cesar Chavez, Hollister, San Benito County, California 95023. is interior to a master development of new housing. Therefore, the Area of Potential Effects is limited to the subject property itself. There are no properties over 50 years of age adjacent or facing the subject property. The Area of Potential Effect (APE) for the Project includes the 4.61-acre Project Area. The vertical APE for the Project is seven feet below the surface, which is the maximum depth of excavation for the Project.</p> <p>The subject property is vacant and therefore holds no discernable cultural resources. There are no built environment historic properties on or adjacent to the site. All of the surrounding and facing buildings are either new construction or under construction; therefore, there are no properties over 50 years of age to evaluate.</p> <p>EDS completed a record search at the NWIC on June 20, 2023 (File No. 22-1963). The record search included a review of previous cultural resource studies and primary resource records pertaining to the Project Area and lands within 0.5-miles of the Project Area, as well as additional documentation of listed or eligible cultural resources located in the vicinity.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>The Project Area was previously surveyed in 1990 and again in 2008. The 2008 study included an archaeological record search, a Sacred Lands inventory, and a survey of the 4.6-acre Project Area that was completed in accordance with CEQA for the proposed development of an apartment complex (Doane and Breschini 2008/S-35066). The study resulted in negative findings.</p> <p>A pedestrian field survey of the Project Area was completed by EDS Archaeologist Kelsey Simonds, B.A., on June 22, 2023. The Project Area is characterized by level land surrounded by a perimeter fence with a catchment basin in the northeast corner and various weeds and native flowers throughout, including prickly lettuce, rocket larkspur, yellow bush lupine, blessed milk thistle, orange and red poppies, and white mustard. The Project Area is bordered by newly constructed roadways, including Avenida Cesar Chavez on the north, Hibiscus Drive on the west, Brighton Drive on the south, and Mimosa Street on the east. No cultural resources, including isolated prehistoric or historic period artifacts were observed in the Project Area.</p> <p>On June 29, 2023, the Native American Heritage Commission (NAHC) responded to both Evans & DeShazo, Inc. and Bay Desert, Inc. requests for a search of the Sacred Land File inventory. The search was conducted to determine if there are any Sacred Sites located within or near to the Project Area and to obtain a Native American contact list. The search returned negative results. There are no Federally recognized Native American Tribes listed by HUD for San Benito County.</p> <p>The HRE did not result in the identification of any National Register-listed or eligible cultural resources within or adjacent to the Project Area. Furthermore, EDS determined that there is a low potential for buried prehistoric or historic-period archaeological resources to be encountered during Project-related ground disturbing activities. As such a finding of no historic properties affected is appropriate for this Project, pursuant to 36 CFR 800.4(d)(1). Mitigation measures have been identified taken to ensure the identification and appropriate treatment of unanticipated archaeological</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>resources and/or human remains that may be encountered during ground disturbing activities.</p> <p>Source Documentation: (32) (33)</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Project related noise is anticipated from the automobile traffic generated from the project. With mitigations the project is estimated to generate 409 trips per day, without mitigations the number of trips per day is five hundred and seventy-four. The Site will be exposed to traffic travelling on the newly constructed extension of Union road, the expected dBA for this new extension is 64.7. A sound wall has been constructed to shield the development's housing from noise emanating from the parking lot.</p> <p>Operations are not expected to generate noise levels that would be considered adverse in terms of existing or future noise levels in the area. Future noise levels in the project vicinity will continue to result from local transportation related noise sources. Operational noise generated by the Project would be the result of vehicles traveling to and from the Site.</p> <p>Construction of the Project would generate noise and would temporarily increase noise levels at nearby residential uses. The nearest residences are less than one hundred feet away. Construction activities generate considerable amounts of noise, especially during the construction of project infrastructure when heavy equipment is used. Construction noise impacts are greatest when construction occurs during noise-sensitive times of the day (early morning, evening, or nighttime hours), when the construction occurs in areas immediately adjoining noise sensitive land uses, or when the duration of construction extends for a lengthy period of time. Construction of the Project would take approximately twenty months to complete. Because the Project includes measures to reduce construction noise required by Standard Permit Conditions, the construction noise impact is not considered adverse.</p> <p>Construction activities on the project site must employ noise suppression devices and techniques and shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturdays and shall be prohibited on Sundays and federally recognized holidays per</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Ordinance 1137 of the Hollister Municipal Code. No construction, landscape maintenance or ground maintenances activities shall occur on federal holidays. Construction equipment and activities shall not use noise suppression devices and techniques.</p> <p>Implementation of the Project would not result in excessive noise impacts to existing sensitive land uses and future residents on the Site.</p> <p>Source Documents: (12) (15) (16) (34) (35) (36)</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Project activities do not affect a sole source aquifer, as there are no aquifers subject to a MOU between EPA and HUD in San Benito County. The closest such aquifer is forty sixteen miles east of the Site.</p> <p>Source Documentation: (37) (38)</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Site does not appear on the National Wetlands Inventory database. The Site does not contain any on-Site wetlands or jurisdictional waters. No further consultations are required.</p> <p>Source Documentation: (39)</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>No wild and scenic rivers are located within Hollister.</p> <p>Source Documentation: (40) (41)</p>
<p>Environmental Justice</p> <p>Executive Order 12898</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The California Office of Environmental Health Hazard Assessment's (OEHHA) CalEnviroScreen 4.0 assessment of the environmental hazards for the Census Tract in which the project is located did not identify the area as an environmental justice community. CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, where people are often especially vulnerable to pollution's effects. CalEnviroScreen ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors and the prevalence of certain health conditions. The</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations																																				
		<p>indicator scores for the various environmental factors are listed in the table below. Lower scores indicate a healthier environment.</p> <table><tr><th colspan="4">Census Tract 6069000600</th></tr><tr><td>Pollution Burden</td><td>9</td><td>CalEnviroScreen 4.0 Percentile:</td><td>29</td></tr><tr><td>Ozone:</td><td>21</td><td>Hazardous Waste:</td><td>62</td></tr><tr><td>PM 2.5:</td><td>1</td><td>Groundwater Threats:</td><td>0</td></tr><tr><td>Diesel PM:</td><td>33</td><td>Cleanups:</td><td>58</td></tr><tr><td>Pesticides:</td><td>0</td><td>Lead in Housing:</td><td>36</td></tr><tr><td>Toxic Releases:</td><td>10</td><td>Drinking Water Contaminants:</td><td>50</td></tr><tr><td>Traffic:</td><td>15</td><td>Impaired Water:</td><td>51</td></tr><tr><td>Solid Waste:</td><td>0</td><td></td><td></td></tr></table> <p>The project would provide one hundred affordable housing units, thus providing benefits to an environmental justice population. By providing new affordable housing, the project would provide housing to the existing and possibly expanded environmental justice population of the area. As analyzed in this EA, the project is not anticipated to result in adverse impacts that would create permanent adverse effects in the project area. This Environmental Justice analysis further considers project impacts and their potential to disproportionately affect the project’s introduced environmental justice population.</p> <p>Summary of Project Impacts</p> <p>From the consideration of regulatory factors in this EA, a number of environmental topics were identified to generate potential effects requiring mitigation. However, impacts would be shared by neighboring non-environmental justice populations, thus the following impacts along with</p>	Census Tract 6069000600				Pollution Burden	9	CalEnviroScreen 4.0 Percentile:	29	Ozone:	21	Hazardous Waste:	62	PM 2.5:	1	Groundwater Threats:	0	Diesel PM:	33	Cleanups:	58	Pesticides:	0	Lead in Housing:	36	Toxic Releases:	10	Drinking Water Contaminants:	50	Traffic:	15	Impaired Water:	51	Solid Waste:	0		
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Traffic:	15	Impaired Water:	51																																			
Solid Waste:	0																																					

