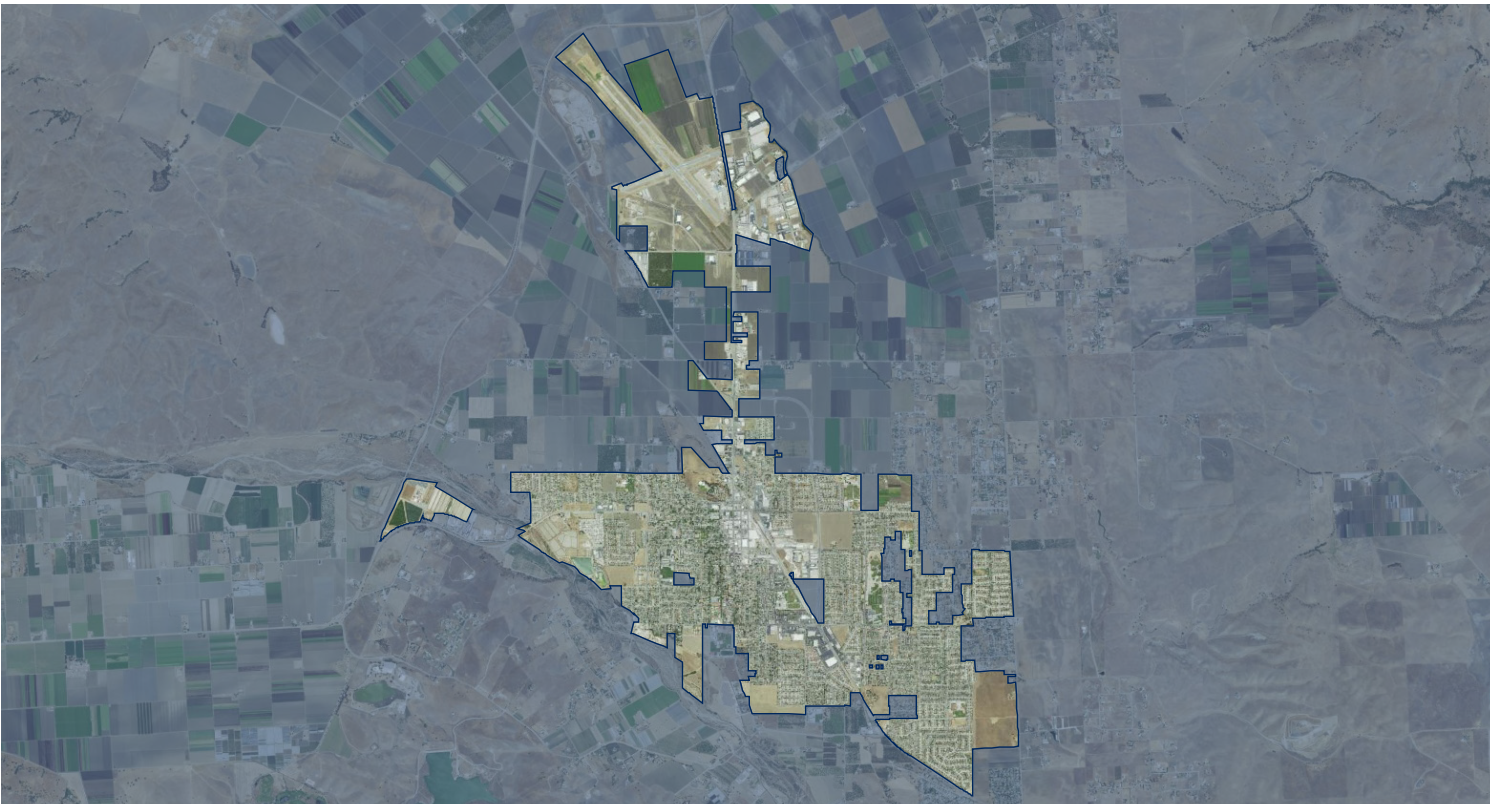


CITY OF HOLLISTER

CHAPPELL ROAD PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

FEBRUARY 2018



SCH # 2016101044

PREPARED BY:

MICHAEL BAKER INTERNATIONAL
60 GARDEN COURT, SUITE 230
MONTEREY, CA 93940

Michael Baker
INTERNATIONAL

PREPARED FOR:

CITY OF HOLLISTER
339 FIFTH STREET
HOLLISTER, CA 95023

CITY OF HOLLISTER

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1.0 INTRODUCTION

1.1	Purpose of the EIR Process.....	1-1
1.2	Notice of Availability and Public Review Period	1-1
1.3	EIR Certification Process and Project Approval	1-1

