



Planning for Success.

FINAL
ENVIRONMENTAL IMPACT REPORT

NORTH STREET SUBDIVISION

SCH# 2014121066

PREPARED FOR
City of Hollister Development Services

July 18, 2016

EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

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FINAL EIR

NORTH STREET SUBDIVISION

SCH# 2014121066

PREPARED FOR
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July 18, 2016

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I.0

INTRODUCTION

I.1 PURPOSE AND ORGANIZATION

The City of Hollister, acting as the lead agency, determined that the proposed North Street Subdivision (hereinafter “proposed project”) might result in significant adverse environmental effects, as defined by the California Environmental Quality Act (CEQA) Guidelines section 15064. Therefore, the City of Hollister had a draft environmental impact report (Draft EIR) prepared to evaluate the potentially significant adverse environmental impacts of the project. The Draft EIR was circulated for public review from March 28, 2016 to May 11, 2016, and public comment was received. CEQA Guidelines section 15200 indicates that the purposes of the public review process include sharing expertise, disclosing agency analysis, checking for accuracy, detecting omissions, discovering public concerns, and soliciting counter proposals.

This Final EIR has been prepared to address comments received during the public review period and, together with the Draft EIR, constitutes the complete North Street Subdivision EIR. This Final EIR is organized into the following sections:

- Section 1 contains an introduction to this Final EIR.
- Section 2 contains written comments on the Draft EIR, as well as the responses to those comments.
- Section 3 contains the revisions to the text of the Draft EIR resulting from comments on the Draft EIR.
- Section 4 contains the mitigation monitoring program.
- Section 5 contains additional references and sources.

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2.0

COMMENTS ON THE DRAFT EIR

2.1 CEQA REQUIREMENTS

CEQA Guidelines section 15132(c) requires that the Final EIR contain a list of persons, organizations, and public agencies that have commented on the Draft EIR. A list of the correspondence received during the public review period is presented below.

CEQA Guidelines sections 15132(b) and 15132(d) require that the Final EIR contain the comments that raise significant environmental points in the review and consultation process, and written response to those comments. A copy of each correspondence received during the public review period for the Draft EIR is presented on the following pages. Numbers along the left-hand margin of each comment letter identify individual comments to which a response is provided. Responses are presented immediately following each letter. Where required, revisions have been made to the text of the Draft EIR based on the responses to comments. These revisions are included in Section 3.0, Changes to the Draft EIR.

2.2 COMMENTS ON THE DRAFT EIR AND RESPONSES

The following correspondence was received during the 45-day public review period on the Draft EIR:

- Monterey Bay Air Resources District (April 22, 2016)
- California Department of Parks and Recreation Office of Historic Preservation (April 28, 2016)
- California Department of Conservation Division of Land Resource Protection (May 3, 2016)

2.0 COMMENTS ON THE DRAFT EIR

- Consolidated comments signed by neighbors: Kathy Sanchez, Mira Sobedro, Alex Sobedro, Elbert Enos, Noe Iboa (May 3, 2016)
- California Department of Transportation (Caltrans) District 5 (May 5, 2016)
- Noe Iboa (May 6, 2016)
- County of San Benito Resource Management Agency (May 9, 2016)
- Tod duBois (May 11, 2016)

Table 1, Commenters and Environmental Issues, summarizes the significant environmental comments received in each comment letter.

Table 1 Commenters and Environmental Issues

	Monterey Bay Air Resources District	California Office of Historic Preservation	California Department of Conservation	Consolidated Comments from Neighbors	Caltrans District 5	Noe Iboa	County of San Benito Resource Management Agency	Tod duBois
Aesthetics				✓		✓	✓	
Agricultural Resources			✓					
Air Quality and Greenhouse Gasses	✓							
Biological Resources								
Cultural Resources		✓						
Geology and Soils								
Hydrology and Water Quality								✓
Fire Protection								
Police Protection								
Schools								
Parks				✓				
Noise				✓				
Water Service						✓		
Wastewater Service						✓		
Storm Drainage Facilities						✓		
Transportation and Traffic				✓	✓	✓		✓
Effects Not Found to be Significant								
Alternatives								
Planning and Growth						✓	✓	
Cumulative	✓							
Other						✓	✓	

Source: EMC Planning Group 2016

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April 22, 2016

Abraham Prado
City of Hollister Development Services
375 Fifth Street
Hollister, CA 95023

Subject: Comments on DEIR for North Street Subdivision

Dear Mr. Prado:

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

1. Significant Project Impacts on Page S-3 – This list indicates that significant project level impacts are anticipated for air quality. Therefore, the Air District recommends implementing design measures to minimize impacts such as the following:
 - Provide solar panels as an option or incentivize buyers to install solar panels on the homes.
 - Design homes with an electric vehicle charging option in the garage.
 - Provide information on alternative forms of transportation to home buyers. For example, the website sanbenitorideshare.org has information on local alternative transportation options.
 - Due to the close proximity to downtown Hollister and other commercial properties, design the project to provide access for alternative modes of transportation such as walking and biking.
2. Air Quality Mitigation Measures, Page 3-52 and 3-53 – The Air District appreciates the inclusion of the following mitigation measures and encourages the City of Hollister to implement them:
 - AQ-1a - Prohibits wood burning fireplaces or wood stoves in new homes.
 - AQ-1b – Use of Low VOC paints and coatings in all new construction.
 - AQ-3 – Mitigation monitoring to insure that the standard best management practices for mitigating fugitive dust from construction activities are followed.
3. Traffic and Circulation Impacts pg. 5-14 to 5-26 - This section identifies a number of significant and unavoidable cumulative impacts due to the deterioration of LOS at a number of intersections. Given the size of this development and other large developments being planned, the Air District suggests that the City of Hollister consider a system wide approach to reduce future congestion as well as criteria and GHG emissions resulting from the increased number of motor vehicles on the road. This approach seems consistent with General Plan Policy NRC 2.5 (page 3-136) and could be at least partially accomplished by combining the Traffic Impact Fees (TIFs, 5-25) from this and other related projects into a larger fund for these improvements. Partial funding may also be available through the Air

District's [AB2766 Motor Vehicle Emission Reduction Grant Program](#). Please contact Alan Romero, Air Quality Planner III at 831-647-9411 x241 for details.

Please let me know if you have any questions. I can be reached at (831) 647-9418 ext. 226 or bnunes@mbuapcd.org.

Best Regards,



Robert Nunes
Air Quality Planner

cc: Alan Romero
David Frisbey

**Response to Comment Letter from Monterey Bay Air Resources District
(April 22, 2016)**

1. Significant air quality impacts and mitigation measures to reduce them are identified and discussed in the Draft EIR Section 3.3, Air Quality (pages 3-49 through 3-56) and Section 5.3, Cumulative Impacts and the Proposed Project's Contribution (page 5-5), and summarized in Table S-1, (pages S-4 and S-5). As discussed in these sections and summarized in Table S-1 of the Draft EIR, the proposed project could result in significant individual and cumulative impacts to air quality; however, implementation of Mitigation Measures AQ 1 through AQ 6 would reduce the proposed project's individual impacts to a less-than-significant level, and would reduce the proposed project's contribution to cumulative air quality impacts to less-than-cumulatively considerable. No additional mitigation is required for the purposes of CEQA and no revisions to the EIR are necessary. The improvement plans, or conditions of project approval for the development applications, can include the district's recommendations as determined appropriate by the City.
2. Comment acknowledged. The subject mitigation measures are included in the Mitigation Monitoring Program (Section 5) of this Final EIR.
3. Refer to the response to Comment No. 1. The mitigation measures in the Draft EIR mitigate the proposed project's operational air quality impacts to a less than significant level. No further evaluation is necessary.

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April 28, 2016

William Avera
Planning Director
City of Hollister, Planning Division
339 Fifth Street
Hollister, CA 95023
Sent via email April 28, 2016

RE: NORTH STREET SUBDIVISION

Dear Mr. Avera,

Thank you for including the California Office of Historic Preservation (OHP) in the environmental review process for the North Street Subdivision project (proposed project). Pursuant to the National Historic Preservation Act and the California Public Resources Code, the State Historic Preservation Officer (SHPO) and the OHP have broad responsibility for the implementation of federal and state historic preservation programs in California. Our comments are offered with the intent of protecting historic and cultural resources, while allowing the City of Hollister (Lead Agency) to meet its program needs. The following comments are based on the information included in the Draft Environmental Impact Report (DEIR) for North Street Subdivision project.

The proposed project includes the subdivision of 81-acres of undeveloped land in the City of Hollister, California and development of a planned unit housing tract of up to 343 residences, related roadway, drainage, and utility infrastructure, including on-site storm water retention basin, and a minimum of 20 acres of open space.

- 1 The current DEIR does not attempt to conduct any sort of project-specific analysis to determine if historic or archeological resources exist within the project area. Instead, the DEIR relies on the cultural resource analysis and mitigation measures from the city's general plan, and an archeological report from 2007 (9 years ago), prepared for a different project that never came to fruition. The mitigation measures included in the DEIR add language to the bid and construction documents directing the contractor to stop work in the event cultural resource impacts occur and implement identification and evaluation after the fact. An effort should be made during the preparation of the DEIR for the current project to identify if any cultural resources are present on the site. If cultural resources are identified it may be possible to avoid impacts through project design rather than during construction operations.

At a minimum the current environmental analysis should conduct a records search to determine if any archeological resources have been identified over the past 9 years in or near the project area. In addition, we recommend an archeological pedestrian survey

- 1 by a qualified archeologist. Based on the findings from the records search and pedestrian survey, the Lead Agency will be able to determine if and testing is necessary prior to construction, or if monitoring during construction is appropriate.
- 2 The proposed project includes 20-acres of open space, which provides the Lead Agency an opportunity to avoid archeological resources through project design using avoidance as the preferred method of mitigation. The DEIR has addressed archeological resources only in terms of future mitigation. Simply referencing the investigation and mitigation measures from the city's general plan and a 2007 archeological report does not seem adequate.
- 3 We recommend that the Lead Agency engage the Native American Heritage Commission (NAHC) regarding the presence of cultural materials which may be impacted by the development of the North Street Subdivision. The Lead Agency might also attempt to consult with any California Native American Tribes with cultural affiliation with the project area to determine if there are any tribal cultural resources they are aware of with significance to their cultural traditions or customs.

If you have questions, please contact Sean de Courcy of the Local Government and Environmental Compliance Unit, at (916) 445-7042 or at Sean.deCourcy@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne Polanco', with a long horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer

Response to Comment Letter from California Department of Parks and Recreation Office of Historic Preservation (April 28, 2015)

1. The project site is located within the area of greater archaeological sensitivity identified on Figure 15 of the City's general plan EIR (City of Hollister 2005b, page 4.6-2). As the commenter notes, an archaeological survey of the project site was performed in 2007 (report). The results of the report inform much of the Draft EIR analysis of possible presence of cultural resources on the site that could potentially be disturbed by the proposed project (refer to the Draft EIR discussion on pages 3-80 – 3-81). As noted in the Draft EIR, the report summarizes the findings of a field survey of the project site and a review of cultural records on file with the Northwest Regional Information Center at Sonoma State University (information center). The report identified one recorded deposit of a prehistoric resource and six historic records within one kilometer of the site, but none on the site itself.