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>their mitigations, summarized below, do not represent impacts with the potential to disproportionately affect an environmental justice population.</p> <p>Air Quality: While construction and operation of the project would result in criteria pollutant emissions at less-than-significant levels with respect to MBARB's thresholds of significance, construction would result in fugitive dust. However, through implementation of the Best Management Practices measures to control fugitive dust would be implemented to ensure that construction projects do not result in visible dust. This mitigatable project impact to air quality and dust does not represent an impact to an environmental justice population.</p> <p>Construction activities may cause maximum residential cancer risks and PM2.5 concentrations that would exceed the BAAQMD significance thresholds, exposing sensitive receptors to substantial pollutant concentrations. In accordance with applicable standards the project contractor is required to use equipment with Tier 3 or higher engines or equipment which operates with the most effective Verified Diesel Emission Control Strategies (VDECS) as certified by the California Air Resources Board. The project would not cause adverse risks to community health from construction activities as the project's construction-related exhaust emissions of PM10 are below the MBARB- threshold of significance and implementation of the requirements of the BMPs would further reduce the exhaust levels.</p> <p>Contamination and Toxic Substances: Based on the conditions of the Site, project construction would be completed as proposed without impacts from contamination or toxic substances.</p> <p>Construction Noise: The project would also introduce short-term noises during the construction of the new building. The nearest existing sensitive land uses to the project area are residential buildings located approximately five hundred feet from the Site. Because the Project includes measures to reduce construction noise required by Standard Permit Conditions, the construction noise impact is not considered adverse.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Soil Suitability: The geotechnical considerations related to high seismicity, the presence of non-engineered fill, expansive and compressible soil and settlement will be mitigated by implementation of recommendations identified in the Geotechnical Exploration Report and the geological and soil policies of the City.</p> <p>Vegetation and Wildlife: Potential effects to migratory birds will be mitigated by compliance with the Migratory Bird treaty Act and appropriate regulatory requirements.</p> <p>The project is not anticipated to result in adverse impacts that would create permanent adverse effects in the project area to existing populations, or to an introduced environmental justice population. The project will not raise environmental justice issues and has no potential for new or continued disproportionately high and adverse human health and environmental effects on minority or low-income populations. The project is suitable for its proposed use. Construction of housing for affordable family units would result in a beneficial impact by providing housing for low-income populations.</p> <p>Source Document(s): (42) (43)</p>

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27]

Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>The proposed project site is located within the West of Fairview Specific Plan Area. The West of Fairview (“WOF”) Specific Plan designated the proposed project site for development of one hundred affordable multi-family housing units. The City has approved the WOF, amendments to the Zoning Ordinance related to zoning of the properties within the Specific Plan Area and certified an Environmental Impact Report related to the Specific Plan and development of the Plan Area. The City Council certified the Award Homes Subdivision and Specific Plan Amendment Supplemental Final Environmental Impact Report (SCH # 1990031027) to increase the overall project density by increasing the acreage of medium and high-density residential development from 6 to 9.1 acres.</p> <p>General Plan Compliance: The proposed project is a 100 percent affordable project that will provide necessary affordable housing for the City in accordance with Land Use and Community Design (LUCD) Policy LU 7.2. The location of this development within a planned residential development is consistent with LUCD Policies 7.1 and 7.5.</p> <p>As designed, the proposed buildings are well articulated, include a variety of high-quality exterior materials, and include architectural enhancements to ensure that the development is well designed and an attractive addition to the City as required by LUCD Goal LU11 and Policies LUCD 11.1 and 11.2 and Housing Element Goal H2 and Policies H2.1 and H2.2.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Additionally, as conditioned, the project site will have attractive landscaping, an adequate landscape buffer, street trees and a variety of planting in accordance with LUCD Goal LU3 and Policy LU3.2.</p> <p>West of Fairview Specific Plan Compliance: The proposed project is consistent with the WOF. The Specific Plan contains several design requirements which apply to this project. The guidelines prohibit blank walls and require a variety of materials and room forms, articulation, and high-quality materials. The proposed project is consistent with the parking, lot coverage, front and side setbacks requirements of the Specific Plan. With the approval of a Density Bonus, the height and rear yard setback requirement will be waived for this project. The proposed project is consistent with the design requirements of the Specific Plan.</p> <p>Source Documentation: (9) (19) (36) (44)</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	<p>Based on the results of the geotechnical investigation prepared by Rockridge Geotechnical in August 2023, no major geotechnical issues that would preclude development of the site as proposed were identified. The primary geotechnical issues affecting the proposed development are:</p> <ol style="list-style-type: none"> 1) the presence of moderately to highly expansive near-surface soil, and 2) providing adequate foundation support for the proposed buildings. <p>Rockridge concluded the proposed buildings may be supported on deepened spread footings bearing on firm native soil and/or engineered fill.</p> <p>Drainage and Erosion: The site is flat and not subject to erosion. The California Building Code ("CBC") provides regulations for construction to provide proper grading, drainage, and erosion and sediment control. Development on expansive soils, such as in the instant case, are required to follow CBC regulations, such as standards for seismic safety, excavation, foundations, retaining walls, site demolition, and grading activities, including drainage and erosion control. Adherence to the regulatory requirements that include, but are not limited to, the CBC and the HMC grading and drainage requirements for new developments, would ensure that impacts associated with erosion and loss of topsoil from potential future development would be <i>less than significant</i> and no mitigation measures are required. Drainage-control devices to limit water infiltration near foundations will be implemented. Provided the developer adheres to Rockridge's recommendations contained in the Geotechnical Investigation, the site is suitable for development of the housing.</p> <p>Stormwater Runoff: Prior to site development or grading permit issuance, the applicant shall provide evidence of the State issued permit and add the WDID number to the grading plan. Prior to site development or grading, the project sponsor is required to submit a Stormwater Control Plan ("SWCP") for review and approval by the Engineering Department. The SWCP shall meet the requirements of the California Regional Water Quality Control Board Central Coast Region, Resolution No. R3-2013-0032 dated July 12, 2013 (PCRs), entitled Post-Construction Storm Water Management Requirements for Development Projects in the Central Coast Region, as applicable and shall address all required post-construction stormwater runoff BMP control measures. The applicant shall submit the SWCP as part of the plan, for City review and approval.</p> <p>Source Documentation: (15) (19) (45)</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
Hazards and Nuisances including Site Safety and Noise	3	<p>SITE SAFETY</p> <p>The Project will not create a risk of explosion, release of hazardous substances or other dangers to public health.</p> <p>NOISE</p> <p>Noise During Construction. Construction activities on the project site must employ noise suppression devices and techniques and shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturdays and shall be prohibited on Sundays and federally recognized holidays per Ordinance 1137 of the Hollister Municipal Code. No construction, landscape maintenance or ground maintenances activities shall occur on federal holidays. Construction equipment and activities shall not use noise suppression devices and techniques.</p> <p>HUD noise regulations (24CFR Part 51B) establish exterior noise standards for new housing construction: Acceptable - 65 dBA DNL or less; Normally Unacceptable - exceeding sixty-five dBA DNL but not exceeding 75 dBA DNL; Unacceptable - exceeding 75 dBA DNL. The standards also apply "...at other locations where it is determined that quiet outdoor space is required in an area ancillary to the principal use on the site." A goal of forty-five dBA DNL is set forth for interior noise levels.</p> <p>Increased Traffic Noise Existing noise sensitive land uses would be exposed to increases in noise levels from added traffic. The Site will be exposed to traffic travelling on the newly constructed extension of Union road, the expected dBA for this new extension is 64.7. In addition, roadway improvement projects have the potential to generate noise impacts due to increased traffic noise. However, as implementation of the mitigation measures to reduce noise levels contained in the Draft General Plan Environmental Impact Report for the WOF Site Specific Plan are incorporated into the Conditions of Approval this would be a less-than significant impact.</p> <p>Due to the fact that the proposed project is a new development with new and expanded roads, the HUD Noise Calculation was based on projections provided by the city of Hollister 2018 Engineering and Traffic Study. The nearest railroad, Union Pacific is more than three thousand feet away and the nearest airport is</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>six miles distant. The HUD DNL calculation for the proposed project returned a value of 64 DNL, which is acceptable according to HUD standards.</p> <p>SEISMIC HAZARDS</p> <p>The major active faults in the area are the Calaveras Extension (1.4 miles), Sargent (6.2 miles), Quien Sabe (6.9 miles), and San Andreas (7.9 miles) faults. These faults have estimated characteristic moment magnitude of 6.8, 6.71, 5.61, and 6.7, respectively. Strong to severe ground shaking could occur at the site during a large earthquake on one of these faults. The probability of ground surface rupture and liquefaction is very low.</p> <p>Implementation of the goals, policies, and actions of the proposed 2040 General Plan, as well as compliance with state, regional, and local regulations pertaining to structural safety regarding fault rupture, ground shaking, liquefaction, and landslides, would ensure that development of the proposed project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure.</p> <p>WILDFIRE HAZARDS</p> <p>The project area is in an area designated as a Local Responsibility Area (“LRA”) The level of fire hazard in LRA’s is not classified by Cal Fire. However, the project area is adjacent to a moderate hazard zone. As shown on Figure 4.18-1, Wildfire Responsibility and Fire Hazard Severity Zones, the EIR Study Area is in an LRA, in lands designated Non-Wildland/Non-Urban. The majority of the land that surrounds the EIR Study Area is also designated Non-Wildland/Non-Urban. As shown on Figure 4.18-1, the southern EIR Study Area boundary is adjacent to SRA lands, which are designated Moderate FHSZ to the east as well as a small portion to the southwest.²⁰</p> <p>Although the EIR Study Area is on relatively flat land, the lower foothills to the east and west are High FHSZs, which means a large portion of the Hollister Valley Basin is in a WUI. Wildland Urban Interface Areas, much of the surrounding area is in the WUI. San Benito County rated all WUI land in the county as a moderate FHSZ.²¹ Fire prevention and suppression services are provided by Hollister FD, Cal Fire, and San Benito County Fire Department.</p> <p>Fire protection services in Hollister are provided by the Hollister Fire Department (HFD), which provides both firefighting and development review</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>services for the city. HFD has two automatic aid agreements, with the South Santa Clara County Fire District and Aromas Tri-County Fire District.³⁶ The HFD employs forty-one uniformed emergency personnel, a fire chief, and a fire marshal. The HFD Fire Marshal works closely with the City's Building Department and Code Enforcement to ensure all structures meet CFC standards. There are three HFD fire stations in the city limits and one fire station in the unincorporated area of the county. The HFD anticipates constructing two additional fire stations in San Benito County within the next 10 years to serve the growing population development in the areas surrounding Hollister. During 2019, the HFD responded to thirty-three grass fires and twenty-two building fires. The HFD also responded to twenty-one vehicle fires, eighteen brush or brush-and-grass mixture fires, seventeen trash/rubbish fires, and twelve cooking fires. Chapter 4.15, <i>Public Services and Recreation</i>, provides additional details about fire protection resources and services in Hollister.</p> <p>Mitigations Required</p> <p>Source Documentation: (9) (15) (34) (35) (45) (46) (47) (48) (49) (50) (51)</p>
Energy Consumption	2	<p>Implementation of the City's Climate Action Plan Strategy 3 (Residential Energy Efficiency Conservation) will increase community-wide participation rates in efficient appliance rebate programs, energy-efficiency retrofits, and weatherization programs. The proposed project will be constructed in accordance with the California Energy Code (Title 24, Part 6), containing Building Energy Efficiency Standards and the Green Building Standards Code and will achieve energy efficiencies. Energy efficient appliances and water conservation measures will be installed and utilized in the proposed project.</p> <p>Source Documentation: (15) (52)</p>
SOCIOECONOMIC		
Employment and Income Patterns	2	<p>The city's population grew by approximately 13 percent from 21010 to 2019 to 44,128 persons with a total of 10,660 households. The City has approximately 14,164 jobs. Based on the City's Climate Action Plan, the projected population in 2045 would be 65,648 million persons occupying 18,460 households. The development of approximately one hundred residential units would increase the amount of available housing but would not induce substantial population growth in the area as it would house approximately 524 persons, many of</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>whom may already be San Benito County residents. This number represents 1.3 percent of the current population and 0.7 percent of the projected 2045 population. The proposed project would not include substantial unplanned population growth in the area as the proposed project was contemplated and planned for in the WOF Site Specific Plan.</p> <p>The City's population growth rate slightly outpaces the projected housing unit production rate of 3.0% and the projected employment growth rate within City limits of 2.9%. The 2005 General Plan estimates the number of jobs in 2023 to 22,204. Impacts on employment and income patterns will not be adverse. As the proposed project does not include commercial or industrial uses, the effect on employment will be an increase in construction-related employment.</p> <p>Source Documentation: (7) (9) (36) (52)</p>
Demographic Character Changes, Displacement	2	<p>Demographic Character Changes</p> <p>The project is not anticipated to induce substantial growth in population in the area. The project will help to address the need for housing identified in the Regional Housing Needs Allocation.</p> <p>Population trends are discussed above in Employment and Income Trends. The increase in population has been accounted for in the 2005 General Plan and the WOF Site Specific Plan. However, it should be noted that future residents of the project may already be residents of San Benito County and will not increase the population.</p> <p>The Project contribute will not significantly altering the racial, ethnic, or income segregation of the area's housing. It will not result in physical barriers or difficult access which will isolate a particular neighborhood or population group, making access to local services, facilities, and institutions or other parts of the city more difficult. The development of the Project at this Site does not create a concentration of low income or disadvantaged people, in violation of HUD standards and Environmental Justice policies.</p> <p>Displacement</p> <p>The Uniform Relocation Act (URA), passed by Congress in 1970, establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or that displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.</p> <p>Section 205 of the URA requires that, “Programs or projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion.”</p> <p>The proposed project will be developed on vacant land, formerly designated as grazing land. No displacement will occur.</p> <p>Source Documentation: (5) (53)</p>

