HOLLISTER PLANNING COMMISSION AGENDA

Regular Meeting
August 25, 2022
6:00 PM

CITY OF HOLLISTER
CITY COUNCIL CHAMBERS, CITY HALL
375 FIFTH STREET
HOLLISTER, CA 95023
(831) 636-4360
www.hollister.ca.gov

NOTICE TO PUBLIC

Persons who wish to address the Planning Commission are asked to complete a Speaker's Card and give it to the Secretary before addressing the Planning Commission. Those who wish to address the City Council on an Agenda item will be heard when the presiding officer call for comments from the audience. City related items on the Agenda will be heard under the Public Input Section of the agenda. Following recognition persons desiring to speak are requested to advance to the podium and state their name and address. If you are joining us by Zoom, please press *9. After hear audience comments, the public portion of the meeting will be closed, and the matter brought to the Planning Commission for discussion.

PUBLIC PARTICIPATION NOTICE

The public may watch the meeting via live stream at:

Community Media Access Partnership (CMAP) at:
http://cmaptv.com/watch/

or

City of Hollister YouTube Channel:
https://www.youtube.com/channel/UCu_SKHetqbOiiz5mH6XgpYw/featured

Public Participation:

The public may attend meetings.

NOTICE: The Planning Commission will hold its public meetings in person, with a virtual option for public participation based on availability. The City of Hollister utilizes Zoom teleconferencing technology for virtual public participation; however, we make no representation or warranty of any kind, regarding the adequacy, reliability, or availability of the use of this platform in this manner. Participation by members of the public through this means is at their own risk. (Zoom teleconferencing may not be available at all meetings).

If you wish to mare a public comment remotely during the meeting, please use the zoom registration link below:

https://us02web.zoom.us/j/82370500325?pwd=RzNKMHVJU2RUTDdHc3ZsRVBDUFhjZz09

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL Commissioners: David Huboi, Roxanne Stephens, Kevin Henderson and Luke Corona.

VERTIFICATION OF AGENDA POSTING

APPROVAL OF MINUTES June 23, 2022; August 4, 2022

PUBLIC INPUT

This is the time for anyone in the audience to speak on an item not on the agenda and within the subject matter jurisdiction of the Planning Commission. Speaker cards are available in the lobby, and are to be completed and given to the Secretary (the Development Services Director) before speaking. When the Secretary calls your name and address for the record, and speak to the Planning Commission. If you are joining us by Zoom, please click on the bottom of your screen to raise your hand. If you are joining use by Zoom using a phone, please press *9 to raise your hand and *6 to mute/unmute. Each speaker will be limited to three (3) minutes with a maximum of 30 minutes per subject. Please note that state law prohibits the Planning Commission from discussing or taking action on any item not on the agenda.

PUBLIC HEARINGS

1. **Minor Subdivision 2018-3 Extension** – Alan Brookshire – The applicant is requesting a one-year extension to Minor Subdivision approval 2018-3 to subdivide an approximately 4,410 SF lot into three separate lots with two lots. Lot 1 is proposed a 1,302 Sf, Lot 2 at 1,488 Sf and Lot 3 at 1, 620 SF. The project site is located at 221 Hawkins Street in the Downtown Mixed Use (DMU) Zoning District, further identified as San Benito County Assessor Parcel Number 056-091-002).

2. **Site & Architectural Review 2022-2** – Ken Turgen – The applicant is requesting Site & Architectural Review approval for the construction of a 30,010 square foot industrial building and related improvements in the Light Industrial (M1) Zoning District. The project is located at 2300 Bert Drive, north of Fallon Road near the corner of Bert Drive and Apollo Way, further identified as San Benito County Assessor Parcel Number 051-152-002. CEQA: Categorically Exempt

3. **Site & Architectural Review 2021-5** – Felipe Nine, LLC – The applicant is requesting Site & Architectural Review approval for the construction of a 337,710 square foot greenhouse building for cannabis cultivation, distribution, and manufacturing in the North Gateway (NG) Zoning District. The project is located at 773 San Felipe Road, east of San Felipe Road, north of N. Chappell Road; further identified as San Benito County Assessor Parcel Numbers 051-100-035, 051-100-036, and 051-100-046. CEQA: Mitigated Negative Declaration.