As discussed in the Draft EIR, no surface evidence associated with prehistoric archaeological resources or historic-era archaeological materials were observed on the site during the field survey. The report concluded that development of the site should not be delayed for archaeological reasons. Based on the findings of the report, additional testing was not recommended and therefore, not conducted. It is possible that additional archival research could reveal the presence of more recent records in the vicinity of the project site, but not on the site itself. Conditions on the site remain the same as they were in 2007 when the field survey and literature search were conducted. No physical changes specific to the project site or its use have occurred since the report was prepared that would cause a change in the significance of any undiscovered archaeological resources that could be present on the project site. The Draft EIR acknowledges that there is always a possibility of encountering previously undiscovered archaeological resources during ground disturbing activities. For that reason the Draft EIR includes mitigation measures to address incidental discovery of subsurface and potentially significant archaeological resources during grading and construction activity (Refer to Mitigation Measures CR-1 and CR-3).

2. Future developers of the project site are required to implement the mitigation monitoring program (refer to Section 5 of this Final EIR), which includes implementation of Mitigation Measures CR-1 and CR-3 in two ways; first, by including the language on all construction and bid documents prior to any site disturbance, and second, by also requiring the developer and/or contractor to implement the mitigation measures during grading and construction activities. The Draft EIR adequately addresses potential impacts to cultural resources and no further analysis is necessary.

3. The NOP for the North Street Subdivision Draft EIR was published on December 19, 2014, and the NOP comment period ended January 20, 2015. The NOP was sent to the California Department of Parks and Recreation Office of Historic Preservation and the Native American Heritage Commission. No comments with recommendations of the scope and content of the Draft EIR were received from either agency. The City of Hollister believes the Draft EIR and past technical documentation adequately address potential impacts to cultural resources.

Regarding the commenters suggestion to consult with California Native American Tribes with cultural affiliation with the project area, the commenter may be making reference to the requirements of Assembly Bill 52 (Gatto 2014), which was passed by the California Legislature to include Native American Tribes with cultural and traditional affiliations to specific geographic areas in the CEQA process. The bill amended the CEQA statute to add “tribal cultural resources” to the list of cultural resources that must be considered under CEQA and set forth legislated procedures and timelines for tribal consultation for projects that may affect a tribal cultural resource. The law went into effect on July 1, 2015. According to the introductory language of AB 52, the bill’s provisions are “applicable to projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015” (California Legislative Information Website 2016). Since the NOP for the North Street Subdivision EIR was filed prior to the July 1, 2015 effective date, AB 52 is not applicable to the proposed project.

The commenter may also be referring to the SB 18 tribal consultation requirements, which requires planning agencies, during the preparation or amendment of the general plan and independently from CEQA, to provide opportunities for the involvement of citizens, California Native American tribes, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the City deems appropriate. The City is in the process of initiating tribal consultation per SB 18. No further response is required.



State of California • Natural Resources Agency
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Division of Land Resource Protection
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Edmund G. Brown Jr., *Governor*
John M. Lowrie, *Assistant Director*

May 3, 2016

VIA EMAIL: ABRAHAM.PRADO@HOLLISTER.CA.GOV

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

Dear Mr. Prado:

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NORTH STREET SUBDIVISION, SCH#2014121066

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Draft Environmental Impact Report (DEIR) for the North Street Subdivision Project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act, California Farmland Conservancy Program, and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the proposed project's impacts on agricultural land and resources.

PROJECT DESCRIPTION

The approximately 81-acre project site is located at the northwestern intersection of North Street and the Southern Pacific Railroad right-of-way. It is located partially within the City of Hollister and partially within the unincorporated portion of San Benito County. The site includes areas both inside and outside of the city's sphere of influence; however, the entire project site is within the city's Planning Area.

The proposed project includes a Sphere of Influence amendment, a General Plan amendment, prezone for the properties outside of the current city limits, annexation of the portion of the project site currently located outside of the city limits, and vesting tentative map approval. The proposed project includes subdivision of approximately 81-acres of land. Future development of the project site consistent with the residential land use densities proposed by the vesting tentative map could result in development of up to 343 residential units (283 single-family units and up to 60 multi-family units), an on-site water quality/retention basin, approximately 24 acres of open space, and several new roads providing access to the development.

DEPARTMENT COMMENTS

The project site contains 15.49-acres of Prime Farmland, 2.78-acres of Urban Land and 64.29-acres of Other Land identified by the Department of Conservation's Farmland Mapping and

Monitoring Program (2012).¹ According to Appendix G of the CEQA Guidelines, a project may have a significant effect on the environment if it would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, to a nonagricultural use.

AGRICULTURAL IMPACTS AND MITIGATION MEASURES

1 Although direct conversion of agricultural land is often an unavoidable impact under CEQA analysis, mitigation measures must be considered. Pursuant to CEQA Guideline § 15370, mitigation includes measures that “avoid, minimize, rectify, reduce or eliminate, or compensate” for the impact. Therefore, all mitigation measures which could lessen the project’s impacts should be included for the proposed project. A measure brought to the attention of the Lead Agency should not be left out unless it is infeasible based on its elements.

The conversion of agricultural land represents a permanent reduction in the State’s agricultural land resources. Conservation easements are an available mitigation tool and considered a standard practice in many areas of the State. As such, the Department advises the use of permanent agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land. Conservation easements will protect a portion of those remaining land resources and lessen project impacts in accordance with CEQA Guideline § 15370. The Department highlights this measure because of its acceptance and use by lead agencies as an appropriate mitigation measure under CEQA and because it follows an established rationale similar to that of wildlife habitat mitigation. The DEIR stated:

“San Benito County’s General Plan policy LU-3.10 addresses the loss of Prime Farmland with Class I soils by encouraging the preservation of up to an equal number of acres (1:1 ratio) either on- or off-site or by the payment of in-lieu fees for some or all of the land. Policy LU-3.10 further states that funds collected shall be used for agricultural protection and/or affiliated programs within San Benito County, and that the county shall work with the City of Hollister to encourage them to adopt a similar agricultural conversion mitigation ratio. County policy LU-3.14 further allows the county to consider the use of land trusts or other financial incentives to preserve agricultural soil resources and to protect the integrity of important agricultural areas for future use.”²

The Department supports San Benito County’s mitigation efforts and encourages the City of Hollister to adopt and implement similar mitigation policies. The mitigation mentioned above should be addressed in the mitigation monitoring or reporting program document. Should the City need additional information regarding agricultural conservation easements and the process of developing a mitigation program, the California Council of Land Trusts provides

¹ <http://maps.conservation.ca.gov/ciff/ciff.html>

² North Street Subdivision, Draft Environmental Impact Report, EMC Planning Group Inc., March 22, 2106, p.3-25

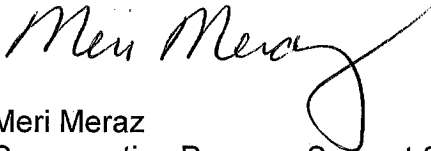
Mr. Abraham Prado
May 3, 2016
Page 3 of 3

helpful insight, including a guidebook with model documents located here:

<http://www.calandtrusts.org/resources/conserving-californias-harvest/>

Thank you for giving us the opportunity to comment on the Draft Environmental Impact Report for the North Street Subdivision Project. Please provide this Department with notices of any future hearing dates as well as any staff reports pertaining to this project. If you have any questions regarding our comments, please contact Farl Grundy, Environmental Planner at (916) 324-7347 or via email at Farl.Grundy@conservation.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Meri Meraz", with a stylized flourish at the end.

Meri Meraz
Conservation Program Support Supervisor
Division of Land Resource Protection

cc: State Clearinghouse

San Benito County Farm Bureau

Response to Comment Letter from Comment Letter from California Department of Conservation Division of Land Resource Protection (May 3, 2016)

1. The comments state “all mitigation measures which could lessen the project’s impacts should be included for the proposed project” and advises that the use of agricultural conservation easements provide partial mitigation for the loss of Prime Farmland and “lessen project impacts in accordance with CEQA Guidelines Section 15370”. The CEQA Guidelines Section 15370 defines mitigation as measures that would avoid, minimize, rectify, reduce or eliminate the impact over time, or compensate for the impact by replacing or providing substitute resources or environments.

The City of Hollister evaluated the mitigation approach suggested by the commenter in the Draft EIR, but City staff found that agricultural conservation easement mitigation would not be required by the City in this instance. The City of Hollister does not have adopted farmland conversion mitigation policies or specific preservation programs that compensate for the loss of Prime Farmland. As a possible means to mitigate for the loss of Prime Farmland, the Draft EIR (pages 3-25 and 3-26) discussed the possibility of preserving farmland acreage of equal or greater value at a minimum 1:1 ratio consistent with the County’s general plan policies (also cited in the comment letter) that encourage agricultural preservation of farmland. The DEIR discussion notes that the County also does not have an adopted agricultural preservation program to implement its general plan policies. As a consequence, there are no formal mechanisms in place for evaluating and prioritizing farmland to be preserved within the County and no policies or procedures for administering such a program. As reported in the Draft EIR, the County’s policies are intended to minimize impacts to regionally important farmlands that include Prime Farmland and Class I soils. Although the project site contains Prime Farmland, it does not contain Class I soils, which could potentially be considered to be of lesser value than the farmland intended to be protected by the County’s general plan once a preservation program is adopted.

Prime Farmland that could possibly be the subject of an off-site conservation easement (if available) already exists and cannot be created. Preservation of existing farmland elsewhere in the County or state may slow the conversion rate, but would not replace or provide a substitute resource or environment for the 15.29 acres of Prime Farmland that would be converted to nonagricultural use by the proposed project. A net loss of Prime Farmland would still occur and the impact would remain significant and unavoidable. As such this type of mitigation measure would not avoid or substantially lessen the significant and unavoidable impact.

The mitigation suggested by the comment was considered in the Draft EIR. As noted in the Draft EIR, the City's general plan identifies the site as a priority infill area. The City Council will not require mitigation for the loss of Prime Farmland on the site. Staff has confirmed that the City of Hollister has not historically required agricultural mitigation for properties that are identified as residential sites in the General Plan, Zoning or Sphere of Influence maps. Additionally, the project site was studied in both the City of Hollister's and County of San Benito's General Plan Updates, and in both documents increasing levels of residential development on all parts of the project site was considered. No mitigation program was indicated in either document for a parcel such as the project site (Brad Sullivan, pers.com. July 12, 2016).

DATE: May 3, 2016

TO: City of Hollister, c/o Abraham Prado, Associate Planner

FROM: Property Owners - signed below

SUBJECT: Comments on EIR for the Proposed North St Subdivision Project

We own property in the neighborhood and have comments about the proposed project regarding train noise, traffic safety, dates for developing park space, and blending the project into the neighborhood for all to benefit.