2.0 RESPONSE TO COMMENTS

2.1	Introduction	2-1
2.2	Requirements for Responding to Comments	2-1
2.3	Comment Letters Received on the Draft EIR.....	2-1
2.4	Responses to Comment Letters	2-2
	Response to Letter Notice of Completion (NOC)	2-3
	Response to Letter Caltrans (CAL)	2-6
	Response to Letter Monterey Bay Air Resources Board (MBARD)	2-12
	Response to Letter Governor's Office of Planning and Research (OPR)	2-15
	Response to Letter Department of California Highway Patrol (CHP)	2-18

TABLES

2.0-1	Draft EIR Comments Received
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APPENDIX

Appendix A – Draft EIR

Appendix B – Draft EIR Appendices

Appendix C – Mitigation Monitoring and Reporting Plan

TABLE OF CONTENTS

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1.0

INTRODUCTION

1.1 PURPOSE OF THE EIR PROCESS

This Final Environmental Impact Report (Final EIR) is an informational document prepared by the City of Hollister (City) to evaluate the potential environmental impacts of the proposed Chappell Road project (the project). The primary objectives of the EIR process under the California Environmental Quality Act (CEQA) are to inform decision-makers and the public about a project's potential significant environmental effects, identify possible ways to minimize significant effects, and consider reasonable alternatives to the project. This EIR has been prepared with assistance from the City's environmental consultants, Michael Baker International, along with Hexagon Traffic Consultants, and reviewed by City staff for completeness and adequacy in accordance with Public Resources Code (PRC) Sections 21000–21177 and the CEQA Guidelines.

As prescribed by CEQA Guidelines Sections 15088 and 15132, the lead agency (in this case, the City of Hollister) is required to evaluate comments on environmental issues received from persons who have reviewed the Draft EIR and to prepare written responses to those comments. This document, together with the Draft EIR (incorporated by reference in accordance with CEQA Guidelines Section 15150), will comprise the Final EIR for the project. Pursuant to CEQA requirements, the City must certify the Final EIR as complete and adequate prior to approval of the project.

This Final EIR contains individual responses to each written and verbal comment received during the public review period for the Draft EIR. In accordance with CEQA Guidelines Section 15088(b), the written responses describe the disposition of significant environmental issues raised. The City and its consultants have made a good faith effort to respond in detail to all significant environmental issues raised by the comments.

1.2 NOTICE OF AVAILABILITY AND PUBLIC REVIEW PERIOD

A Notice of Availability was published by the City and distributed to interested parties on October 27, 2017. The Draft EIR was posted on the City's website and available for public review and comment between October 27, 2017, and December 13, 2017. Comments received during the public review period are addressed in this Final EIR.

1.3 EIR CERTIFICATION PROCESS AND PROJECT APPROVAL

In accordance with the requirements of CEQA, the City Council must certify the EIR as complete and adequate prior to taking action on the proposed Chappell Road project.

Once the EIR is certified and all information considered, using its independent judgment, the City can take action on the project. While the information in the EIR does not control the City's decision, the City must respond to each significant effect and mitigation measure identified in the EIR by making findings supporting its decision.

1.0 INTRODUCTION

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2.0

RESPONSE TO COMMENTS

2.0 RESPONSES TO COMMENTS

2.1 INTRODUCTION

This Final Environmental Impact Report (Final EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Code Regulations Section 15000 et seq.). The City of Hollister (the City) is the lead agency for the environmental review of the Chappell Road project and has the principal responsibility for approving the project. This Final EIR assesses the expected environmental impacts resulting from the approval and implementation of the project and responds to comments received on the Draft EIR.

2.2 REQUIREMENTS FOR RESPONDING TO COMMENTS

CEQA Guidelines Section 15088 requires that lead agencies evaluate all comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the significant environmental issue raised and must be detailed, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, there must be a good faith and reasoned analysis in the written response. However, lead agencies need only respond to significant environmental issues associated with the project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the project's significant effects might be avoided or mitigated. This section also notes that commenters should include an explanation and evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence supporting such a conclusion.

Where changes to the Draft EIR text result from responding to comments, those changes are included in the response and demarcated with revision marks: underline for new text, ~~strikeout~~ for deleted text.

CEQA Guidelines Section 15088 recommends that where a response to comments results in revisions to the Draft EIR, those revisions be incorporated as a revision to the Draft EIR or as a separate section of the Final EIR. Revisions to the Draft EIR are incorporated as Section 3.0 of this Final EIR.

2.3 COMMENT LETTERS RECEIVED ON THE DRAFT EIR

The following commenters submitted written comments on the Draft EIR. The comment period for the Draft EIR began October 27, 2017, and ended December 13, 2017. Confirmation of lead agency compliance with CEQA for public review of the Draft EIR was received from the Governor's Office of Planning and Research on November 19, 2017.