COMMUNITY FACILITIES AND SERVICES

Educational and Cultural Facilities	2	<p>Educational Facilities</p> <p>The project will develop one hundred units of affordable housing with an estimated population of 524. The project site is served by the Hollister School District (HSD) for students in grades kindergarten (K) through eighth grade and the San Benito High School District (SBHSD) for students in grades nine through twelve. SBHSD is the high school district for both the city and most of unincorporated San Benito County. The HSD also serves unincorporated areas of San Benito County surrounding the City Limits. Depending upon their grade level WOF Affordable Housing students will attend one of three schools: Cerra Vera Elementary (0.5 miles) for grades K through five; Rancho San Justo Middle School (2.5 miles) for grades 6-8; and Hollister High School (3 miles) for students in 9th through 12th grades. HSD will provide school bus service for an elementary student residing more than 1.5 miles from school. HSD will provide school bus service for middle school student residing more than 2.0 miles from school.</p> <p>Hollister School District serves 5,700 students in grades K through eight. Students from the proposed project would attend the Cerra Vista Elementary School at 2151 Cerra Vista Drive. The school serves 558 students and employs twenty-four teachers. Enrollment has declined by 5 percent in recent years. The school is not at capacity and will be able to serve the educational needs of the project school aged children. The Cerra Vista Elementary School recently had HVAC systems upgraded.</p> <p>High School students attend Hollister High School. Hollister High School has a capacity of 3,437 students and is currently overcapacity serving in excess of 3,500 students. SBHSD recently completed extensive campus improvements and infrastructure upgrades such as new classrooms, PE/athletic areas including tennis courts, a multi-use field, a softball field and stadium, and Baler Aquatics Complex at the High School. Other projects included construction of a new career technical education (CTE) building, a new science and robotics building, a new communications and public address system, and a new visual and performing arts and academic building. Classrooms throughout the campus were modernized, and a new solar photovoltaic system was installed.</p> <p>Unfunded projects for the High School include a new multi-purpose building, relocating the maintenance building, and abasement and demolition of the old CTE building. In anticipation of increased student enrollment, the SBHSD</p>
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		<p>anticipates needing to construct a new, smaller high school in the next few years.</p> <p>The SBHSD estimates future enrollment on the basis of 0.23 high school students per dwelling unit. Based on a maximum planned development of one hundred dwelling units in the proposed project, the total anticipated 9-12 enrollment is twenty-three students. The addition of project-based students may strain the capacity of the High School but would not require the new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives. To accommodate excess capacity the high school has installed mobile classrooms. Further mitigation of the impact on the High School will be achieved by compliance with California Government Code Section 65996, including payment of school impact fees. Impact is not adverse.</p> <p>For older residents' needs, the Site is three miles from Gavilan Junior College on Fourth Street in downtown Hollister. The college plans to expand services, and the district has purchased eighty acres of land in the 2040 Draft General Plan Planning Area to build a permanent educational center there.</p> <p>Libraries</p> <p>The San Benito Public Library is three miles from the project site on 5th Street in downtown Hollister. Although the Project would incrementally increase residential development and population growth, development of the Site would not substantially increase use of San Benito Public Library facilities or otherwise require the construction of new library facilities.</p> <p>Source Documentation: (54) (55) (56) (57)</p>
Commercial Facilities	2	<p>The area surrounding the Site is primarily residential and undeveloped grazing land. The primary commercial district is in downtown Hollister between Sunnyslope and 4th Streets along the Airline Highway. The commercial center is approximately two miles from the project site and is accessible using the local bus service. Sixteen grocery stores are located along the commercial corridor of Airline Highway as are many pharmacies and banks. There is a Target in the area. The additional residents would not constitute a significant impact on the demand for commercial facilities in the area and there are adequate commercial facilities in the project area to accommodate residents' needs.</p> <p>Source Documentation: (11) (58)</p>