Train Horn Noise - not compatible with residences

- 1 The report explains noise (pp3-188 & 3-189) is within the limits for residences. This is wrong. The daily train horn is deafening at the portion of the proposed development next to the tracks (behind Greenwood Motors, Cinderella Motel and Taco Bell). Stand at Thompson and North, or stand "86 feet from the centerline of the railroad tracks" (p3-178) while the train horn sounds, it is deafening. It is harmful, not just annoying. Solve the train horn noise before the needed housing is approved. As an alternative, designate the land developed open space. The draft EIR is wrong on this topic. Until the City solves the daily train horn noise, the parcel of land next to the train tracks isn't compatible for residences. Build houses there and it is inviting problems.
- 2 Traffic Safety - share the road safely with walkers and bicylists
The report explains (p3-222) we have no bike lanes in the project area and we are missing sidewalks. The report explains mitigation measures (p3-259) regarding pedestrian facilities. This is good, but do the most possible. Include sidewalks with a tree planting strip and plant trees. This encourages walkers because shade is provided. Include a striped bikelane on all the proposed project streets so bicylists can more safely share the road. Decision-makers should encourage walking and cycling for this development. The project site has a pleasing vista from the hill for walkers and cyclists. Encourage walking and cycling for health reasons: 17.5% of adults in our County have diabetes and 30% of the adults are pre-diabetic according to a recent Hazel Hawkins foundation mailer.
- 3 The reports states (p3-254 & 3-255) that road plans will meet or exceed city roadway

---Comments on EIR for North Street---

- 3 and site design standards. Include a raised median with tree plantings in this project. Some of the proposed streets are on hills and curves in the park hill, a median would keep drivers from crossing into oncoming traffic. A median with tree plantings would blend into the park hill area. Include speed bumps that double as crosswalks to calm traffic, especially in the proposed "J" street (p.3-254) on the east side of the project.

Park Space - build it now

- 4 The report explains calculations (p3-195) for designating park and open space. It is little land since the formula assumes our family oriented Hollister has only 3.61 persons living in each home. Not reality, but its a number in the formula. The proposed subdivision includes +16 acres of sloped land that will be undeveloped open space. We can look at the space but we can't walk on the sloped area. So really,
- 5 there is little developed park space. Give residents all the park space now. Do not approve report language where "future developers of the project site would be responsible for meeting the 4.8-acre parkland requirement".

Blending in the Project - don't build a wall

- 6 Decision-makers are encouraged to give Hollister a development that is not walled from its surroundings. Most new developments are behind a wall. Make the North Street subdivision with new homes facing North street. Use traffic calming design, landscaped setbacks, the best strategies so the new road is done right.

Thanks for your attention. Please respond to our comments and notify us in english and spanish of future public meetings for this project. This notification of the draft EIR was not received in spanish. All your contractors should be required to give City staff spanish translations of public notices, or they don't get the City's contract.

Kathy Sanchez 420 North Hollister

Julia Solis 20. Thompson St.

Alex Franco 419 North St

ELbert ENOS 361 North

NOE IBA 409 North

Response to Consolidated Comments Signed by Neighbors: Kathy Sanchez, Mira Sobedro, Alex Sobedro, Elbert Enos, Noe Iboa (May 3, 2016)

1. The Draft EIR discusses ambient noise levels (page 3-180) and the proposed project's contribution to them (pages 3-185 through 3-189 and 5-10 and 5-11). The Draft EIR identifies the existing noise environment at the site as consisting primarily of railroad operations on the adjacent Union Pacific Railroad tracks, which typically carries two freight trains per day. The discussion includes a summary of ambient noise level measurements at various locations on the project site near the Union Pacific Railroad tracks. Ambient noise levels attributable to trains were consistently measured in the mid-50 dBAa range, with the highest calculated train noise measured at 60 dBA, which equals the City of Hollister "Normally Acceptable" standard for residential exterior noise exposures. The proposed project would not affect freight operations and would not contribute to or exacerbate existing train noise levels.

According to the California Supreme Court (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, Case No. S213478), the proper environmental analysis is the impact of the project on the environment, not the environment's impact on the project. The Supreme Court concluded that CEQA directs lead agencies to analyze the impact of the project on the environment, not the impacts of the environment on the project. The Court did note that in certain circumstances, a proposed project might exacerbate or increase the effects associated with an existing physical condition. In those circumstances, the lead agency would have to acknowledge, analyze and potentially mitigate for the increased effects.

Since the proposed project would not affect or exacerbate existing train noise levels, no additional discussion or revisions to the Draft EIR are necessary in response to this comment.

2. The commenters request additional bicycle and pedestrian improvements beyond those identified in the Draft EIR. As noted in the Draft EIR (pages 3-257 through 3-259), the proposed project is subject to compliance with the City's safe routes to schools program and general plan policies for the provision and design of pedestrian and bicycle facilities within the project site. Also, as noted on the vesting tentative map (refer to the Draft EIR Appendix B), sidewalks will be built along both sides of all new streets within the project site, consistent with the City's design standards for streets and roadways.

The North Street Extension Project is included in the San Benito County Regional Transportation Plan (San Benito Council of Governments 2014). The North Street Extension Project is a City capital improvement that will be completed in conjunction with

the development of adjacent undeveloped areas, including the project site. Construction of the two-lane extension of North Street, between Locust Avenue and Monterey Street, is planned to occur concurrently with the proposed project. Some of the North Street Extension Project improvements would be constructed and/or funded by the proposed project as mitigation for the project's proportionate contribution to operational hazards on the new street, and in compliance with the City's policies for pedestrian and bicycle improvements.

Mitigation Measure T-5 requires the applicant to install the sidewalk (part of the previously approved North Street Extension Project) on the north side of Buena Vista Road/North Street in addition to curbs, gutters, and sidewalks on the North Street project frontages. This mitigation measure ensures that a continuous sidewalk connection is in place between proposed residential units within the project site to existing and planned pedestrian facilities in the vicinity such as the nearby Calaveras Elementary School. The mitigation measure also requires the applicant to design project frontage improvements on Buena Vista Road/North Street to City of Hollister and San Benito County roadway design standards and guidelines in order to accommodate the future installation of a Class II bike lane along Buena Vista Road/North Street (part of the previously approved North Street Extension Project). With implementation of Mitigation Measure T-5, the project's impact of increased pedestrian and bicycle traffic within the school zone is less than significant. No additional improvements are required for the purposes of CEQA; however, the improvement plans, or conditions of project approval for the development applications can include the commenters' recommendations as determined appropriate by the City.

3. The commenters request that traffic calming measures include landscaped medians and speed bumps throughout the project site. Impacts related to traffic improvement design hazards are discussed in the Draft EIR (page 3-256). As noted in the Draft EIR, although the traffic report did not identify significant impacts resulting from project traffic, the report notes that observed travel speeds along several of the studied street segments in the vicinity exceed the posted speed limits. The City may consider the suggested types of measures in detail when improvement plans are developed; however, these measures were not needed as mitigation in the Draft EIR because no environmental impact was identified. No additional mitigation or revisions to the Draft EIR text are required; however, the improvement plans, or conditions of project approval for the development applications can include the commenters' recommendations as determined appropriate by the City.
4. This comment questions the Draft EIR analysis of parkland dedication requirements. The citywide requirement for parkland based on buildout of the general plan is four acres per 1,000 persons (page 3-192). The Draft EIR utilized the most recent demographic data

available from the Department of Finance for the City of Hollister in its estimate of population that would be generated by the proposed project (California Department of Finance 3.61 average persons per household factor for the City of Hollister (2015)). However, as noted in the Draft EIR, the Hollister Municipal Code Section 16.55.050 provides the formula to determine the acreage of parklands that are required to be dedicated and/or funded through in-lieu fees by new development. The parkland formula identified in Hollister Municipal Code Section 16.55.050 is based on year 2000 Census Data (3.52 persons per household for single-family residential uses and 3.45 persons per household for multi-family residential uses). The Draft EIR discussion points out that the proposed project is responsible for the provision of 4.8 acres of parkland and/or the payment of in-lieu fees in conformance to the City's parkland requirements codified as Municipal Code Section 16.55.050.

Also as reported in the Draft EIR, the proposed project includes the provision of 25.52 acres of open space (refer to Figure 19, Open Space and Trail Corridors). Approximately 16.51 acres of this land area consists of existing sloped areas of the site upon which no development is proposed. For open space areas, the City's Park Facilities Master Plan notes that, due to their limited active recreation use, parklands which remain in substantially natural conditions are valued as a percentage of their total acreage when calculating parkland dedications. The vesting tentative map (refer to Figure 8 and Appendix B) also identifies an additional 4.47 acres of park and trails; 0.94 of which is a PG&E easement, and 3.53 acres of which may be developed. The proposed project includes provision of unimproved and potentially developable parkland that is substantially greater than the 4.8 acres required by Municipal Code Section 16.55.050 for a project of this size.

5. The commenters raise a concern regarding the timing for the provision of developed public parkland on the project site. Hollister Municipal Code Section 16.55.030A requires residential subdividers, as a condition of map approval, to dedicate land, pay parkland acquisition fees in lieu of dedication, or a combination of both, for park or recreational purposes, including open space, except as provided elsewhere in the Chapter. Section 16.55.030B requires the payment of fees or dedication of land to be conveyed to the City upon approval of the final or parcel map. Hollister Municipal Code Section 16.55.050 also states "the amount of land to be dedicated, or fees to be paid, shall bear a reasonable relationship to the use of the park and recreation facilities by the future inhabitants of the subdivision." The improvement plans, or conditions of project approval for the development applications can include the commenters' suggestions for the timing of required parkland provision on the site as determined appropriate by the City.

6. This comment objects to the use of walls between new development and North Street, and requests that new residences adjacent to North Street be oriented to face the street. Orienting buildings to face North Street would require additional access along North Street, which would increase opportunities for vehicle, pedestrian and bicyclist conflicts on the street. As shown on the vesting tentative map, Draft EIR Figure 8 (refer also to Appendix B), open space parcels are proposed on the north side of North Street between proposed residential lots and North Street (Parcel E), between existing residences and Union Pacific Railroad tracks (Parcel F) and also between North Street and Parcel C. These open space parcels provide a buffer between residential uses and North Street including back yard fencing. This indicates that residential walls, if utilized in the project design, would not be located directly adjacent to the North Street public right-of-way. As noted in the Draft EIR, page 3-12, implementation of design guidelines, as well as the compliance with City design policies intended to mitigate any potentially adverse aesthetic effects of new development reduce this impact to a less-than-significant level. No additional mitigation is required.

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!*

May 5, 2016

SBt-25-R52.21
SCH# 2014121066

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

Dear Mr. Prado:

COMMENTS TO NORTH STREET SUBDIVISION

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the above referenced project and offers the following comments in response to your summary of impacts.