2.0 RESPONSES TO COMMENTS

TABLE 2.0-1
DRAFT EIR COMMENTS RECEIVED

Letter	Name	Date Received
NOC	Notice of Completion	October 27, 2017
CAL	California Department of Transportation (Caltrans)	December 13, 2017
MBARD	Monterey Bay Air Resources District	December 13, 2017
OPR	Governor's Office of Planning and Research (OPR)	November 19, 2017
CHP	Department of California Highway Patrol	November 19, 2017

2.4 RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. Three comment letters were received. To assist in referencing comments and responses, comment letters are coded by abbreviations, and each issue raised in the comment letter is assigned a number (e.g., Comment Letter OPR, comment 1 is referred to as OPR-1).

Letter NOC

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2016101044

Project Title: Chappell Road Project

Lead Agency: City of Hollister

Contact Person: Cristian Builes

Mailing Address: 339 Fifth Street

Phone: 831-636-4360 ex 18

City: Hollister

Zip: 95023

County: San Benito

Project Location: County: San Benito

City/Nearest Community: Hollister

Cross Streets: SR 25, Santa Ana Road, and North Chappell Road

Zip Code: 95023

Longitude/Latitude (degrees, minutes and seconds): ° ' " N / ° ' " W Total Acres:

Assessor's Parcel No.:

Section:

Twp.:

Range:

Base:

Within 2 Miles:

State Hwy #: 25

Waterways:

Airports:

Railways:

Schools:

Document Type:

CEQA:

☐ NOP☒ Draft EIR

NEPA:

☐ NOI

Other:

☐ Joint Document☐ Early Cons☐ Supplement/Subsequent EIR☐ Draft EIS☐ Final Document☐ Neg Dec☐ Other: (Prior SCH No.)☐ FONSI☐ Other:☐ Mit Neg Dec☐ Other:

Local Action Type:

☐ General Plan Update☐ Specific Plan☐ Rezone☒ Annexation☐ General Plan Amendment☐ Master Plan☒ Prezone☐ Redevelopment☐ General Plan Element☐ Planned Unit Development☐ Use Permit☐ Coastal Permit☐ Community Plan☐ Site Plan☐ Land Division (Subdivision, etc.)☒ Other: SOI Expansion

Development Type:

☒ Residential: Units 802.3 Acres 17.43☐ Office: Sq.ft. Acres Employees☒ Commercial: Sq.ft. 303,701 Acres Employees☐ Industrial: Sq.ft. Acres Employees☐ Educational:☐ Recreational:☐ Water Facilities: Type MGD☐ Transportation: Type☐ Mining: Mineral☐ Power: Type MW☐ Waste Treatment: Type MGD☐ Hazardous Waste: Type☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual☐ Fiscal☐ Recreation/Parks☐ Vegetation☒ Agricultural Land☐ Flood Plain/Flooding☒ Schools/Universities☒ Water Quality☒ Air Quality☐ Forest Land/Fire Hazard☐ Septic Systems☒ Water Supply/Groundwater☒ Archeological/Historical☒ Geologic/Seismic☒ Sewer Capacity☐ Wetland/Riparian☒ Biological Resources☐ Minerals☒ Soil Erosion/Compaction/Grading☒ Growth Inducement☐ Coastal Zone☒ Noise☒ Solid Waste☒ Land Use☐ Drainage/Absorption☒ Population/Housing Balance☒ Toxic/Hazardous☒ Cumulative Effects☐ Economic/Jobs☒ Public Services/Facilities☒ Traffic/Circulation☐ Other:

Present Land Use/Zoning/General Plan Designation:

General Plan: Low Density Residential, North Gateway Commercial; Zoning: Rural Residential (San Benito County)

Project Description: (please use a separate page if necessary)

The proposed project includes the following proposed actions: (1) expansion of the City's SOI over approximately 100.6 acres; (2) rezoning of three parcels to Low Density Residential consistent with General Plan designations; and (3) annexation of approximately 32.4 acres for those parcels. Parcels 1, 2, and 3 are proposed for near-term development, while the remaining parcels (parcels A through I) would be annexed in phases based on the property owner's readiness. It is understood that future actions and detailed submittals for development of parcels A through I may require additional CEQA review.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

2.0 RESPONSES TO COMMENTS

Letter NOC Continued

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District #5	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input type="checkbox"/> Regional WQCB # _____
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input checked="" type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input type="checkbox"/> Fish & Game Region # _____	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input checked="" type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	
<input type="checkbox"/> Health Services, Department of	Other: _____
<input type="checkbox"/> Housing & Community Development	Other: _____
<input checked="" type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date October 27, 2017

Ending Date December 13, 2017

Lead Agency (Complete if applicable):

Consulting Firm: Michael Baker International
Address: 1 Kaiser Plaza
City/State/Zip: Oakland, CA 94612
Contact: Florentina Craciun
Phone: (510) 213-7915

Applicant: _____
Address: _____
City/State/Zip: _____
Phone: _____

Signature of Lead Agency Representative:  Date: 10/25/2017

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Revised 2010

RESPONSE TO LETTER NOC – NOTICE OF COMPLETION

Response to Comment NOC-1

This letter includes the project's Notice of Completion (NOC) stamped by the State Clearinghouse. The NOC is administrative in nature, and no response is required.