Health Care and Social Services	2	<p>Health Care</p> <p>Hazel Hawkins Memorial Hospital is located one and a half miles from the project site. As San Benito County's only comprehensive healthcare system, Hazel Hawkins Memorial Hospital is a full-service, 25-bed, hospital offering medical services to the community. The hospital offers five community health centers, two specialty centers, a home health agency, four satellite lab/draw stations and two skilled nursing facilities.</p> <p>San Benito County Behavioral Health Services offers Individual Therapy / Counseling Services, Youth Services and Substance Abuse Use Disorder Programs. There are no adverse impacts to healthcare facilities or delivery systems anticipated as a result of the Project as there are adequate medical facilities to accommodate the residents.</p> <p>Social Services</p> <p>San Benito County Health & Human Services Agency operates the following programs: Public Health Services, Food & Nutrition Service, Disaster Relief Assistance for Immigrants, BenefitsCal, CalLearn, CalWorks - Cash Aid, General Assistance, Welfare Fraud, Welfare to Work, County Medical Services, and Affordable Care Act.</p> <p>The project does not represent a significant change to the demographics of the area or on area social services as it serves existing populations. Implementation of the project represents a less than significant impact to social services.</p> <p>Source Documentation: (11) (59) (60) (61)</p>
Solid Waste Disposal / Recycling	2	<p>San Benito County Integrated Waste Management Agency (IWMA) administers recycling and waste reduction programs to meet CalRecycle waste mandates and increase sustainability measures for its members, which includes the city of Hollister. The IWM has a franchise agreement with Recology San Benito County to provide collection services for recyclables, organics, and solid waste.</p> <p>In 2019, solid waste generated by the San Benito IWMA was delivered to thirteen facilities and landfills for a total disposal rate of 88,184 tons. Ninety-one percent of the solid waste was delivered to either the John Smith Road Landfill near Hollister (66,043 tons) or the Billy Wright Landfill near Los Banos (14,581 tons).</p> <p>The John Smith Road Landfill is owned by San Benito County and operated by Waste Solutions Group of San Benito. It is located at 2650 John Smith Road in Hollister. The landfill has a maximum permitted disposal date of 1,000 tons/day and has a remaining capacity of 1,921,000 cubic yards as of April 2021.</p>

		<p>However, the landfill is planning an expansion to increase the disposal capacity, extend the landfill footprint, and increase the maximum daily tonnage that can be accepted. The proposed project would add 388 acres to increase the total landfill size, and the daily tonnage limit would increase to 2,300 tons/day. With the proposed expansion, the landfill is projected to be able to receive both in-county and out-of-county waste until 2072.</p> <p>The Billy Wright Landfill is owned and operated by Merced County Regional Waste Management Authority. Approximately 172 acres are dedicated to landfill operations, with a maximum permitted throughput of 1,500 tons/day and a remaining capacity of eleven million tons. The estimated closure date is December 31, 2054.</p> <p>AB 939 requires all counties to demonstrate that they have 15 years of available countywide solid waste landfill capacity, either in their jurisdiction or contracted with another entity. San Benito County IWMA has 15 years of available countywide solid waste landfill capacity at the Billy Wright Disposal Site and would also have more than 15 years at the John Smith Road Landfill once the expansion project is approved.</p> <p>The latest reported 2020 target disposal rates for the San Benito IWMA, of which Hollister is a member, were 5.1 pounds per day (ppd) for residents and 18.3 ppd for employees. The actual disposal rates were 6.6 ppd for residents and 23.8 ppd for employees.⁴⁴ The proposed project is expected to contribute 3,458 ppd of solid waste to the landfills. This is well within the capacity of the existing landfills.</p> <p>Implementation of the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and impacts would be <i>less than significant</i>.</p> <p>Source Documentation: (9) (36)</p>
Wastewater / Sanitary Sewers	2	<p>Wastewater/Sanitary Sewer System</p> <p>The proposed development's sewer system would connect to the City's existing sewer system and would not require septic tanks or alternative wastewater disposal systems. The project would not impact the Site's soils by the use of septic tanks or alternative wastewater disposal systems.</p> <p>Wastewater generated by the proposed project would be collected by the City's sanitary sewer system and conveyed to the City's DWRf/WRF for treatment. Future demands from the increased population resulting from development of the proposed project would not exceed the design or permitted capacity of the City's WWTP that serve the area.</p>