1. Caltrans supports local planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and enhance 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.
- 1 2. The traffic study identified several regionally-significant roadway locations that would be impacted by development related traffic. The mitigation proposed, however, generally stated that the developer would be required to pay "applicable TIF fees." Caltrans suggests the mitigation language be clarified to state that the applicant shall contribute to the regional impact fee program as administered by the Council of San Benito County Governments.

If you have any questions, or need further clarification on items discussed above, please don't hesitate to John Olejnik at (805) 542-4751.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jennifer Calate".

JENNIFER CALATE
Associate Transportation Planner
District 5 Development Review
jennifer.calate@dot.ca.gov

cc: John Olejnik (D5), Mary Gilbert (San Benito COG), Jill Morales (D5)

**Response to Comment Letter from California Department of Transportation
(May 5, 2016)**

1. Comment is noted. The TIF program identified in the EIR is the San Benito Council of Governments regional traffic impact fee program, which is identified on page 3-225 of the Draft EIR. No further response is necessary.

May 6, 2016

City of Hollister
Planning Department
attention: Abraham Prado

Dear Mr. Prado,

This is a letter of concern regarding the North Street Subdivision project.

1. Proper public notice has not been done for this project. As of yesterday no public notice was posted on the City or County website. My neighbor received a public notice in the mail, but there is no public notice posted on the City or County website. The draft EIR is posted, but no public notice. Complete a proper notice in english and spanish before continuing with the project. Its the law.

2. The complete cost of undergrounding utilities, including sewer must be paid by the City or the deveoper, not existing homeowners. Existing homeowners are not applying for any undergrounding, or changing of sewer lines, so we cannot be responsible for the cost of changes due to the project. Confirm that any changes are not going to be costs passed on to existing homeowners.

3. Intersections will need traffic signals if this project proceeds. North Street will be a more direct route between downtown and Highway 156. A traffic signal at North Street and Monterey should be considered. Other intersections are Thompson and First, Thompson and North, North and Locust. Explain how the City will keep the traffic calm from day one of the North Street extension opening.

4. Speed bumps on North Street should be considered for safety reasons. The street will be carrying alot of traffic. We are a residential street, not a truck route or a speedway. Speedbumps would send the message of safety first.

5. The railroad crossing on North Street is for two lanes of traffic. Explain the City coordination with the railroad to keep it a safe crossing.

The neighborhood is a good, peaceful place to live. The proposed North Street project creates concerns the City should resolve before continuing.

Sincerely,

Noe Iboa
homeowner
409 North Street



Response to Comment Letter from Noe Iboa (May 6, 2016)

1. CEQA Guidelines Section 15087(a) states that lead agencies shall provide notice public notice of the availability of a draft EIR to interested parties who have requested notification and by at least one of the following methods:

- Publication at least once in a local newspaper;
- Posting on and off the site; or,
- Direct mailing to owners and occupants of property contiguous to the project site.

The Notice of Availability was posted with the San Benito County Clerk was distributed to known interested parties, and made available at the City Clerk's office on March 24, 2016, and was published in the March 25, 2016 edition of the Hollister Free Lance newspaper. The notice includes instructions in Spanish that direct Spanish-speaking readers to contact the City for more information.

2. This comment does not raise environmental issues; therefore, no response is required.
3. The commenter requests consideration of the project's contribution to intersection levels of service at the following intersections:

- North Street and Monterey Street;
- Thompson and First Street;
- Thompson and North Street; and
- North Street and Locust Street.

The Draft EIR analyzed impacts to the intersections of North Street (Buena Vista Road) and Locust Street and North Street and Thompson Street. According to the traffic modeling conducted for the proposed project (Draft EIR Figure 24, Trip Assignment), no measureable project trips are anticipated to use Thompson Street. As summarized in the Draft EIR discussion (pages 3-243 through 3-249), the traffic impact analysis assumes stop-control on the new project approach and Thompson Street approaches to North Street and all-way stop-control at the Locust Street/North Street intersection. The traffic analysis includes an evaluation of need for signalization of each of the intersections. The signal warrant analysis indicated that signalization of each of the subject intersections is not warranted with the proposed project traffic.

The Draft EIR did not analyze the remaining two intersections noted in the comment because it is unlikely that project traffic would routinely utilize Monterey Street. According to the preparers of the traffic impact analysis project-related traffic at the intersections of North Street and Monterey Street and Thompson Street and First Street would be minimal (Robert del Rio, email correspondence with Consultant, May 31, 2016). Monterey Street is not considered a key component of the traffic system studied in the traffic impact analysis because it provides access to only three existing homes and several vacant parcels from the south side of North Street. The pavement on Monterey Street is deteriorated and would not be anticipated to be chosen as an alternative travel route to North Street. Minimal traffic generated by the proposed project would use the intersection of Thompson Street and First Street because Thompson Street does not provide a shorter travel route to San Benito Street than does North Street. No changes to the Draft EIR are required.

4. The commenter's request that the proposed project include speed bumps on North Street is noted. As reported in the Draft EIR, the North Street Extension Project is a City capital improvement that will be completed in conjunction with the development of adjacent undeveloped areas, including the project site. Construction of the two-lane extension of North Street, between Locust Avenue and Monterey Street, is planned to occur concurrently with the proposed project. Some of the North Street Extension Project improvements would be constructed and/or funded by the proposed project as mitigation for the project's proportionate share of traffic volumes that contribute to operational hazards on the new street, and in compliance with the City's policies for pedestrian and bicycle improvements (Refer to Mitigation Measure T-5 in Section 5, Mitigation Monitoring Program).

Impacts related to traffic improvement design hazards are discussed in the Draft EIR (page 3-256). As noted in the Draft EIR, although the traffic report did not identify significant impacts resulting from project traffic, the report notes that observed travel speeds along several of the studied street segments in the vicinity exceed the posted speed limits. The City may consider the suggested types of measures in detail when improvement plans are developed; however, these measures were not needed as mitigation in the Draft EIR because no environmental impact was identified. No additional mitigation or revisions to the Draft EIR text are required; however, the improvement plans, or conditions of project approval for the development applications can include the commenter's recommendation as determined appropriate by the City.

5. The comment citing safety concerns at the railroad crossing on North Street is noted. The approved North Street Extension project (refer also to the response to Comment No. 4) includes improving the at-grade intersection of North Street and the Union Pacific Railroad with lighted crossing arms and concrete panels; additional pavement, curb,

gutter, and sidewalk to both sides of the road; and modification and relocation of existing traffic signals at the North Street/San Benito Street intersection (City of Hollister 2004). These improvements are not part of the proposed project, and are required whether or not the proposed project is implemented. The Draft EIR did not find that the proposed project would generate traffic volume to the extent that additional improvements to the at-grade railroad crossing would be required.



COUNTY OF SAN BENITO
RESOURCE MANAGEMENT AGENCY
PLANNING AND BUILDING INSPECTION SERVICES

2301 Technology Parkway
Hollister, CA 95023-2513
E-mail: sbcplan@cosb.us

Phone: (831) 637-5313
Fax: (831) 636-4176

May 9, 2016

City of Hollister Development Services Department
Planning Division
339 Fifth Street
Hollister, CA 95023-3832

Re: North Street Subdivision Draft Environmental Impact Report

The County Resource Management Agency (RMA) thanks the City of Hollister for the opportunity to comment on the North Street subdivision environmental review. The San Benito County 2035 General Plan supports the project site's use for residential development with a density of up to 20 dwellings per acre, and the County General Plan Housing Element prior to the City's sphere-of-influence expansion to include the property identified the property as suitable for such development. Therefore, RMA's concerns on the project are minimal. However, RMA would like to offer the following remarks:

	PAGE(S)	COMMENT
1	S-2, 2-13	The County General Plan was adopted July 21, 2015, as opposed to the noted June date.
2	S-15	The County Planning Department is now the County Resource Management Agency, having merged with the County Department of Public Works.
3	3-7, 3-12	San Benito County has no State-designated scenic highways, but the County has locally designated Routes 101, 129, and 146 as scenic highways.
4	3-14	As regarded by County Code Chapter 19.31 (Development Lighting), the project would be located within the Zone II lighting zone, located between five and 13 miles from Fremont Peak State Park. The County acknowledges the City of Hollister lighting standards of Hollister Municipal Code §17.16.090. In consideration of the project site's proximity to unincorporated lands, its currently unlit setting, and its elevated location relative to surroundings, the County further requests that lighting for purposes other than roadway illumination comply with the County's area lighting maximum of 50,000 initial raw lamp lumens per net acre, as averaged across the entire project site, with decorative lighting generally extinguished at 11 p.m. More specific details are given in County Code §19.31.006 and §19.31.008.
5	3-15	As a slight clarification, the County performed a general plan amendment to designate the site Rural/Urban and also a zone change to designate the site Residential Multiple (RM). Under the updated 2035 General Plan, the site is designated Residential Mixed (also abbreviated RM) and still has the zone of Residential Multiple (RM).

Response to Comment Letter from San Benito County Resource Management Agency (May 9, 2015)

1. Some portions of the Draft EIR were completed prior to the July 21, 2015 adoption of the 2035 San Benito County General Plan. A revision to the text is included in Section 3. The clarification does not change the environmental analysis or the conclusions of the Draft EIR.
2. This comment acknowledged. It does not raise an environmental issue and therefore, no response is necessary.
3. Comment is acknowledged regarding the County's locally designated scenic roadways (U.S. Highway 101, State Route 129, and State Route 146). The project site is not located in the view corridors of these locally designated scenic roadways. No revisions to the Draft EIR are necessary.
4. Comment requesting City consideration of County exterior lighting standards is acknowledged. The Draft EIR concluded that with implementation of the City's lighting standards, light and glare impacts would be less than significant. The improvement plans, or conditions of project approval for the development applications, can include the County's recommendations if determined appropriate by the City. No changes to the Draft EIR are necessary.
5. The comment clarifies a 2006 County action that changed the County's general plan land use designation in certain areas of the County adjacent to the Hollister City limit line, including the project site. A revision to the text is included in Section 3 to clarify the change in the County's land use designation for the site. The clarification does not change the environmental analysis or the conclusions of the Draft EIR.
6. The discussion on page 3-229 of the Draft EIR explains in part the need to include County policies for regional circulation and traffic infrastructure issues. The Draft EIR incorrectly identifies the subject policies as from the recently adopted 2035 San Benito County General Plan instead of the County's 1992 General Plan, which was in effect at the time the applications for the proposed project were deemed complete by the City of Hollister. A revision to the text is included in Section 3. The clarification does not change the environmental analysis or the conclusions of the Draft EIR.
7. The Draft EIR on page 3-231 incorrectly identifies the County's adopted general plan policies as draft policies. The paragraph within which the error occurs explains in part the need to include County policies for regional circulation and traffic infrastructure issues, similar to the explanation referred to in the response to Comment No. 6. A revision to the text is included in Section 3. The clarification does not change the environmental analysis or the conclusions of the Draft EIR.