2.0 RESPONSES TO COMMENTS

Letter CAL

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



Serious drought
Help save water!

December 13, 2017

SBt-25-R51.1
SCH#2016101044

Mr. Abraham Prado
City of Hollister
Development Services Department
Planning Division
375 Fifth Street
Hollister, CA 95023

Dear Mr. Prado:

COMMENTS FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) – CHAPPELL ROAD PROJECT (STATE ROUTE (SR) 25/SANTA ANA ROAD) HOLLISTER, CA

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the Chappell Road Project proposing to expand the City's Sphere of Influence by approximately 100.6 acres, rezoning of three parcels to Low Density Residential, and the annexation of approximately 32.4 acres located adjacent to State Route (SR) 25 and Santa Ana Road within San Benito County. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals. Caltrans offers the following comments in response to the DEIR:

1. The Council of San Benito County Governments (SBtCOG) collects development impact fees to help fund transportation projects of regional significance to address project long-range traffic impacts. Caltrans supports payment of the adopted SBtCOG development impact fees by this project to mitigate cumulative impacts per CEQA. | 1
2. Consistent with previous correspondence and Caltrans system planning documents for the corridor, no direct access from the project site will be permitted on SR 25. | 2
3. There is a Caltrans SHOPP project in development for roadway safety improvements on SR 25 that include portions of the land bordering the proposed development site. For the Caltrans | 3

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to enhance California's economy and livability"*

Letter CAL Continued

Mr. Abraham Prado
December 13, 2017
Page 2

project, there will be right-of-way acquisition needs. Before any approvals are given, it is important to confirm that a setback is included that preserves enough right of way consistent with the Caltrans need. Further, we wish to meet with you as soon as possible to discuss the option of right of way dedication by the applicants as part of their development process. Again, we look forward to working with you on your site plan development to ensure there are no conflicts.

3
cont.

4. In reviewing the traffic analysis, the following concerns are noted:

- There are incorrect signal timing assumptions made in the analysis, most notably the omission of certain pedestrian-phase movements. This is of particular concern at Santa Ana Road/SR 25 and Meridian Street/SR 25 where heavy pedestrian movement to access the school exist. Correcting this should be first priority; we can provide additional details from our review for this and other intersection-count concerns along with mitigation suggestions to provide sufficient, unobstructed signal timing for school-children. 4
- To improve overall operations and help reduce to number of U-turn movements at San Felipe and McCloskey Roads, Caltrans encourages the City to pursue a project that connects North Chappell Road to McCloskey with a new collector. 5
- For Area A, it is noted that the proposed extension of Pacific Street would connect to San Felipe Road with the northbound left-turn lane to SR 25. If the SR 25 left turn lane is shortened, Caltrans is concerned that this change will cause queuing and a degrading of overall level of service at SR 25/San Felipe Road. 6
- Caltrans disagrees with the inappropriately high 20% passby reduction rate. As stated above, we can provide additional details of our analysis; a more realistic rate for this development would be around 5%. 7
- Consistent with the City of Hollister General Plan and Municipal Code regarding noise, Caltrans supports the condition of approval for development of the parcels to include construction of a sound wall on private property to address road noise from SR 25. 8

5. Caltrans request the opportunity to review designs for drainage systems. The project would result in an increase in impervious surfaces and would modify drainage patterns in the project area. The document states that this would not create a significant impact because "project applicants are required to submit a stormwater drainage plan that incorporates measures designed to retain stormwater on-site consistent with the most current requirements." This language is too vague; it does not specify a storm event or address the possibility that drainage now flowing away from the highway could be directed towards it by development. Caltrans needs assurances that no flows are increased toward the highway during the 25-year event. We request the City to condition the development to have this drainage plan and concurrence with Caltrans prior to recordation of final map. 9

6. Please be aware that if any work is completed in the State's right-of-way it will require an encroachment permit from Caltrans, and must be done to our engineering and environmental 10

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Letter CAL Continued

Mr. Abraham Prado
December 13, 2017
Page 3

standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: <http://www.dot.ca.gov/trafficops/ep/index.html>.

10
cont.

7. At any time during the environmental review and approval process, Caltrans retains the statutory right to request a formal scoping meeting to resolve any issues of concern. Such formal scoping meeting requests are allowed per the provisions of the California Public Resources Code Section 21083.9 [a] [1].