		<p>The projected increase in wastewater discharge of the proposed project is estimated to be 14,000 gallons per day. The City's DTWF/WRF is permitted to treat up to 4.0 mgd, and as of 2020, the facility treated approximately 2.4 mgd. Therefore, there is a residual capacity of 1.6 mgd, and the DTWF/WRF would have the capacity to treat the wastewater generated by the project.</p> <p>The City's Sanitary Sewer Collection System Master Plan Update predicts a future increase of 4.6 mgd with new development and septic system conversions within the City's service area. The report states that the increased flows can be accommodated with implementation of the Capital Improvement Projects identified in the Master Plan, some of which have already been completed. Also, the wastewater generation estimates do not consider the reduction in water demand and subsequent reduction in wastewater generation that results from compliance with CALGreen building codes for new construction and ongoing water conservation programs.</p> <p>The developer is required to pay a sewer connection fee prior to the issuance of building permits as well as monthly wastewater collection fees, which are used to continually upgrade components of the wastewater collection and treatment systems through the CIP programs.</p> <p>Source Documentation: (15) (62)</p>
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Water Supply	2	<p data-bbox="565 205 862 237">Water Service and Supply</p> <p data-bbox="565 262 1503 659">There are two municipal water purveyors that serve the Hollister area: the City of Hollister and the Sunnyslope County Water District ("SSCWD"). The City of Hollister provides water to the western and northern portion of the area; the SSCWD provides water to the eastern portion of the area. The San Benito County Water District ("SBCWD") is the wholesale water provider to the City of Hollister and SSCWD and supplies surface water from the Central Valley Project (CVP). The SBCWD also has the responsibility and authority to manage groundwater in San Benito County. In addition, the Water Resources Association of San Benito County ("WRA") coordinates and conducts water conservation programs for the member agencies within the region.</p> <p data-bbox="565 684 1503 877">The SSCWD serves over 6,400 connections, primarily residential (98 percent), and operates five active wells that extract groundwater from the North San Benito Groundwater Subbasin. The City and SSCWD share six intertie connections, which allow flow from the City's distribution system to SSCWD and vice versa.</p> <p data-bbox="565 903 1503 1140">The City of Hollister and SSCWD rely on both local groundwater and imported water from the CVP for municipal water supply. The SBCWD purchases water from the CVP, which is conveyed through the Hollister Conduit to San Justo Reservoir, southwest of the City. The SBCWD is the imported water wholesaler for Zone 6, which includes the project area. In 2020, the SBCWD provided 4,391 acre-feet (AF) of surface water to the city of Hollister and SSCWD.</p> <p data-bbox="565 1165 1503 1650">The proposed project would result in one hundred new dwelling units and a possible population increase of 524. This is consistent with, and slightly less, than the projected population increase in the 2020 Urban Water Management Plan ("UWMP"). The Environmental Impact Report for the West of Fairview Specific Plan estimated that each person will use approximately 208 gallons of water per day, and based on three persons per household, each dwelling unit will use approximately 624 gallons of water each day. Therefore, the projected future water consumption on the project site is expected to be approximately 62,400 gallons per day ("gpd"), which is equivalent to 22,776,000 gallons per year or 0.001120-acre feet per year. ("afy"). Adding this increase to the existing demand of 5,085 afy results in a water demand of 5,085.00112 afy. This is less than the projected water demand presented in the 2020 UWMP of 9,944 afy.</p> <p data-bbox="565 1675 1503 1827">The 2020 UWMP projects that there is sufficient water supply to meet the demand for normal, single-dry, and five consecutive dry years. Additionally, future development pursuant to the proposed 2040 General Plan would be required to implement the water-efficient requirements specified in the</p>
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		<p>CALGreen and California Plumbing Codes and the MWELO requirements for water efficient landscaping. Future projects under the proposed 2040 General Plan that meet the criteria under California Water Code Section 10912 would be required to prepare a WSA that demonstrates that project water demands would not exceed water supplies. In addition, residential, commercial, and industrial water usage can be expected to decrease in the future as a result of the implementation of water conservation practices through the extensive programs offered by the WRA. In the case of a water shortage, the City would implement the WSCP, as outlined in the 2020 UWMP. In addition, the Community Services and Facilities and Natural Resources and Conservation Elements of the 2040 contain goals, policies, and actions that are required for new construction and would reduce future water demands.</p> <p>In summary, buildout associated with the proposed project would not result in a shortage of water supplies. In addition, compliance with the City's code requirements for new construction and adherence to the proposed 2040 General Plan goals, policies, and actions, impacts associated with water supply would be less than significant.</p> <p>Source Documentation: (9) (36) (15) (63) (64)</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>Police</p> <p>Police services in the Hollister area are provided by the Hollister Police Department (HPD), the San Benito County Sheriff's Office, and the California Highway Patrol. The HPD has primary responsibility for areas within the City limits. The San Benito County Sheriff's Office provides services to unincorporated areas within the County and the California Highway Patrol provides traffic enforcement on State and local freeways. Mutual aid agreements between these agencies allow for joint responses to emergency situations that warrant additional personnel.</p> <p>Location is at 395 Apollo Way, Hollister, CA 95023. Citywide services include crime prevention, investigations, community engagement, and traffic patrols. The HPD divides the city into separate beats. Officers traditionally switch beats every day of their work week to keep them knowledgeable of each beat's unique issues and qualities. HPD has designed their beats to reflect a more balanced call volume between beats.</p> <p>The national staffing average for cities with populations comparable to Hollister is 17.0 sworn personnel per 10,000 residents and 21.2 total personnel per 10,000 residents.¹¹ HPD has a goal of staffing 15 to 17 sworn officers per 10,000 residents. HPD has a total of thirty-seven full-time sworn officers and twelve full-</p>

		<p>time non-sworn personnel, for a total staff of forty-nine personnel. This equates to 12.5 sworn officers per 10,000 residents and 16.5 total personnel per 10,000 residents, which is below the national staffing average for cities with populations of comparable size. The HPD also has eight positions within the Animal Care and Services division. This suggests that HPD is understaffed for a city of Hollister's size, and a recent staffing study recommended adding an additional eleven positions to the HPD. In 2019, HPD received 2,628 calls to 9-1-1. This equates to an average of 219 calls per month, or about 7.2 per day. In addition, HPD received 17,609 administrative calls and 9,982 officer-initiated calls in 2019.</p> <p>HPD reported an average response time of 6 to 7 minutes for high priority calls in both 2018 and 2019. Mid-level priority calls had an average response time of 9 to 12 minutes in 2018 and 2019, and low-priority calls had an average response time of 20 to 27 minutes. The HPD does not have an adopted response time. The proximity of the police department to call locations correlates to response times and performance, according to HPD. Headquarters sit at the most northern edge of the city, well outside of the center, so this adds to longer response times. A more centralized police department or even large substation for patrol could aid in response time reduction.</p> <p>9-1-1 has performance standards for call-taking and radio dispatching developed over the years to help with continuous quality improvement. In 2021, the average building time (time answered to time dispatched) for a Priority 1 (highest priority) call for service in Hollister Police jurisdiction was 79 seconds; the standard is 120 seconds. SCR9-1-1 met its performance metric for building time 91% of the time in 2021.</p> <p>Increased demand for police protection. In addition to paying the City's standard police impact fee for new construction, capital improvements, and equipment, the project sponsors agreed to be annexed into an existing or newly created Mello-Roos Community Facilities District established for the purpose of funding staff for police protection and fire protection within the West Fairview Road Specific Plan area in the Development Agreement approved in December 2000. The agreement requires a maximum payment of \$250.00 per year adjusted for inflation for each residential unit covered by the agreement.</p> <p>While project development would incrementally increase the demand for public services, development in compliance with General Plan and applicable regulations related to reducing impacts on police service would serve to avoid significant impacts. The Site, however, is currently served by HPD and the amount of proposed development represents a small fraction of the total growth identified in the General Plan. The project, by itself, would not preclude the HPD from</p>
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	<p>meeting their service goals and would not require the construction of new or expanded police facilities.</p> <p>Fire and Emergency Medical</p> <p>Fire protection will be provided by the Hollister Fire Department. The City's primary fire station is located approximately four miles from the site, at 110 Fifth Street. A second firehouse was added in 2003 at 2240 Valley View Rd, Hollister, CA about two miles west of the project site providing the location needed to reduce response times for emergencies. In 2011 the rebuild of Station 1 built was completed.</p> <p>Currently there are forty-two firefighting personnel in Hollister. Recognized staffing standards are one firefighter per 1,500 residents or 0.67 firefighters per 1,000 persons. The population of the Fire Department service area is approximately 44,000 persons therefore, the actual staff to population ratio currently is approximately one firefighter per 1,050 residents. With addition of the residents of the proposed project the ratio is one firefighter for every 1,063 residents. It should be borne in mind that the project may house existing residents of Hollister and not increase population or negatively impact service ratio.</p> <p>The amount of proposed development represents a small fraction of the total growth identified in the General Plan. Project development may incrementally increase demand for fire protection services; however, this increased demand is not anticipated to require the construction of new fire stations, other than those already planned.</p> <p>Assuming the optimal ratios (one firefighter per 1,500 residents), the project would increase staffing demands by less than one additional firefighter. The developer would be required to pay the applicable fire service impact fee to offset the increased demand for fire department services as a result of the project. The nominal increase in demand would not be expected to affect the Fire Department's current response time of 17 minutes 90 percent of time, and no new facilities would be required to maintain an adequate response time as a result of the project. Any additional staff and equipment required to serve the project could be accommodated by existing facilities. As no new facilities would need to be constructed, the project would not result in any physical environmental impacts associated with the construction of any new facilities. Therefore, the project's impacts in connection with fire protection services would be less than significant.</p> <p>Source Documentation: (9) (15) (35) (36) (65) (44)</p>
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Parks, Open Space and Recreation	2	<p>The City of Hollister Recreation Department is one of several park service providers in the area. Other service providers include San Benito County, the HSD, and the SBHSD. Parkland owned exclusively by the City of Hollister totals 84.25 acres. All parks and recreational facilities within the City Limits either owned by the City or leased by the City under joint-use agreements total 131.7 acres. All other parks and recreational facilities in the City Limits owned by the County or private developers, including school district-owned recreational areas and County-owned Veterans Memorial Park, are included in the parkland total and contribute an additional thirty-seven acres of parkland for community use.</p> <p>Current parks and recreation asset inventory includes:</p> <ul style="list-style-type: none"> • 8 Pocket Parks (<2.5 acres) • 6 Neighborhood Parks (2.5-10 acres) • 1 Community Parks (>10 acres) <p>The City holds joint use agreements with the HSD and SBHSD to make school district-owned properties available for public use. Similarly, the City leases property from San Benito County's Veterans Memorial Park to provide tournament softball and skate park amenities to the public.</p> <p>The closest public park is the Cerra Vista Park at the Cerra Vista Elementary School. It is approximately seven acres with two playgrounds, a jogging course, two softball/soccer fields, basketball courts and fitness structure. Located at 2151 Cerra Vista Drive. It is within a half-mile of the project site.</p> <p>The WOF Specific Area Plan includes a lineal park system, a three- to four-acre neighborhood park, and a two-way bicycle/pedestrian pathway that consists of approximately eleven acres further increasing resident's access to recreational facilities.</p> <p>Development of the proposed project may increase the population by 524 persons and could incrementally increase demand for parks and recreational facilities; the increase would not be significant.</p> <p>Quimby Act fee calculations count areas of parkland, provided they are publicly accessible for community and neighborhood recreation. Therefore, the parkland ratio of the EIR Study Area is approximately 3.75 acres per 1,000 residents, including the acreage from joint-use parks.</p>
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Transportation and Accessibility	2	<p>Bicycle and Pedestrian: While there are currently limited bicycle facilities in Hollister, the bicycle facilities that are available are provided throughout the city. These are on most arterials and major collectors. Caltrans recognizes four classifications of bicycle facilities Class I, Class II, Class III, and Class IV. Other than the Class I multi-use bike path on McCray Street, the remainder of facilities throughout the city are Class II facilities. In the immediate project area Avenida Cesar Chavez hosts a Class II Bicycle facility. Class II facilities are proposed for Fairview and a Class III facility is proposed for Cerra Vista Street. A planned lineal parkway system, including bicycle and pedestrian trails, with interspersed larger parkland areas, is intended to provide recreational opportunities for residents under the WOF Specific Area Plan. This system has been designed to connect with larger off-site parks.</p> <p>The Specific Plan includes the provision of a bicycle path system within the area where the proposed project site is located. The proposed bikeway system consists of a bikeway throughout the lineal park, a Class I bike path at the project entrance on Airline Highway 25, and Class II bicycle paths contiguous to the landscaped corridors along Highway 25 and Fairview Road. The bikeways within the lineal parkway will be paved, off-street pathways that will be shared with pedestrians. The Class I bike path and the bikeways within the lineal park shall be a minimum of eight (8) feet in width. The bikeway system is designed to be consistent with the San Benito County Bikeway Plan.</p> <p>Policy 3 (Pedestrian Travel) of the Specific Plan requires that pedestrian areas be designed to foster use by a wide variety of people including specific accommodations for elderly and handicapped persons. The proposed Project, as conditioned, is consistent with Chapter 17.06.060, Residential, West Fairview Road (RWF) standards and Chapter 17.18, Pedestrian, Bicycle, Parking and Loading Standards because: The Project is not expected to increase hazards for cyclists or pedestrians.</p> <p>Transit: Hollister is served by an extensive roadway network of freeways, arterials, and local roads. These roadways provide access to the surrounding municipalities and to local destinations, such as employment areas, shopping centers, schools, recreational opportunities, and residential communities.</p>