Tod duBois
428 Corrida Dr
SLO, CA 93401
805-545-7818
offgridtod@gmail.com
May 11, 2016

City of Hollister
Planning Department – Denova Draft EIR Team

Dear City of Hollister:

We are 100% supportive of the project presented by Denova Homes and represented in this DRAFT EIR.

Comments on the Draft Environmental Impact Report for the proposed North Street Subdivision project.

I have two specific areas of interest in the Draft Environmental Impact Report, transportation circulation and storm water management.

Transportation/circulation

Monterey Street:

1 The DEIR appears to lack review, study or discussion of Monterey Street. Monterey St. is an existing City thru street that adjoins North St. along the south-eastern area of the proposed project. There is an existing intersection at Monterey St. and North St.

Monterey St. provides access to a number of parcels and also functions as a "cut thru/short cut" to and from North St. With the development of the proposed project and the resulting increased traffic on North St. there will also be an increase in use of Monterey St. This increase in the use of Monterey St. will especially be true when North St. is temporarily "closed" by train traffic and Monterey is used as a cut thru/bypass by some level of North St. traffic.

Potential impacts and potential needed improvements to Monterey St. and the North St./Monterey St. intersection need to be addressed as part of the circulation/transportation section of the DEIR.

West Street:

2 While West St. is identified as "not improved" the City does have a right-of-way in place for possible future construction and use. West St. and the intersection of North St. and West St. do not appear to be discussed in the DEIR.

3 What if any future plans does the City have for West St.?

4 Is future construction and use of West St. part of the City park master plan?

5 West St. and the potential intersection of North St. and West St. should be reviewed and discussed in the DEIR.

North Street:

6 I understand the improvements to the road segment of North St. between Locust Ave. and Monterey St. will occur concurrently with the Phase I development of the proposed protect.

Does the North St. improvement plans include curb, gutter and sidewalks on both sides of North St. for this road segment?

Storm water

The required improvements to North St. to facilitate the proposed project will result in increased off site storm water generation. There is also existing storm water generated from Monterey St. and adjoining parcels.

7 The DEIR includes discussion, analysis and mitigation of the proposed projects on-site storm water generation. The DIER appears to lack review, study or discussion of off-site storm water impacts from the proposed projects required improvements to North St.

Potential storm water impacts resulting from the improvements to North St. need to be addressed as part of the DEIR.

What are the storm water and drainage management improvements and infrastructure of the North St. improvements?

Will the storm water and drainage management improvements for North St. address the increased and existing storm water collection and management needs?

I am looking forward to working with you and supporting Denova Homes on making North Hollister a better place.

Sincerely,

Tod duBois

Response to Comment Letter from Tod duBois (May 11, 2016)

1. Monterey Street is a partially improved public street that provides access from North Street and Thompson Street to three existing homes and vacant parcels. Monterey Street was not included in the scope of intersections and roadway segments studied in the traffic impact analysis and Draft EIR because Monterey Street is not considered a key component of the traffic system. Due to its limited access opportunities it is unlikely that Monterey Street would be chosen as an alternative travel route to North Street by traffic generated by the proposed project. The proposed project would not result in significant impacts that require modification to Monterey Street or to the Monterey Street and North Street intersection, beyond the improvements that are already part of the previously-approved North Street Extension Project (City of Hollister 2004) which are identified in the response to Comment No. 5, below. No further response is required.
2. As the commenter notes, West Street is not an active street in the City's traffic system and consists of unimproved public right-of-way. The proposed project does not include improvements to the public right-of-way identified by the commenter as West Street. According to the traffic consultant, any future improvements to the undeveloped West Street right-of-way are not funded (Robert del Rio, Email Correspondence with Consultant, May 31, 2016). As such, the nature of possible future improvements and timing for their implementation are unknown. An analysis of project-related impacts would be speculative.
3. This comment does not raise an environmental issue relevant to the proposed project and no further response is required.
4. This comment does not raise an environmental issue relevant to the proposed project and no further response is required.
5. See response to Comment No. 2. No further response is required.
6. As reported in the Draft EIR for the proposed project, the North Street Extension Project is a capital improvement project, a portion of which would be constructed concurrently with the proposed project with the proponents of the North Street Residential Subdivision Project installing some of its components. Mitigation Measure T-5 requires the applicant to install the previously approved sidewalk (North Street Extension Project) on the south side of Buena Vista Road/North Street in addition to installing curbs, gutters, and sidewalks on the North Street project frontage. The mitigation measure also requires the applicant to design project frontage improvements on Buena Vista Road/North Street to City of Hollister and San Benito County roadway design standards and guidelines in order to

accommodate the future installation of a continuous Class II bike lane (also part of the previously approved North Street Extension Project) along Buena Vista Road and North Street).

7. The North Street Extension Project was approved in 2004 and is not part of the proposed project. The impacts of storm water drainage from the North Street Extension Project were addressed the North Street Extension Project Initial Study for which the City adopted a Mitigated Negative Declaration in 2004. According to the initial study, drainage from the new North Street extension would flow east and west and not into the proposed project site (City of Hollister 2004, page 47).

3.0

CHANGES TO THE DRAFT EIR

3.1 CEQA REQUIREMENTS

CEQA Guidelines section 15132 requires that a Final EIR contain either the Draft EIR or a revision of the Draft EIR. This Final EIR incorporates the Draft EIR by reference and includes the revisions to the Draft EIR, as presented on the following pages.

3.2 CHANGES MADE

This section contains text from the Draft EIR with changes indicated. Additions to the text are shown with underlined text (underline) and deletions are shown with strikethrough text (~~strikethrough~~). Explanatory notes in italic text (*italic*) precede each revision.

Page S-2 of the Draft EIR has been revised as follows to show the July 21, 2015 adoption of the 2035 San Benito County General Plan:

The city general plan land use designation, city zoning, county zoning, and county general plan designation (*San Benito County 2035 General Plan, adopted ~~June~~July 21 2015*), as applicable, for each land area within the project site...

On page 2-13 of the Draft EIR, the following changes have been made to correct the date that the 2035 San Benito County General Plan was adopted.

The city general plan land use designation, city zoning, county zoning, and county general plan designation (*San Benito County 2035 General Plan, adopted ~~June~~July 21 2015*), as applicable, for each land area within the project site...

On page 3-15 of the Draft EIR, the following changes have been made to clarify the changes made by San Benito County in 2006 to its general plan land use designation for the project site.

San Benito County has contemplated residential development on the project site for nearly ten years. In September 2006, the county adopted a negative declaration (County of San Benito, 2006) and processed a ~~zone change-general plan amendment to designate the site Rural Urban/Residential (8+ du/ac), and a zone change to Residential Multiple~~ to foster infill development in proximity to Hollister, including the project site, and in other areas of the county. The San Benito County 2035 General Plan land use designation for the site is “RM” Residential Mixed, 1-20 du/ac.

On page 3-229 of the Draft EIR, the following changes have been made for clarification regarding relevant policies from the County’s 1992 General Plan.

San Benito County 1992 General Plan

The following policies from the ~~adopted 2035~~ San Benito County 1992 General Plan (“county general plan”), Circulation Element and Land Use Element, in effect during the preparation of portions of this EIR are ~~being considered-included~~ in this EIR because for the evaluation of certain impacts, the traffic report considers standards set forth by the county for the project (e.g. roadway design, access, walkways, pedestrian access) given the proximity of the project to county areas and facilities.

On page 3-231 of the Draft EIR, the following changes have been made for clarification regarding relevant policies from the recently adopted 2035 San Benito County General Plan.

San Benito County 2035 General Plan

~~San Benito County is in the process of updating their general plan. On May 6, 2014~~July 21, 2015, the County Board of Supervisors ~~accepted-adopted the 2035 San Benito County 2035-General Plan, May 5, 2014 BOS-Accepted Draft~~ (“draft county general plan”) for consideration. ~~Until such time the draft county general plan is adopted by the county board of supervisors, the 2035 San Benito County General Plan referenced above, remains the guiding document for the county. Relevant new or revised draft policies from the draft county general plan are listed here for informational purposes. The following policies are relevant to the discussion of regional traffic impacts and regional infrastructure planning.~~

On page 9-8 of the Draft EIR, the following reference has been added to reference a geotechnical report that is included in the Draft EIR Appendix F and cited in the document.

T. Makdissy Consulting Inc. The Brigantino Property Hollister, California Geologic Input for Environmental Impact Report. October 16, 2015.

MITIGATION MONITORING PROGRAM

4.1 INTRODUCTION

CEQA Guidelines section 15097 requires public agencies to adopt reporting or monitoring programs when they approve projects subject to an environmental impact report or a negative declaration that includes mitigation measures to avoid significant adverse environmental effects. The reporting or monitoring program is to be designed to ensure compliance with conditions of project approval during project implementation in order to avoid significant adverse environmental effects.

The law was passed in response to historic non-implementation of mitigation measures presented in environmental documents and subsequently adopted as conditions of project approval. In addition, monitoring ensures that mitigation measures are implemented and thereby provides a mechanism to evaluate the effectiveness of the mitigation measures.

A definitive set of project conditions would include enough detailed information and enforcement procedures to ensure the measure's compliance. This monitoring program is designed to provide a mechanism to ensure that mitigation measures and subsequent conditions of project approval are implemented.

4.2 MONITORING PROGRAM

The basis for this monitoring program is the mitigation measures included in the environmental impact report. These mitigation measures are designed to eliminate or reduce significant adverse environmental effects to less than significant levels. These mitigation measures become conditions of project approval, which the project proponent is required to complete during and after implementation of the proposed project.

The attached checklist is proposed for monitoring the implementation of the mitigation measures. This monitoring checklist contains all appropriate mitigation measures in the environmental impact report.

4.3 MONITORING PROGRAM PROCEDURES

The City of Hollister shall use the attached monitoring checklist for the proposed project. The monitoring program should be implemented as follows:

1. The Hollister Development Services Department should be responsible for coordination of the monitoring program, including the monitoring checklist. The Development Services Department should be responsible for completing the monitoring checklist and distributing the checklist to the responsible individuals or agencies for their use in monitoring the mitigation measures.
2. Each responsible individual or agency will then be responsible for determining whether the mitigation measures contained in the monitoring checklist have been complied with. Once all mitigation measures have been complied with, the responsible individual or agency should submit a copy of the monitoring checklist to the Development Services Department to be placed in the project file. If the mitigation measure has not been complied with, the monitoring checklist should not be returned to the Development Services Department.
3. The Hollister Development Services Department will review the checklist to ensure that appropriate mitigation measures and additional conditions of project approval included in the monitoring checklist have been complied with at the appropriate time, e.g. prior to issuance of a use permit, etc. Compliance with mitigation measures is required for project approvals.
4. If a responsible individual or agency determines that a non-compliance has occurred, a written notice should be delivered by certified mail to the project proponent within 10 days, with a copy to the Development Services Department, describing the non-compliance and requiring compliance within a specified period of time. If non-compliance still exists at the expiration of the specified period of time, construction may be halted and fines may be imposed at the discretion of the City of Hollister.