11

These are significant issues that merit additional time to resolve prior to making entitlements. We are committed to working with you to ensure the CEQA document becomes complete, has valid information, and carries forward appropriate mitigation to address impacts to the transportation system. Thank you for the opportunity to review and comment. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3282 or email jill.morales@dot.ca.gov.

Sincerely,



JILLIAN R. LEAL-MORALES
Associate Transportation Planner, District 5
jill.morales@dot.ca.gov

cc: Mary Gilbert (SBtCOG), John Guertin (San Benito County Public Works),
San Benito County LAFCO

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to enhance California's economy and livability"*

RESPONSE TO LETTER CAL – CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

The first paragraph of this comment letter is introductory material which states Caltrans' support for local development that is consistent with state and planning priorities that promote equity, strengthen the economy, protect the environment, and promote public health and safety. The information does not raise any issues regarding the adequacy of the Draft EIR.

Response to Comment CAL-1

The comment supports payment of applicable development impact fees to mitigate cumulative impacts per CEQA.

Comment noted. No changes to the Draft EIR are required.

Response to Comment CAL-2

The comment mentions that no direct access will be allowed from the project site to State Route (SR) 25.

As described in the Draft EIR on page 2.0-1, the project area has no direct access to SR 25.

Response to Comment CAL-3

The comment states there is a State Highway Operation and Protection Program (SHOPP) project in development on SR 25 that includes portions of land bordering the project site. Because of this Caltrans project, Caltrans will require a setback to preserve right-of-way. The comment also requests a meeting with the City.

Comment noted. The City will contact Caltrans once the Chappell Road project has been approved and the EIR certified. No changes to the Draft EIR are required.

Response to Comment CAL-4

The comment notes that incorrect signal timing assumptions were made in the analysis, particularly for certain pedestrian-phase movements.

Intersection level of service analysis utilizes signal timing along with traffic volumes to estimate delay at each intersection. The signal timing typically includes phases to serve pedestrian crossings at intersections. In most cases, pedestrian crossings can be served during a concurrent vehicle phase (through movements at the intersection). The number of pedestrians at intersections in Hollister is minimal; pedestrians are served within the allotted time provided to serve concurrent vehicle phases at most locations. Therefore, the pedestrian phase was not coded in the intersection level of service calculations for this study. However, in response to the comment, the referenced intersections were re-evaluated using a separate phase for pedestrians. The analysis indicates that the use of a pedestrian phase results in only a minimal change, less than 2 seconds, to delay at most locations since the pedestrian volumes are fairly low and can be served during the concurrent vehicular phases. However, at the referenced SR 25/Meridian Street intersection, the delay would increase from 34.7 seconds (LOS C) to 41.1 seconds (LOS D) during the PM peak hour with the inclusion of the pedestrian phase. The increase is due to the pedestrian crossings of

2.0 RESPONSES TO COMMENTS

the north approach to the intersection. Pedestrian crossings during the peak hours at other approaches to the intersection, as well as all approaches at the SR 25/Santa Ana Road intersection, number less than five pedestrians. The degradation of level of service at the SR 25/Meridian Street intersection under background plus project conditions is considered a significant project impact based on Caltrans standards. The SR 25/Meridian Street intersection was shown to be impacted by project traffic under cumulative conditions. The project impact at the intersection under background plus project conditions could be mitigated by the same improvement identified to mitigate cumulative impacts.

Response to Comment CAL-5

The comment encourages the City to pursue a project that connects North Chappell Road to McCloskey road.

Comment noted. The City will contact Caltrans once the project has been approved and the EIR certified. No changes to the Draft EIR are required.

Response to Comment CAL-6

The comment expresses concern that the extension of Pacific Street would cause queuing and a degradation of overall level of service at SR 25/San Felipe Road.

It should be noted that the referenced extension of Pacific Way between San Felipe Road and Memorial Drive is included in the list of roadway improvements to be funded by the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The Pacific Way extension is not yet defined in detail. However, the extension was presumed in the traffic analysis to provide right-in (northbound San Felipe Road to eastbound Pacific Way) and right-out (westbound Pacific Way to northbound San Felipe Road) access only at its connection with San Felipe Road. Access from Pacific Way to the northbound left turn lanes along San Felipe Way would be illegal based on the existing solid left turn lane striping. Access to the northbound left turn lanes from Pacific Way could be physically restricted by construction of a median island on Pacific Way and along San Felipe Road. Queue estimates indicate that the maximum vehicle queues for the northbound left turn pockets at San Felipe Road and SR 25 do not currently and are not projected to exceed the existing vehicle storage capacity under background and background plus project conditions. The northbound left turn lanes currently provide approximately 700 feet of vehicle storage per lane, which can accommodate approximately 28 vehicles per lane. The estimated 95th percentile vehicle queue for the northbound left turn is projected to be approximately 9 vehicles per lane during the AM peak hour under project conditions. Therefore, the northbound left turn pocket could potentially be shortened approximately 50 feet to legally permit access from Pacific Way.