		<p>The City of Hollister is responsible for planning, constructing, and maintaining local roadways within the City Limits. The County of San Benito has similar responsibility for roads in unincorporated areas and expressways throughout San Benito County.</p> <p>Rail</p> <p>There is no commuter rail in Hollister. The nearest connection to commuter rail service is in Gilroy, with service to Santa Clara County and points north.</p> <p>Bus Transit</p> <p>The San Benito County LTA, established in 1990, administers and operates public transportation services (including maintenance and administration) in the county. Public bus service within San Benito County is supplied to the communities of Hollister, San Juan Bautista, and Gilroy by the San Benito County Express (County Express) transit system. County Express offers the following services:</p> <ul style="list-style-type: none"> • Local fixed route. This bus service has three established routes that run on timed schedules within Hollister. These include the Green Line, Blue Line, and Red Line. • On-demand. This bus service is a curb-to-curb bus service that offers flexible routing and scheduling. With the on-demand, shared-ride, public transit service within the City of Hollister, riders can book a trip through the County Express “app” or call dispatch and ride in the ADA-accessible vehicles with trained drivers at a fraction of the cost of traditional rideshare apps. • Tripper. This bus service serves Hollister’s students by providing a discounted bus service route to many of the schools during peak travel demand associated with local school bell schedules. This service is provided on the Blue and Green Line routes. • Paratransit. This bus service for ADA-certified travelers that are unable to ride fixed-route service due to physical or cognitive disabilities. The service is available for trips within 0.75 miles of fixed-route service. • Dial-a-Ride. This is a complementary bus service. Service is available within Hollister City Limits, San Juan Bautista, and as far as Tres Pinos. Weekday rides may be scheduled up to two weeks in advance or on the day of the ride. Saturday rides may only be scheduled between Monday at 9:30 a.m. and Friday at 4:00 p.m. The pick-up time and pick-up location are negotiated and all rides are subject to availability.
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		<ul style="list-style-type: none"> • Intercounty. This bus service to Gilroy's Caltrain and Greyhound Stations, and Gavilan College with connecting service to the Santa Clara Valley Transportation Authority (VTA) bus system. <p>Traffic: The Project is estimated to generate 575 net new daily trips and 5,000 Vehicle Miles Travelled. The City has established a VMT per capita standard of 18.8. The proposed project's estimated VMT per capita is nine, this is well below the standard set by the City.</p> <p>The following assumptions were made in this analysis:</p> <ul style="list-style-type: none"> • Fairview Road Widening. Fairview Road is assumed to be widened to four lanes from Airline Highway (State Route 25) to McCloskey Road. Union Road • Extension. Union Road will be extended from its current termination point, east of Airline Highway (State Route 25), eastward, and connected to Fairview Road. This roadway improvement is assumed to be constructed as part of the Award Homes Project. • Union Road Widening. Union Road is assumed to be widened to four lanes from Fairview Road to State Route 156. <p>Parking: The project will provide 192 parking stalls in addition to twenty-four garage stalls and bike storage for thirty-two bikes. The project sponsor is proposing to construct a bicycle rack/storage area that will be available to residents.</p> <p>Accessibility: There are no barriers to emergency vehicle access and emergency vehicles will be able to access the Site via a private road that bisects the development. The project shall be designed to meet all applicable ADA design standards, including but not limited to parking, access ramps and building accessibility facilities.</p> <p>The project would not directly impact existing bicycle or transit facilities. The project would not conflict with adopted policies, plans, or programs regarding bicycle, transit, or pedestrian facilities or decrease the performance or safety of such facilities. Implementation of the Project would not result in adverse transportation impacts and the existing facilities would adequately serve the project residents.</p> <p>Source Documentation: (9) (15) (16) (36) (67)</p>
NATURAL FEATURES		

Unique Natural Features, Water Resources	2	<p>The Site contains no unique natural features including water courses, creeks, streams, seasonal wetlands, or other water resources on the Site. There is no impact in this regard.</p> <p>The project location, construction, or its users will not adversely impact unique or locally important natural features on or near the Site. Nor will the project destroy or isolate from public or scientific access any unique natural features.</p> <p>The Site is not subject to rapid water withdrawal problems that could change the depth or character of a water table or an aquifer. The Site does not exist above an aquifer. Groundwater was not encountered during drilling performed during the geotechnical investigation. Groundwater was estimated to be at twenty-five feet below the surface. Actual groundwater levels will fluctuate seasonally and with variations in rainfall, temperature and other factors and may vary from that previously observed. There are no wells that pump large quantities of water from the water table near the Site. The project will not use groundwater for its water supply. The project will not use a septic system but will connect to the wastewater disposal system.</p> <p>While the project involves a substantial increase in impervious surface area, 113,000 square feet of open space will remain. Runoff control measures and/or permeable surfaces have been included in the project design. The project will reduce groundwater recharge due to an increase in impervious surface area. There are no sensitive groundwater dependent features (e.g., rare wetlands) present that could be affected. Regardless of the absence of rare wetlands, appropriate measures are included in the design to promote groundwater recharge.</p> <p>Source Documentation: (25) (68) (69)</p>
Vegetation, Wildlife	3	<p>Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800. Development of the Site during the nesting season (i.e., February 1 to August 31) could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking. Future construction activities such as site grading that disturb a nesting bird or raptor on-Site or immediately adjacent to the construction zone would also constitute an impact.</p> <p>In conformance with the provisions of the Migratory Bird Treaty Act, the California State Fish and Game Code, and General Plan policies ER-5.1 and ER-</p>