4.4 NORTH STREET SUBDIVISION EIR

MITIGATION MONITORING CHECKLIST

Prior to Issuance of a Grading Permit

Mitigation Measure AES-1

During grading and construction, the project developer shall ensure that construction equipment, construction staging areas, and construction sites are sufficiently shielded, when feasible, to the extent that they do not substantially alter scenic views.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure AQ-2

Prior to issuance of grading permits the applicant or developers of the project site shall prepare a grading plan subject to review and approval by the city. The grading plan shall include the following measures:

- a. Water all active construction sites continuously. Frequency should be based on the type of operation, soil, and wind exposure;
- b. Prohibit all grading activities during periods of high wind (over 15 mph);
- c. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);
- d. Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area;
- e. Haul trucks shall maintain at least 1'-0" of freeboard;
- f. Plant tree windbreaks on the windward perimeter of construction projects of adjacent to open land;

4.0 MITIGATION MONITORING PROGRAM

- g. Cover inactive storage piles;
- h. Sweep streets if visible soil material is carried out from the construction site;
- i. Post a publicly-visible sign written in English and Spanish with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the air district shall also be visible to ensure compliance with rule 402 (nuisance); and
- j. Limit the area under construction at any one time.

Party Responsible for Implementation: *Applicant or Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure AQ-3

Prior to commencement of grading activities, the contractor shall appoint a qualified site monitor to ensure that the grading/dust control plan is implemented during each grading and construction phase. Evidence of implementation shall be submitted to the City of Hollister Planning Department within three days of commencement of grading, and monthly thereafter as long as grading occurs.

Party Responsible for Implementation: *Developer or Contractor*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure AQ-4

The developer or contractor shall reduce nitrogen oxides exhaust and particulate matter emissions by implementing one of the following measures prior to the start of each grading or construction phase:

- Provide a plan, acceptable to the air district, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles and equipment to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent nitrogen oxides reduction and 45 percent particulate matter reduction compared to the most recent CARB fleet average for the time of construction; or
- Provide a plan, acceptable to the air district, that all off-road construction vehicles/equipment greater than 50 horsepower that will be used on site for more than one week shall: 1) be manufactured during or after 1996, 2) shall meet the nitrogen oxides emissions standard of 6.9 grams per brake horsepower hour, and 3) shall be equipped with diesel particulate matter filters.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure AQ-5

Prior to the onset of site preparation, grading and construction activities, the project applicant(s) or developer(s) shall include the following language in all construction contracts: All off-road construction vehicles shall comply with the detailed specifications required in Mitigation Measure AQ-4 and during each phase shall submit evidence demonstrating compliance with this measure to the City of Hollister Planning Department for review and approval.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure AQ-6

The developer shall reduce NOx and particulate matter exhaust emissions by implementing the following measures prior to the start of grading or construction:

- Contractors shall install temporary electrical service whenever possible to avoid the need for independently-powered equipment (e.g. compressors);
- Signs at the construction site shall be clearly visible to advise that that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks may keep their engines running continuously if on-site and staged away from residential areas;
- Properly tune and maintain equipment for low emissions; and
- Stage large diesel powered equipment at least 200 feet from any active land uses (e.g., residences).

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure BIO-1

To avoid/minimize potential impacts to burrowing owls, the project developer will retain a qualified biologist to conduct a two-visit (i.e. morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site no less than 14 days prior to the start of construction or grading activity. Surveys shall be conducted according to methods described in the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012). If these pre-construction “take avoidance” surveys performed during the breeding season (February through August) or the non-breeding season (September through January) for the species locate occupied burrows in or near the construction area, then consultation with the CDFW would be required to interpret survey results and develop a project-specific avoidance and minimization approach.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Gilroy Engineering Division*

Monitoring Notes: _____

Mitigation Measure BIO-2

Prior to the start of grading or construction, a qualified wildlife biologist shall conduct surveys of the grassland and burrow habitat on the site to identify American badger burrows/dens. These surveys shall be conducted no more than 14 days prior to the start of construction. If an American badger burrow/den is found during the surveys, coordination with the CDFW shall be undertaken in order to develop a suitable strategy to avoid impacts to the burrow/den. Impacts to active badger dens shall be avoided by establishing exclusion zones around all active badger dens, within which construction related activities shall be prohibited until denning activities are complete or the den is abandoned. A qualified biologist shall monitor each den once per week in order to track the status of the den and to determine when a den area has been cleared for construction.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure BIO-3

San Joaquin Whipsnake. Prior to the start of grading or construction, a qualified wildlife biologist shall conduct surveys of the grassland and burrow habitat found on the site to identify San Joaquin whipsnakes or nests. If San Joaquin whipsnakes are found during pre-construction surveys of the project site, they shall be moved to suitable habitat at least 500 feet outside of the construction impact area. If a whipsnake nest is found during pre-construction surveys, a 100-foot buffer shall be established to prevent construction disturbance until the eggs have hatched and the whipsnakes have dispersed or are relocated to suitable habitat at least 500 feet outside of the construction impact area.

Pre-construction surveys for San Joaquin whipsnake can be conducted in coordination with pre-construction surveys for other species.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure BIO-4

Special-Status Bats. Mature trees removed due to project implementation shall be removed in two stages: stage one will include removal of tree limbs, and stage two will include removal of the main trunk on a subsequent day. This will allow any potentially present, day-roosting bats the opportunity to relocate. If bat roosts are encountered during tree removal, a bat specialist shall be hired to assist in any relocation efforts.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure BIO-5

If construction activities begin during the bird nesting season (February 1 to August 31), or if construction activities are suspended for at least two weeks and recommence during the bird nesting season, then the developer will retain a qualified biologist to conduct a pre-construction survey for nesting birds. The survey shall be performed within suitable nesting habitat areas in and adjacent to the site to ensure that no active nests would be disturbed during project implementation. This survey will be conducted no more than two weeks prior to the initiation of construction activities. A report documenting survey results and plan for active bird nest avoidance (if needed) will be completed by the qualified biologist and submitted to the City of Hollister for review and approval prior to construction activities.

If no active bird nests are detected during the survey, then project activities can proceed as scheduled. However, if an active bird nest of a protected species is detected during the survey, then a plan for active bird nest avoidance shall determine and clearly delineate an

appropriately sized, temporary protective buffer area around each active nest, depending on the nesting bird species, existing site conditions, and type of proposed construction activities. The protective buffer area around an active bird nest is typically 75-250 feet, determined at the discretion of the qualified biologist.

To ensure that no inadvertent impacts to an active bird nest will occur, no construction activities will occur within the protective buffer area(s) until the juvenile birds have fledged (left the nest), and there is no evidence of a second attempt at nesting, as determined by the qualified biologist.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department / Qualified
Biologist / Wetland Regulatory Specialist*

Monitoring Notes: _____

Mitigation Measure BIO-6

Prior to removal of any city-regulated street tree(s) along North Street, the project applicant or developer shall obtain written authority from the city director to remove the tree(s).

Party Responsible for Implementation: *Applicant or developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure CR-I

The project applicant or developer shall include the following language on all bid and construction documents:

In the event that cultural resources are discovered, work within a 50-meter radius (165 feet) of the find shall be stopped, the Planning Department notified, and a qualified archaeologist (who meets the Secretary of the Interior's Professional Qualifications

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Standards in archaeology and/or history) shall be retained to examine the find and make appropriate recommendations. Such measures may include avoidance, preservation in place, or other appropriate measures consistent with Public Resources Code Section 21083.2. The project developer shall be required to implement the identified measures for the protection of cultural resources.

Party Responsible for Implementation: *Applicant or developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure CR-2

The project applicant or developer shall include the following language on all construction and bid documents:

In the event that any previously undiscovered paleontological resources are discovered, all work within a 50-meter radius (165 feet) of the finding shall be stopped, the County Planning Department notified, and a qualified paleontologist retained to examine the find and make appropriate recommendations, including, if necessary, feasible mitigation measures to reduce impacts to a less than significant level. The project developer shall be required to implement the identified mitigation measures for the protection of paleontological resources.

Party Responsible for Implementation: *Applicant or developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure CR-3

To address accidental discovery or recognition of any human remains on the project site, the applicant or developer will ensure that this language is included in all construction documents in accordance with CEQA Guidelines section 15064.5(e):

“If human remains are found during construction there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlies adjacent human remains until the coroner of San Benito County is contacted to determine that no investigation of the cause of death is required. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or their authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.”

Party Responsible for Implementation: *Applicant or developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure GEO-1

All recommendations of the ESP (2007) geotechnical and (2008) fault investigation report, the T. Makdissy 2013 fault investigation (2013a), the T. Makdissy geotechnical update (2013b), the 2015 geotechnical assessments prepared by T. Makdissy will be incorporated into a final geotechnical report and the project plans.

Future uses within the Building Exclusion Zone shall be limited to non-habitable improvements (e.g., roadway improvements, parks, open space, buffers, trails, etc.).

All plan sets shall include Building Exclusion Zones and/or setbacks as identified in the 2013 and 2015 geotechnical assessments (T Makdissy Consultants 2013a; 2013b; 2015), or as refined in the approved final geotechnical report, subject to the review and approval by the city's engineer or engineering consultant.

The final geotechnical report and project plans shall be prepared in consultation with the geotechnical consultant, subject to the review and approval of the city's engineer or engineering consultant.

Party Responsible for Implementation: *Applicant or developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure GEO-2

As part of the required design-level geotechnical report required in mitigation measure GEO-1, the applicants shall conduct cone penetrometer test explorations within the flat-lying eastern portion of the site to guide the development of project-specific design and construction criteria. The tests shall be conducted prior to submission of improvement plans to the City, and their results shall be included in the design-level geotechnical report for review and approval by the city engineer and/or his or her designate.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure GEO-3

Prior to the issuance of grading permits, grading and site preparation measures to reduce the risks of landslides in the abandoned quarry shall be developed and incorporated into the required design-level geotechnical study. The report and related improvement plans are subject to review and approval by the city engineer or his/her designate. Developers of the project shall comply with the grading and site preparation recommendations (pertaining to the abandoned quarry) set forth in the approved design level geotechnical report.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure GEO-4

The project developer shall incorporate all recommendations of the design-level geotechnical report required by mitigation measure GEO-1 into all required grading plans. All grading, drainage and erosion control plans shall be subject to review and approval by the city engineer or his or her designate prior to issuance of a grading permit.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure HAZ-I

The project developer shall include the following language on all bid and construction documents:

In the event that unidentified contamination (including stained soils) or features (such as an unaccounted for underground storage tank) are observed during grading or construction, work within a 50-meter radius (165 feet) of the find shall be stopped, the

Planning Department notified, and a qualified environmental professional shall be retained by the project developer to examine the find and make appropriate recommendations. Any underground storage tank shall be removed and properly disposed of in accordance with all applicable federal, state, and local regulations. Any observed stained soils may require testing. Results of the sampling (if necessary) shall indicate the level or remediation efforts that may be required. In the event that subsequent testing indicates the presence of any hazardous materials beyond acceptable thresholds, a work plan shall be prepared subject to review and approval by the San Benito County Environmental Health Department and the City of Hollister in order to remediate the soil in accordance with all applicable federal, state, and local regulations prior to resuming construction work in the affected area.