Response to Comment CAL-7

The comment disagrees with the 20 percent pass-by reduction rate and states that 5 percent is a more realistic rate.

Pass-by trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Thus, the estimated trips that would be added to the roadway system are reduced since the pass-by trips would not be new trips. The estimated trips for the proposed retail use during the PM peak hour were reduced by 20 percent to account for the pass-by trips based on the ITE Trip Generation Manual, which

also provides the recommended peak-hour trip rates used to estimate project trips. ITE surveys indicate an average of 34 percent pass-by for retail uses across the country. The surveyed sites in California indicate an average of 17 percent, with the one Bay Area survey indicating 21 percent pass-by. In addition, the project site is located at one of the primary gateways to Hollister and along two major thoroughfares, San Felipe Road and State Route 25. A significant number of daily commuters use both San Felipe Road and SR 25 and would pass by the proposed retail uses on a daily basis. These commuters could choose to stop at the proposed retail uses during their commute home. Based on published references and the project location, the use of a 20 percent reduction is conservative and not abnormally high, as suggested by the comment.

Response to Comment CAL-8

The comment supports the condition of approval to construct a sound wall on private property to address noise from SR 25.

Comment noted. No changes to the Draft EIR are required.

Response to Comment CAL-9

The comment requests the opportunity to review designs for drainage systems because of the increase in impervious surfaces that would result with the project.

Comment noted. No changes to the Draft EIR are required.

Response to Comment CAL-10

The comment states that work in the State's right-of-way will require an encroachment permit.

Comment noted. No changes to the Draft EIR are required.

Response to Comment CAL-11

The comment cites Caltrans' right to request a formal scoping meeting to resolve any issues of concern.

Comment noted. No changes to the Draft EIR are required.

2.0 RESPONSES TO COMMENTS



Letter MBARD

24580 Silver Cloud Court
Monterey, CA 93940
PHONE: (831) 647-9411 • FAX: (831) 647-8501

December 13, 2017

City of Hollister
375 Fifth Street
Hollister, CA 95023
Attention: Abraham Prado

Email: abraham.prado@hollister.ca.gov

Re: : Comments on Chappell Road Project DEIR

Dear Mr. Prado:

Thank you for providing the Monterey Bay Air Resources District (Air District) with the opportunity to comment on the above-referenced document. The Air District has reviewed the document and has the following comments:

- **Construction Dust** - In order to minimize offsite drift of fugitive dust and maintain compliance with District Rule 402 (Nuisance), the District suggests that the following Best Management Practices for limiting construction dust be applied where appropriate:
 - Prohibit all grading activities during periods of high wind (over 15 mph)
 - Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
 - Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days)
 - Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations, or hydro-seed area.
 - Maintain at least 2'0" of freeboard in haul trucks.
 - Cover all trucks hauling dirt, sand, or loose materials.
 - Plant vegetative ground cover in disturbed areas as soon as possible.
 - Cover inactive storage piles.
 - Install wheel washers at the entrance to construction sites for all exiting trucks.
 - Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be visible to ensure compliance with Rule 402 (Nuisance).
- **Construction Equipment** - Given the nearby proximity of residential and commercial land uses, the Air District recommends using cleaner construction equipment that conforms to ARB's Tier 3 or Tier 4 emission standards. We further recommend that, whenever feasible, construction equipment use alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.
- **Building Demolition/Renovation** - If any buildings are renovated or demolished as part of this project, Air District rules may apply. These include Rule 424, National Emissions Standards for Hazardous Air Pollutants and Rule 439, Building Removals. Rule 424 contains the investigation and reporting requirements for asbestos which includes surveys and advanced notification on structures being renovated or demolished. Notification to the Air District is required at least ten days prior to renovation or demolition activities. If old underground piping or other asbestos containing construction materials are encountered during trenching activities, Rule 424 could also apply. District Rule 439 prohibits the release of any visible emissions from building removals. Rules 424 and 439 can be

Richard A. Stedman, APCO

Letter MBARD Continued

found online at <https://www.arb.ca.gov/drdb/mbu/cur.htm>. Please contact Mike Sheehan, Compliance Program Coordinator, at (831) 718-8036 for more information regarding these rules.

3
cont.

Operational Emissions; Page 3.3.15- The first paragraph on page 3.3-16 the DEIR indicates that

...while emissions would be greatly reduced, emissions of ROG, NOx, CO, and PM10 would still surpass MBARD significance thresholds despite the imposition of mitigation measure MM 3.3-2. There are no other feasible mitigation measures available since approximately 62 to 97 percent of the project's air pollutant emissions, depending on the specific emission type, are attributed to automobile emissions, and automobile emissions are outside of the City's jurisdictional authority to regulate. Therefore, this impact is significant and unavoidable.