		<p>5.2, development would be required to implement measures to avoid and/or reduce impacts to nesting birds (if present on or adjacent to the Site) to a less than significant level.</p> <p>Impact BIO-1: If project demolition and tree removals occur during breeding season, it could result in an adverse impact to nesting raptors. Mitigation measures are identified in the Mitigation Measures and Conditions Section.</p> <p>There are no impacts to special-status plants or animals anticipated as a result of the project as no suitable habitat exists on the Site. There is no potential to affect any special-status plant or animal as a result of the project.</p> <p>Mitigations Required</p> <p>Source Documentation: (25) (26) (68) (70) (71) (72) (73)</p>
Other Factors	2	<p>Climate Change. the City is preparing the first Hollister CAP to serve as the strategic plan for how the City will reduce GHG emissions and foster a sustainable community through 2050 and beyond. The proposed 2023 CAP provides an analysis of the community's existing GHG emissions and projected future emissions in different scenarios, and provides a framework for reducing GHG emissions through recommended communitywide GHG reduction strategies and an implementation plan. It includes thirty-two reduction strategies and recommended implementation actions that are consistent with the proposed 2040 General Plan goals and policies relating to climate, energy, and natural resource conservation. These reduction strategies include a mix of education and outreach programs to encourage GHG reduction activities, rebates, and other enticements to incentivize GHG reductions, and mandates to require GHG efforts. The reduction strategies also support broader sustainability initiatives. The reduction strategies are organized into eight categories: Sustainable Energy, Carbon-Free Energy, Transportation, Off-road Equipment, Solid Waste, Water and Wastewater, Natural Resources and Agriculture, and Governance and Leadership.</p> <p>Increased temperatures: Rising temperatures in the area can lead to more frequent and intense heatwaves. This can pose health risks to residents, especially vulnerable populations such as the elderly and those with pre-existing health conditions.</p> <p>Changes in precipitation patterns: Climate change can bring shifts in precipitation patterns, leading to increased variability in rainfall. This can</p>

		<p>result in periods of drought followed by heavy rainfall, which can impact agriculture, water resources, and overall ecosystem health.</p> <p>Water scarcity: Drought conditions can reduce water availability in San Benito County. This affects both agricultural activities and residential water use. Water scarcity can lead to water rationing measures, economic impacts on the agricultural sector, and potential conflicts over water resources. The impact of climate change on water availability is a key concern that is relevant for development in water constrained areas such as San Benito County. A number of models have been developed which evaluate potential effects of climate change on water supplies in California, especially surface water supplies tied to snowpack in the Sierra Nevada. Such analysis has not been conducted for water supply availability within the Sunnyslope County Water District (Sunnyslope) service area boundary, which includes the project site, for the reasons noted above regarding uncertainty and model specificity.</p> <p>Water supply available from Sunnyslope is derived from both groundwater and surface water. Sunnyslope uses groundwater for approximately 70 percent of its supply and surface water from the Central Valley Project for the remaining 30 percent. Groundwater supply would appear to be buffered from surface water supply concerns related to a projected decline in Sierra Nevada snowpack. Surface water supplies derived from the Central Valley Project could be vulnerable due to climate change impacts. Therefore, it is possible that Sunnyslope's ability to provide long-term water supplies could be indirectly affected by climate change. Sunnyslope is actively integrating climate change planning and adaptation into its long-range water supply planning processes so that potential effects of climate change can be factored into its assessment of long-term water supply availability. This will help ensure that over time, Sunnyslope will identify changes, if any, which may be needed in its water supply planning processes to address water supply availability as it may be affected by climate change.</p> <p>Wildfire risk: As temperatures rise and dry conditions persist, the risk of wildfires increases. Climate change can contribute to longer fire seasons and can intensify fire behavior, posing threats to communities, ecosystems, and infrastructure.</p> <p>Impacts on agriculture: San Benito County has a strong agricultural sector, and climate change can affect crop yields and livestock production. Changes in temperature, rainfall patterns, and water availability may require farmers to adopt new practices or adapt their crops and farming systems to cope with the changing conditions.</p>
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		<p>An increase in average daily temperature from 70.3° Fahrenheit to 76.7° is predicted to occur over the next thirty years. Extreme temperatures on the hottest days of the year are projected to increase by 5°F. Historically, extreme temperatures in Hollister averaged 95°F. Historically, Hollister has averaged thirteen dry spells per year. Wildfire risk may change as the length of dry spells changes. Dry spells are projected to increase by 8 days. Historically, the longest yearly dry spell in Hollister averaged 87 days.</p> <p>State of the art surface coverings, conservation techniques and HVAC systems will reduce the effect of increased temperature on project residents and participants. The project has incorporated measures to maintain tree canopy on the Site and improve permeability of the surface. The project reduces its direct contribution to climate change by using low-carbon building materials to reduce greenhouse gas emissions from construction and material fabrication.</p> <p>Greenhouse Gases: The project site is undeveloped land that was used for periodic grazing of cattle. Dry farmed (non-irrigated) land, such as the project site, generally does not provide substantial potential carbon sequestration because grazing activities turn vegetative cover over in a relatively short time period, which results in the re-release of sequestered carbon back into the soil and atmosphere, and the vegetative massing is much less than that of trees. Consequently, conversion of the project site from dry grazing land to the housing would not result in a substantial loss of carbon sequestration capacity.</p> <p>There are no established federal significance criteria for GHG emissions. The General Plan contains goals and policies for reducing GHG emissions. The Project is consistent with the General Plan land use designation for the Site. The proposed residential buildings would be constructed in compliance with the CALGreen Building Code.</p> <p>A community wide GHG inventory identified GHG emissions that result from activities of residents, employees, and other community members occurring within the city boundary. The inventory updated the 2005 inventory and returned a value of 247,000 MTCO₂e, the total per capita emissions were 5.63. MTCO₂e. The per capita value for the proposed project is 0.01 MTCO₂.</p> <p>While the Project would result in temporary minor increases in GHGs associated with construction activities these would be less than significant. Annual operating CO₂e emissions for project are estimated to be 5.455 MT/yr unmitigated, with project-based mitigations this will be reduced and will not adversely affect the MTCO₂e emissions for the City. Land use GHG</p>
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		emissions are expected to decrease because a portion of the land annexed by the City, which is currently used primarily for agricultural and open space uses, will be converted to urban land uses. The GHG emissions associated with land conversion are offset by the absorption of carbon by urban street trees, or carbon sequestration. Source Documentation: (9) (16) (35) (52) (74)
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Additional Studies Performed:

See Source Documentation List

Field Inspection (Date and completed by):

Inspected by	Date
Robert D. Campbell, Geologist	August 24, 2023
Rockridge Geotechnical	July 5, 2023
Kelsey Simonds, Archaeologist	June 22, 2023.
Daniel Edelstein, Biologist	June 5, 2023

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

See Source Documentation List

List of Permits Obtained:

No Federal Permits Required

Public Outreach [24 CFR 50.23 & 58.43]:

The project results in a Finding of No Significant Impact (FONSI) which will be published in the newspaper and circulated to public agencies, interested parties, and landowners/occupants of parcels located within the project's Area of Potential Effects (APE). Information about where the public may find the Environmental Review Record pertinent to the project will be included in the FONSI Notice. Hearings were held before the City of Hollister Planning Commission on March 23, 2023 and several hearings were held before City of Hollister City Council.