Party Responsible for Implementation: *Applicant and developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure HYD-2

Prior to any approval of any storm water permit, grading permit or improvement plans the applicant shall obtain all applicable permits directly associated with the grading activity, including, but not limited to the State Water Board's CGP, State Water Board 401 Water Quality Certification, U.S. Army Corps 404 permit, and California Department of Fish and Game 1600 Agreement. Further, the applicant shall provide evidence to the City Engineer that the required permits have been obtained.

Party Responsible for Implementation: *Applicant or developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure HY-3

Prior to any site development or grading, the applicant or developer shall submit for review and approval by the Engineering Department a grading plan that complies with Chapter 15.14 Grading and Best Management Practice Control of the Hollister Municipal Code. Low Impact Development (LID) strategies shall be considered and incorporated as part of site planning and design as appropriately feasible.

Party Responsible for Implementation: *Applicant or developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure N-I

The applicant shall include the following measures on all bid and construction documents:

- a. Properly maintain all construction equipment and equip all internal combustion engine driven machinery with intake and exhaust mufflers that are in good condition and recommended by the vehicle manufacturer;
- b. Stationary equipment, such as compressor and generators shall be housed in acoustical enclosures and placed as far from sensitive receptors as feasible;
- c. Use wheeled earth moving equipment rather than track equipment;
- d. Provide a noise disturbance coordinator with a phone number and email address so that the nearby residents have a contact person in case of a noise problem;
- e. Keep vehicles routes clean and smooth both on site and off site to minimize noise and vibration from vehicles rolling over rough surfaces;
- f. Nail guns should be used where possible as they are less noisy than manual hammering;
- g. Stationary equipment, such as compressor and generators shall be housed in acoustical enclosures and placed as far from sensitive receptors as feasible; and
- h. Restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 AM to 7:00 PM Monday through Friday and 8:00

AM and 6:00 PM on Saturday, consistent with the City of Hollister Municipal Code. Construction-related noise-generating activities shall be prohibited on Sundays.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Prior to Issuance of a Building Permit

Mitigation Measure AES-I

The project developer shall comply with all city development standards and design guidelines. To mitigate the visual impact of new residential development introduced into undeveloped landscape, the project developer shall locate and design the future residential structures in a manner that enhances their visual integration into existing environs, when feasible. Design elements may include but shall not be limited to use of natural, unobtrusive materials and paint color to blend with surrounding land uses, sensitivity to transition of scale and compatibility with the area neighborhoods, use of the natural topography in building placement and design to shield development from public views, or implementing appropriate landscaping and design to minimize visual impacts.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure AQ-I

Prior to building permit issuance, the applicant shall include the following air emissions reduction features on the project plans:

- a. Solid fuel heating appliances (i.e., wood-burning fireplaces; wood stoves; etc.) shall be prohibited. Restrictions on solid fuel heating appliances shall be included on deeds for individual parcels.
- b. Low VOC-emitting paints and coatings shall be used in all new construction.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure AQ-2

Prior to issuance of the building permit, and in the event ground disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth moving activities (grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth moving (e.g. finish grading) these limits, the required grading and improvement plans shall include the following measures:

- a. Water all active construction sites continuously. Frequency should be based on the type of operation, soil, and wind exposure;
- b. Prohibit all grading activities during periods of high wind (over 15 mph);
- c. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);
- d. Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area;
- e. Haul trucks shall maintain at least 1'-0" of freeboard;
- f. Plant tree windbreaks on the windward perimeter of construction projects of adjacent to open land;
- g. Cover inactive storage piles;
- h. Sweep streets if visible soil material is carried out from the construction site;

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- i. Post a publicly-visible sign written in English and Spanish with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the air district shall also be visible to ensure compliance with rule 402 (nuisance); and
- j. Limit the area under construction at any one time.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure CR-I

The project developer shall include the following language on all bid and construction documents:

In the event that cultural resources are discovered, work within a 50-meter radius (165 feet) of the find shall be stopped, the Planning Department notified, and a qualified archaeologist (who meets the Secretary of the Interior's Professional Qualifications Standards in archaeology and/or history) shall be retained to examine the find and make appropriate recommendations. Such measures may include avoidance, preservation in place, or other appropriate measures consistent with Public Resources Code Section 21083.2. The project developer shall be required to implement the identified measures for the protection of cultural resources.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure CR-2

The project developer shall include the following language on all construction and bid documents:

In the event that any previously undiscovered paleontological resources are discovered, all work within a 50-meter radius (165 feet) of the finding shall be stopped, the County Planning Department notified, and a qualified paleontologist retained to examine the find and make appropriate recommendations, including, if necessary, feasible mitigation measures to reduce impacts to a less than significant level. The project developer shall be required to implement the identified mitigation measures for the protection of paleontological resources.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure CR-3

In the event of an accidental discovery or recognition of any human remains on the project site, the project developer shall include the following language on all construction documents in accordance with CEQA Guidelines section 15064.5(e):

“If human remains are found during construction there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of San Benito County is contacted to determine that no investigation of the cause of death is required. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native

American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or their authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.”

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure GEO-I

Development of the project site shall comply with the then most recent California Building Code design standards and performance thresholds for construction within seismic zones to avoid or minimize potential damage from fault rupture. All recommendations of the ESP (2007) geotechnical and (2008) fault investigation report, the T. Makdissy 2013 fault investigation (2013a), the T. Makdissy geotechnical update (2013b), the 2015 geotechnical assessments prepared by T. Makdissy, and the structural design requirements as prescribed by the most current version of the California Building Code, will be incorporated into a final geotechnical report and the project plans.

Future uses within the Building Exclusion Zone shall be limited to non-habitable improvements (e.g., roadway improvements, parks, open space, buffers, trails, etc.).

All plan sets shall include Building Exclusion Zones and/or setbacks as identified in the 2013 and 2015 geotechnical assessments (T Makdissy Consultants 2013a; 2013b; 2015), or as refined in the approved final geotechnical report, subject to the review and approval by the city’s engineer or engineering consultant.

The final geotechnical report and project plans shall be prepared in consultation with the geotechnical consultant, subject to the review and approval of the city’s engineer or engineering consultant.

Party Responsible for Implementation: *Applicant or developer*

Party Responsible for Monitoring: *Hollister Engineering Department*

Monitoring Notes: _____

Mitigation Measure GEO-2

As part of the required design-level geotechnical report required in mitigation measure GEO-1, the applicants shall conduct cone penetrometer test explorations within the flat-lying eastern portion of the site to guide the development of project-specific design and construction criteria. The tests shall be conducted prior to submission of improvement plans to the City, and their results shall be included in the design-level geotechnical report for review and approval by the city engineer and/or his or her designate.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure GEO-4

Development of the project shall comply with site preparation, grading, slope protection, erosion control and drainage recommendations set forth in the design level geotechnical report required by Mitigation Measure GEO-1, subject to review and approval by the city engineer or his or her designate prior to issuance of a grading permit.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure HAZ-I

The project developer shall include the following language on all bid and construction documents:

In the event that unidentified contamination (including stained soils) or features (such as an unaccounted for underground storage tank) are observed during construction, work within a 50-meter radius (165 feet) of the find shall be stopped, the Planning Department notified, and a qualified environmental professional shall be retained by the project developer to examine the find and make appropriate recommendations. Any underground storage tank shall be removed and properly disposed of in accordance with all applicable federal, state, and local regulations. Any observed stained soils may require testing. Results of the sampling (if necessary) shall indicate the level or remediation efforts that may be required. In the event that subsequent testing indicates the presence of any hazardous materials beyond acceptable thresholds, a work plan shall be prepared subject to review and approval by the San Benito County Environmental Health Department and the City of Hollister in order to remediate the soil in accordance with all applicable federal, state, and local regulations prior to resuming construction work in the affected area.

Party Responsible for Implementation: *Applicant and Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure N-I

The applicant shall include the following measures on the final improvement plans:

- a. Properly maintain all construction equipment and equip all internal combustion engine driven machinery with intake and exhaust mufflers that are in good condition and recommended by the vehicle manufacturer;
- b. Stationary equipment, such as compressor and generators shall be housed in acoustical enclosures and placed as far from sensitive receptors as feasible;
- c. Use wheeled earth moving equipment rather than track equipment;
- d. Provide a noise disturbance coordinator with a phone number and email address so that the nearby residents have a contact person in case of a noise problem;

- e. Keep vehicles routes clean and smooth both on site and off site to minimize noise and vibration from vehicles rolling over rough surfaces;
- f. Nail guns should be used where possible as they are less noisy than manual hammering;
- g. Stationary equipment, such as compressor and generators shall be housed in acoustical enclosures and placed as far from sensitive receptors as feasible; and
- h. Restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 AM to 7:00 PM Monday through Friday and 8:00 AM and 6:00 PM on Saturday, consistent with the City of Hollister Municipal Code. Construction-related noise-generating activities shall be prohibited on Sundays.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure T-1

Prior to building permit issuance, the applicant shall pay the applicable TIF fee for the signalization of the State Route 156 and Buena Vista Road intersection.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure T-2

At the issuance of building permit, if the identified widening improvements to State Route 25 and State Route 156 are expressly covered in the then-current or future TIF program, then the developer's payment of the applicable TIF shall constitute a fair share contribution toward improvements along the highway segments.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure T-3

Final improvement plans shall identify that project plans meet or exceed city roadway and site design standards. Prior to approval of the improvement plans, consistent with sight distance analysis submitted by the project applicant, the City shall verify that an adequate sight distance is provided for both the traffic traveling along North Street and traffic entering/exiting "A" Street.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Engineering Department*

Monitoring Notes: _____

Mitigation Measure T-4

The applicant shall identify that project plans meet or exceed city roadway and site design standards. Specifically, development plans will be evaluated for conformance with city roadway and site design standards including but not limited to standards for site circulation, roadway width, and turning-radii.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Engineering Department*

Monitoring Notes: _____

Mitigation Measure T-5

Prior to approval of final improvement plans, the project applicant shall ensure that the following features are identified and incorporated:

- a. The project applicant shall build a sidewalk on the north side of Buena Vista Road/North Street and south side frontage improvements including curb, gutter, and sidewalk, to connect to adjacent pedestrian facilities. This would provide a continuous sidewalk connection from every proposed residential unit within the project site to existing and planned pedestrian facilities within the study area such as the nearby Calaveras Elementary School;
- b. The project applicant shall design project frontage improvements on Buena Vista Road/North Street to City of Hollister and San Benito County roadway design standards and guidelines. Project frontage improvements shall be designed to accommodate the future installation of a Class II bike lane along Buena Vista Road/North Street; and
- c. The project applicant shall adhere to city roadway design standards and guidelines when designing roadway widths and turn radii.