While we appreciate that Mitigation Measure 3.3-2 will eliminate all emissions from the use of woodburning stoves and fireplaces, it is the only mitigation offered and evaluated for operational emissions. The DEIR does not discuss any mitigation for the increased emissions from mobile sources. While we understand that the City does not have direct authority to regulate automobile emissions, there are other possibilities for reducing emissions in this project that could be addressed:

4

- Developing projects to incentivize the use of electric vehicles with the purchase of a residence
- Increase the availability of bus routes serving the project
- Require project designs to encourage walking
- Encourage the use of cycling by designing bicycle lanes into the project
- Inclusion electric vehicle (EV) charging infrastructure made available to the community
- Require the installation of 240 volt outlets in residential parking areas for installation of private EV chargers
- Installation of publically available Level II or DC Fast Charge EV charge stations

We prefer that emissions from mobile sources be mitigated at the project level, however, if mitigation measures cannot reduce the emissions below significance thresholds the Air District requests that the City cooperate with the Air District to develop an emissions offset program. Please contact me at the Air District office at (831) 647-9411 or dfrisbey@mbard.org for assistance in developing an emissions offset program.

Greenhouse Gases Emissions; Page 3.7-14 - Emissions from increased vehicle and energy use are estimated to cause significant and unavoidable impacts for GHG emissions by 2030. Similar to the above comment on operational emissions, the Air District requests that the City cooperate with the Air District to develop an emissions offset program to mitigate the excessive GHG emissions.

5

I appreciate the opportunity to comment on the Chappell Road Project and look forward to working with you to further reduce emissions of criteria pollutants and greenhouse gases. Please let me know if you have any questions. I can be reached at (831) 647-9418 ext. 234.

Best Regards,



David Frisbey
Planning and Air Monitoring Manager

Enclosures

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER MBARD – MONTEREY BAY AIR RESOURCES DISTRICT (MBARD)

Response to Comment MBARD-1

The comment suggests that the project comply with District Rule 402 (Nuisance) and implement best management practices (BMPs) to limit construction dust as appropriate.

The City will take these suggestions under advisement in approving future projects. No changes to the Draft EIR are required.

Response to Comment MBARD-2

The comment recommends using cleaner construction equipment (Tier 3 or 4 emissions standards) and equipment with alternative fuels, as feasible.

Comment noted. No changes to the Draft EIR are required.

Response to Comment MBARD-3

The comment notes that if buildings are renovated or demolished, Air District Rules 424 and 439 may apply.

The project, as currently designed, would demolish 10,400 square feet of buildings on parcels 1–3 and up to 60,425 square feet on parcels A–I. All renovations or demolitions would comply with Air District rules as applicable.

Response to Comment MBARD-4

The comment lists other ways to reduce project emissions.

The City will take these suggestions under advisement in approving future projects. No changes to the Draft EIR are required.

Response to Comment MBARD-5

The comment requests that the City work with the Air District to develop an emissions offset program.

Comment noted. No changes to the Draft EIR are required.

Letter OPR



EDMUND G. BROWN JR.
GOVERNOR December 14, 2017

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

Cristian Builes
City of Hollister
339 Fifth Street
Hollister, CA 95023

Subject: Chappell Road Project
SCH#: 2016101044

Dear Cristian Builes:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 13, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

2.0 RESPONSES TO COMMENTS

Document Details Report State Clearinghouse Data Base

Letter OPR, Continued

SCH# 2016101044
Project Title Chappell Road Project
Lead Agency Hollister, City of

Type EIR Draft EIR
Description Note: Review Per Lead

The proposed project includes the following proposed actions: (1) expansion of the City's SOI over approximately 100.6 acres; (2) rezoning of three parcels to low density residential consistent with general plan designations; and (3) annexation of approximately 32.4 acres for those parcels. Parcel 1, 2 and 3 are proposed for near-term development, while the remaining parcels (parcels A through 1) would be annexed in phases based on the property owner's readiness. It is understood that future actions and detailed submittals for development of parcels A through 1 may require additional CEQA review.

Lead Agency Contact

Name Cristian Builes
Agency City of Hollister
Phone (831) 636-4360 x18
email
Address 339 Fifth Street
City Hollister
State CA **Zip** 95023
Fax

Project Location

County San Benito
City Hollister
Region
Lat / Long
Cross Streets SR 25, Santa Ana Rd, and North Chappell Rd
Parcel No.
Township
Range
Section
Base

Proximity to:

Highways 25
Airports
Railways
Waterways
Schools
Land Use LU: low density residential, north gateway; Z: Rural residential

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 4; Cal Fire; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 5; Department of Housing and Community Development; State Water Resources Control Board, Division of Water Rights; Regional Water Quality Control Board, Region 3; Native American Heritage Commission

Date Received 10/27/2017 **Start of Review** 10/27/2017 **End of Review** 12/13/2017

Note: Blanks in data fields result from insufficient information provided by lead agency.