The community engagement strategy for the proposed project was conducted through churches, synagogues, community service organizations, local and regional newspapers and governmental agencies, such as the Santa Cruz and San Benito County Housing Authorities

Cumulative Impact Analysis [24 CFR 58.32]:

The Project or its alternatives, in combination with other past, present, and reasonably foreseeable future projects, would not result in significant adverse cumulative impacts.

Land Use: Cumulative development would increase residential intensity in the project area. But would not physically divide the established community or result in a substantial adverse effect on land use character.

Socioeconomic: Significant adverse cumulative socioeconomics impacts would not result from development. Given that development must occur consistent with adopted plans and policies, and the developments would provide a portion of needed housing, cumulative impacts to population growth would be less than significant under NEPA for the Project, variant, and alternative.

Visual Quality: Development of the Plan area would not result in significant adverse cumulative visual quality impacts. The Plan area is flat and prominent views of the mountains are available.

Noise: Cumulative development would not result in significant adverse noise impacts. Implementation of the proposed project in combination with past, present, and reasonably foreseeable, probable future projects would not result in a cumulatively considerable contribution to future cumulative noise levels. As a result, this impact would be considered less than significant. Appropriate Site and building design, building construction and noise attenuation techniques are required in new developments to meet noise standards.

Recreation: Cumulative impacts to recreational resources would be less than significant under NEPA because the Project, variant, or alternative, in combination with other past, present, and reasonably foreseeable future projects, would not exceed the proposed capacity of recreational facilities. The proposed project would result in the development of new residences, which could, in combination with other past, present, and reasonably foreseeable, probable future projects, contribute incrementally to demand for park and recreational facilities. This is considered a less than significant impact.

Transit: Buildout of the project would not result in significant impacts related to intersection operations, roadway hazards, emergency access, as a result of the road and signal improvements made in the area. The cumulative effect would be less than significant under NEPA because the Project would not make a substantial contribution to transit delay and development would not considerably contribute to the exceedance of the capacity utilization standards for regional transit providers.

Utilities: Cumulative development of the Plan area would not result in significant adverse utilities and service systems impacts to water, stormwater, wastewater, solid waste as infrastructure to support development have been installed or are required to be installed.

Development of the project is subject to processes to ensure consistency with applicable plans and policies. Mitigation required to address construction and operational impacts would ensure that no cumulative impacts greater than or different from those defined in the WOF Specific Area Plan EIR General Plan EIR are anticipated.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

A reduced density of the Site was considered but deemed infeasible. The project would be inconsistent with the planning application approvals already achieved. Further, reducing development density would also reduce the number of affordable housing units available to residents of the City of Hollister.

No Action Alternative [24 CFR 58.40(e)]:

No change to the Site would occur. The impacts discussed in the Environmental Assessment would not occur. The Site would continue in its current state. Additional affordable housing units would not be created. The approvals achieved so far would not be utilized. Should the no development project alternative be implemented, none of the project- induced environmental impacts identified in this document would result. This alternative would, however, prevent the gain of property tax revenues to the City, which would be generated from proposed residential use on the project site. Additionally, this alternative would prevent the increase to the City

Summary of Findings and Conclusions:

The project is suitable from an environmental standpoint. As long as the Standard Conditions of Approval and Mitigation measures are adhered to, there are no anticipated adverse effects from the project.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Where there are peculiar circumstances associated with a project or project site that will result in significant environmental impacts despite implementation of the Standard Conditions of Approval, mitigation measures have been identified to reduce the impact to *less than significant* levels.

Law, Authority, or Factor	Mitigation Measure
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	AQ1. Dust control measures shall be employed to reduce visible dust leaving the project site. The following measures or equally effective substitute measures shall be used: <ol style="list-style-type: none">1. Use water to add moisture to the areas of disturbed soils twice a day, every day, to prevent visible dust from being blown by the wind;2. Watering shall be used to control dust generation during loading of materials onto trucks;3. Cover all trucks hauling soil, sand, waste debris, and other loose materials or require all trucks to maintain at least two feet of freeboard. All trucks hauling dusty materials offsite shall have their loads covered.4. Pave, apply water three times daily, or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.5. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.6. Sweep streets daily (with water sweepers). if visible soil material is carried onto adjacent public streets.7. Apply chemical soil stabilizers or dust suppressants on disturbed soils that will not be actively graded for a period of four or more consecutive days;8. Apply non-toxic binders and/or hydro seed disturbed soils where grading is completed, but on which more than four days will pass prior to paving, foundation construction, or placement of other permanent cover;9. Cover or otherwise stabilize stockpiles that will not be actively used for a period of four or more consecutive days, or water at least twice daily as necessary to prevent visible dust leaving the site, using raw or recycled water when feasible;10. Limit traffic speeds on unpaved roads to 15 mph;

Law, Authority, or Factor	Mitigation Measure
	<p>11. Install sandbags or other erosion control measures to prevent silt runoff on public roadways.</p> <p>12. Replant: vegetation in disturbed areas as quickly as possible.</p> <p>13. Suspend excavation and grading activity, or increase application of water, when winds (instantaneous gusts) exceed 15 mph or when visible dust clouds exceed fifty feet in length behind any piece of traveling equipment.</p> <p>14. Limit the area subject to excavation to no more than 2.2 acres on any given day and limit the area subject to grading to no more than 8.1 acres per day.</p> <p>15. Install wheel washers at all construction site exit points, and sweep streets if visible soil material is carried onto paved surfaces;</p> <p>16. Pave roads, driveways, and parking areas at the earliest point feasible within the construction schedule;</p> <p>17. The project sponsor shall post a visible sign at all construction entrances to the site that specifies the telephone number and person to contact regarding dust complaints, with contact information to include the City of Hollister Code Enforcement Department (831-636-4356) and the Monterey Bay Unified Air Pollution Control District (831-647-9411).</p> <p>18. Construction equipment shall use alternative fuels such as compressed natural gas (CNG), propane, electricity, or biodiesel whenever possible.</p> <p>AQ2. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications; all equipment shall be checked by a certified visible emissions evaluator; and all non-road diesel construction equipment shall at a minimum meet Tier 3 emission standards listed in the Code of Federal Regulations Title 40, Part 89, Subpart B, 89.112.</p> <p>AQ3. Construction contract specifications shall include a requirement for the use of earthmoving and/or excavation equipment exceeding one hundred brake horsepower operating within two hundred feet of an occupied residence to meet one of the following requirements: (1) be equipped or retrofitted with certified Tier 3-rated engines: or (2) burn only clean bio-diesel fuel.</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	Soils1. Implement recommendations contained in Rockridge's Geotechnical Report dated August 22, 2023 (Project No. 23-2442). Source Document 44.
Hazards and Nuisances - Seismic	Seismic1. SS1. Implement recommendations contained in Rockridge's Geotechnical Report dated August 22, 2023 (Project No. 23-2442). Source Document 44.

Law, Authority, or Factor	Mitigation Measure
Vegetation and Wildlife – Migratory Bird Treaty	<p>Wildlife1: Protection of Migratory Birds. The project sponsor shall implement the following:</p> <p>Preconstruction bird surveys shall be conducted by a qualified biologist during the breeding season (breeding season is defined as February 1st through August 15th) if tree removal or building demolition is scheduled to take place during the breeding season.</p> <p>For other nesting birds protected by the Migratory Bird Treaty Act, a pre-construction survey for active nests shall be conducted by a qualified biologist no more than 2 weeks before construction if work shall occur during the breeding season. The survey shall be conducted within one hundred feet of the work areas. If construction would affect the nest, then work shall not occur within one hundred feet of the nest until a qualified biologist, in coordination with the appropriate agencies, has established an appropriate buffer zone.</p> <p>Outside of the breeding season (August 16th through January 31st), or after young birds have fledged, as determined by the biologist, work activities may proceed.</p>

Determination:

☒ **Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]

The project will not result in a significant impact on the quality of the human environment.

☐ **Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.

Preparer Signature: _____

Date: October 6, 2023

Name/Title/Organization: Eugene Flannery, Bay Desert, Inc.

Certifying Officer Signature: _____

Date: _____

Name/Title:

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

WOF Affordable Housing Source Documentation

October 2023

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