The developer shall be reimbursed for all costs associated with these improvements and all improvements made to the North Street extension project required to be made by the developer beyond its fair share contribution (including costs for design, permitting and construction). Such reimbursement shall be made either through credit against TIF credit or reimbursement from TIF, or some other method of reimbursement.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Engineering Department and Development Services Department*

Monitoring Notes: _____

Mitigation Measure T-6

Prior to the approval of final improvement plans, the project applicant shall contribute to the completion of planned bicycle facilities along Buena Vista Road/North Street, if a funding mechanism has been established for these improvements. The contribution shall be determined by the City of Hollister/San Benito County and it shall be based on the project's contribution to

the total projected growth in the study area. The developer shall be reimbursed for all costs associated with these improvements and all improvements made to the North Street extension project required to be made by the developer beyond its fair share contribution (including costs for design, permitting and construction). Such reimbursement shall be made either through credit against TIF credit or reimbursement from TIF, or some other method of reimbursement.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure T-7 (Cumulative)

Prior to building permit issuance, the applicant and/or project site developers shall pay the project's applicable fair-share TIF fee toward improvement costs at the intersection of State Route 25 and Hillcrest Road, which is under Caltrans jurisdiction. Improvements could consist of an additional through-lane and second left-turn lanes in the northbound and southbound legs of the intersection.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

During Construction

Mitigation Measure AQ-2

In the event ground disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth moving activities (grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth moving (e.g. finish grading) these limits, the developer and contractor shall implement the following measures:

- a. Water all active construction sites continuously. Frequency should be based on the type of operation, soil, and wind exposure;
- b. Prohibit all grading activities during periods of high wind (over 15 mph);
- c. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);
- d. Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area;
- e. Haul trucks shall maintain at least 1'-0" of freeboard;
- f. Plant tree windbreaks on the windward perimeter of construction projects of adjacent to open land;
- g. Cover inactive storage piles;
- h. Sweep streets if visible soil material is carried out from the construction site;
- i. Post a publicly-visible sign written in English and Spanish with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the air district shall also be visible to ensure compliance with rule 402 (nuisance); and
- j. Limit the area under construction at any one time.

Party Responsible for Implementation: *Developer or contractor*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure AQ-3

The contractor shall appoint a qualified site monitor to ensure that the dust control plan is implemented and shall ensure that evidence of implementation is submitted to the City of Hollister Planning Department within three days of commencement of grading, and monthly thereafter as long as grading occurs in any construction phase.

Party Responsible for Implementation: Contractor

Party Responsible for Monitoring: Hollister Development Services Department

Monitoring Notes: _____

Mitigation Measure AQ-4

The developer shall implement one of the following measures prior to the start of construction in any phase:

- Provide a plan, acceptable to the air district, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles and equipment to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent nitrogen oxides reduction and 45 percent particulate matter reduction compared to the most recent CARB fleet average for the time of construction; or
- Provide a plan, acceptable to the air district, that all off-road construction vehicles/equipment greater than 50 horsepower that will be used on site for more than one week shall: 1) be manufactured during or after 1996, 2) shall meet the nitrogen oxides emissions standard of 6.9 grams per brake horsepower hour, and 3) shall be equipped with diesel particulate matter filters.

Party Responsible for Implementation: Developer

Party Responsible for Monitoring: Hollister Development Services Department

Monitoring Notes: _____

Mitigation Measure AQ-5

During site preparation, grading and construction activities in any phase, the project applicant(s) or developer(s) shall ensure that all off-road construction vehicles comply with the detailed specifications required in Mitigation Measure AQ-4 and shall submit evidence demonstrating compliance with this measure to the City of Hollister Planning Department for review and approval.

Party Responsible for Implementation: *Applicant*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure AQ-6

The developer shall implement the following measures during all phases of construction:

- Contractors shall install temporary electrical service whenever possible to avoid the need for independently-powered equipment (e.g. compressors);
- Signs at the construction site shall be clearly visible to advise that that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks may keep their engines running continuously if on-site and staged away from residential areas;
- Properly tune and maintain equipment for low emissions; and
- Stage large diesel powered equipment at least 200 feet from any active land uses (e.g., residences).

Party Responsible for Implementation: *Developer and contractor*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure BIO-4

Mature trees removed due to project implementation shall be removed in two stages: stage one will include removal of tree limbs, and stage two will include removal of the main trunk on a

subsequent day. This will allow any potentially present, day-roosting bats the opportunity to relocate. If bat roosts are encountered during tree removal, a bat specialist shall be hired to assist in any relocation efforts.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure BIO-5

If construction activities begin during the bird nesting season (February 1 to August 31), or if construction activities are suspended for at least two weeks and recommence during the bird nesting season, then the developer shall retain a qualified biologist to conduct a pre-construction survey for nesting birds, during each phase of project construction. The survey shall be performed within suitable nesting habitat areas in and adjacent to the site to ensure that no active nests would be disturbed during project implementation. This survey shall be conducted no more than two weeks prior to the initiation of construction activities. A report documenting survey results and plan for active bird nest avoidance (if needed) shall be completed by the qualified biologist and submitted to the City of Hollister for review and approval prior to construction activities.

If no active bird nests are detected during the survey, then project activities can proceed as scheduled. However, if an active bird nest of a protected species is detected during the survey, then a plan for active bird nest avoidance shall determine and clearly delineate an appropriately sized, temporary protective buffer area around each active nest, depending on the nesting bird species, existing site conditions, and type of proposed construction activities. The protective buffer area around an active bird nest is typically 75-250 feet, determined at the discretion of the qualified biologist.

To ensure that no inadvertent impacts to an active bird nest will occur, no construction activities will occur within the protective buffer area(s) until the juvenile birds have fledged (left the nest), and there is no evidence of a second attempt at nesting, as determined by the qualified biologist.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure BIO-6

Prior to removal of any city-regulated street tree(s) along North Street, the project developer shall obtain written authority from the city director to remove the tree(s).

The project developer shall be responsible for implementation of this mitigation measure.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure CR-I

In the event that cultural resources are discovered, work within a 50-meter radius (165 feet) of the find shall be stopped, the Planning Department notified, and a qualified archaeologist (who meets the Secretary of the Interior's Professional Qualifications Standards in archaeology and/or history) shall be retained to examine the find and make appropriate recommendations. Such measures may include avoidance, preservation in place, or other appropriate measures consistent with Public Resources Code Section 21083.2.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure CR-2

In the event that any previously undiscovered paleontological resources are discovered, all work within a 50-meter radius (165 feet) of the finding shall be stopped, the County Planning Department notified, and a qualified paleontologist retained to examine the find and make appropriate recommendations, including, if necessary, feasible mitigation measures to reduce impacts to a less than significant level.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure CR-3

If human remains are found during construction there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of San Benito County is contacted to determine that no investigation of the cause of death is required. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or their authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure HAZ-I

In the event that unidentified contamination (including stained soils) or features (such as an unaccounted for underground storage tank) are observed during construction, work within a 50-meter radius (165 feet) of the find shall be stopped, the Planning Department notified, and a qualified environmental professional shall be retained by the project developer to examine the find and make appropriate recommendations. Any underground storage tank shall be removed and properly disposed of in accordance with all applicable federal, state, and local regulations. Any observed stained soils may require testing. Results of the sampling (if necessary) shall indicate the level or remediation efforts that may be required. In the event that subsequent testing indicates the presence of any hazardous materials beyond acceptable thresholds, a work plan shall be prepared subject to review and approval by the San Benito County Environmental Health Department and the City of Hollister in order to remediate the soil in accordance with all applicable federal, state, and local regulations prior to resuming construction work in the affected area.

Party Responsible for Implementation: *Developer or contractor*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure N-I

During all project construction activities, the following mitigation measures shall be incorporated into construction documents and shall be implemented by the project developer:

- a. Properly maintain all construction equipment and equip all internal combustion engine driven machinery with intake and exhaust mufflers that are in good condition and recommended by the vehicle manufacturer;

4.0 MITIGATION MONITORING PROGRAM

- b. Stationary equipment, such as compressor and generators shall be housed in acoustical enclosures and placed as far from sensitive receptors as feasible;
- c. Use wheeled earth moving equipment rather than track equipment;
- d. Provide a noise disturbance coordinator with a phone number and email address so that the nearby residents have a contact person in case of a noise problem;
- e. Keep vehicle routes clean and smooth both on site and off site to minimize noise and vibration from vehicles rolling over rough surfaces;
- f. Nail guns should be used where possible as they are less noisy than manual hammering;
- g. Stationary equipment, such as compressor and generators shall be housed in acoustical enclosures and placed as far from sensitive receptors as feasible; and
- h. Restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 AM to 7:00 PM Monday through Friday and 8:00 AM and 6:00 PM on Saturday, consistent with the City of Hollister Municipal Code. Construction-related noise-generating activities shall be prohibited on Sundays.

Party Responsible for Implementation: *Developer or Contractor*

Party Responsible for Monitoring: *Gilroy Engineering Division*

Monitoring Notes: _____

Prior to Occupancy

Mitigation Measure AG-I

Developers shall inform potential buyers of homes near agricultural areas of the possible hazards associated with the application of pesticides/herbicides and nuisances from other cultivation practices. In those cases where the County of San Benito's "Right-to-Farm" Ordinance applied to the city review of projects, homeowners shall also be informed of this ordinance by developers. This information shall be included on all deeds for future development on the project site prior to occupancy.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

Mitigation Measure AQ-I

Solid fuel heating appliances (i.e., wood-burning fireplaces; wood stoves; etc.) shall be prohibited. Restrictions on solid fuel heating appliances shall be included on deeds for individual parcels.

Party Responsible for Implementation: *Developer*

Party Responsible for Monitoring: *Hollister Development Services Department*

Monitoring Notes: _____

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5.0

ADDITIONAL REFERENCES

5.1 PERSONS CONSULTED

Del Rio, Robert, Traffic Consultant. Hexagon Transportation Consultants. Email Correspondence with Consultant, 31 May 2016.

Rubicic, David. Interim Engineering Manager/City Engineer. Email Correspondence, 30 June 2016.

Sullivan, Bradley, Esq. Hollister City Attorney. Letter to Sally Rideout, July 12, 2016.

5.2 DOCUMENT AND WEB SOURCES

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http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52&search_keywords=

City of Hollister. *North Street Extension Project Initial Study and Mitigated Negative Declaration*. 2004.

City of Hollister. *North Street Extension Project Mitigation Monitoring Program*. 2004

San Benito Council of Governments, *San Benito County Regional Transportation Plan Appendix C*. 2014. Available online:
<http://www.sanbenitocog.org/pdf/2014RTP/Final/Appendix%20C.pdf>

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