RESPONSE TO LETTER OPR – GOVERNOR’S OFFICE OF PLANNING AND RESEARCH (OPR)

Response to Comment OPR-1

This letter acknowledges receipt of a comment letter from a responsible agency and that the City has complied with State Clearinghouse requirements for CEQA. The letter is administrative in nature, and no response is required.

2.0 RESPONSES TO COMMENTS

Letter CHP

State of California—Transportation Agency

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

Hollister-Gilroy Area
740 Renz Lane
Gilroy, CA 95020
(408) 848-2324
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



Rec'd 12/13/2017
E

November 9, 2017

File No.: 725.15523

Governor's Office of Planning & Research

NOV 15 2017

STATE CLEARINGHOUSE

State Clearinghouse
Environmental Impact Report
1400 Tenth Street, Room 121
Sacramento, CA 95814

Dear State Clearinghouse

I am responding to Environmental Impact Report SCH# 2016101044. I would be against any further building of homes along the SR-25 corridor unless significant road improvements are made to SR 25 and the US 101/SR 25 interchange. Currently, SR 25 is a two lane roadway which backs up for miles during commute hours. It needs to be widened to four lanes to handle the traffic we have now (let alone building more homes). During afternoon commute, it backs up onto US 101 S/B so that traffic is forced to either stop in the #2 lane or stack up on the right shoulder. Having traffic traveling at 65 MPH on S/B US 101 and suddenly encountering stopped traffic (exiting at SR 25) is extremely dangerous and has generated multiple citizens' traffic complaints.

1

For these reasons I would be opposed to any further building until improvements are made. Please feel free to contact me with any questions at (408) 848-2324.

Sincerely,

S. E. PARKER, Captain
Commander
Hollister-Gilroy Area



Safety, Service, and Security

An Internationally Accredited Agency

Letter CHP, Continued

ENVIRONMENTAL IMPACT REPORT EVALUATION/RESPONSE CHECKLIST SCH# 2016101044

Reference: Highway Patrol Manual 41.1
Transportation Planning Manual
Chapter 6: Environmental Impact Documents

	Action	Reference HPM 41.1 Chapter 6
<input checked="" type="checkbox"/>	Review memorandum for the due date(s).	
<input checked="" type="checkbox"/>	Determine if the proposed project might impact local operations and/or public safety. Examples include: housing developments, large commercial projects, large recreational developments or expansions, landfill or quarry operations, hazardous materials storage and/or dump sites, highway construction/improvement projects, new schools, airport improvements, annexations/incorporations, off-highway vehicle facilities, and Indian gaming facilities.	Pages 3-4
<input checked="" type="checkbox"/>	Review environmental impact documents to identify issues or concerns with possible impact to departmental operations (i.e., increased response times, enforcement, emergency services, service calls, telecommunications, public safety).	
Responses		
<input checked="" type="checkbox"/>	<u>If comments are advisable:</u>	
<input checked="" type="checkbox"/>	Correspondence should focus primarily on traffic safety, congestion, or other impacts to the CHP's mission; however, Areas shall not indicate to the lead agency that additional personnel, facilities, vehicles, etc., are a means to mitigate departmental service issues.	Page 6
<input checked="" type="checkbox"/>	Ensure the State Clearinghouse number (SCH#) is included in all correspondence.	
<input checked="" type="checkbox"/>	Comments shall be provided directly to the State Clearinghouse at 1400 Tenth Street, Room 121, Sacramento, CA 95814, or the lead agency as deemed appropriate, no later than the designated due date. Provide a copy to Special Projects Section (SPS) via electronic mail (e-mail).	
	For project tracking purposes, SPS must be notified of Area/Section's assessment of the project. After mailing your comments to the SCH or lead agency, send a scanned copy via e-mail to SPS.	
<input type="checkbox"/>	<u>If no impact is determined:</u>	
<input type="checkbox"/>	Via e-mail, please respond "no impact to _____ Area's local operations and/or public safety by SCH# _____ was identified," by the designated SCH due date to the SPS analyst listed on the Environmental Document Review and Response memorandum. Ensure the SCH# is included.	

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER CHP – DEPARTMENT OF CALIFORNIA HIGHWAY PATROL (CHP)

Response to Comment CHP-1

This letter declares opposition to building more homes along SR 25 given the existing traffic conditions.

As described on page 3.14-55 of the Draft EIR, the widening of SR 25 to four lanes between San Felipe Road and the Santa Clara County line is included as part of the improvement projects of the San Benito County Regional TIMF program. The developer will be required to pay the applicable TIMF as a fair-share contribution toward improvements at this intersection. However, payment of a fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, this impact would be significant and unavoidable.