4. **Minor Subdivision 2018-6, Site & Architectural Review 2018-23 Extension** – Wright Thirteen, LLC – The applicant is requesting an extension for approved Minor Subdivision 2018-6 and Site & Architectural Review 2018-23 to subdivide a 13.19 acre parcel into four lots consisting of 4.25 acres, 4.01 acres, 4.07 acres, and 0.86 acres. The approval includes Site & Architectural approval to construct approximately 340,000 square feet of indoor greenhouse buildings for a cannabis cultivation facility on existing agricultural land, including onsite parking and all utility connections, drainage, and landscape improvements. The project site is located at Wright Road and San Felipe Road in the North Gateway (NG) Zoning District, further identified as San Benito County Assessor Parcel Number 053-350-005. CEQA: Mitigated Negative Declaration.

5. **General Plan Amendment 2022-1 and Zoning Ordinance Amendments Related to Density** – City of Hollister – General Plan Amendment to modify the residential land use designations in the current Hollister 2005-2023 General Plan to modify how density is calculated, from net density to gross density, and amend the Hollister Zoning Ordinance to modify the existing definition of density and replace the use of net density with gross density throughout the Zoning Ordinance. Citywide. CEQA: Consistent with the Final Environment Impact Report for the 2005-2023 General Plan.

6. **Tentative Map 2021-3, Conditional Use Permit 2021-10 for a Planned Unit Development** – Stonebridge Homes/Hugh Walker – The applicant is requesting a Vesting Tentative Map and Conditional Use Permit for a Planned Unit Development approval to subdivide 9.3 acres into 101 lots. The subdivision would create 100 new residential single family detached lots and a parcel for stormwater treatment. The property has a General Plan designation of Medium Density Residential, and is within the Medium Density Residential Performance Overlay (R3-M/PZ) Zoning District. Site & Architectural Review is not part of the application. The project is located at 1070 Buena Vista Road, north of Buena Vista Road, west of Westside Boulevard, and south of Westside Road., further identified as San Benito County Assessor Parcel Number 019-120-005. CEQA: Mitigated Negative Declaration (previously prepared).

NEW BUSINESS

1. **Joint Study Session** – Staff to provide information to the Planning Commission regarding potential joint study sessions of the Planning Commission and City Council.

OLD BUSINESS

PLANNING DEPARTMENT REPORTS

PLANNING COMMISION REPORTS

ADJORUNMENT

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City of Hollister's Planning Department at (831) 636-4360. Notification of 48 hours prior to the meeting will enable the City to attempt to make reasonable arrangements to ensure accessibility to this meeting [28 CFR 2.102-35. 104 ADA Title II].

Materials related to an item of this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the City Clerk's office at City Hall, 375 Fifth Street, Hollister, Monday through Friday, 8:00 a.m. to noon, 1:00 p.m. to 5:00 p.m. (closed between 12:00 and 1:00 p.m.). Materials are also available the Development Services Department, 339 Fifth Street, Hollister, Monday through Thursday, 8:30 a.m. to noon, 1:00 p.m. to 4:30 p.m. (closed between 12:00 p.m. and 1:00 p.m.).

Notice to anyone attending any public meeting: The meeting may be broadcast live on Cable 17 and/or videotaped or photographed. Recent Planning Commission meetings may also be viewed at www.CMAP.com and periodically on Cable Channel 17.

The next Planning Commission Meeting is scheduled as follows:

Regular Planning Commission Meeting – Thursday, September 22, 2022 at 6:00 p.m.

MINUTES

HOLLISTER REGULAR PLANNING COMMISSION MEETING

June 23, 2022

PUBLIC PARTICIPATION NOTICE

CALL TO ORDER

The Regular Meeting of the Planning Commission was called to order by Chairperson Roxanne Stephens on June 23, 2022 at 6:00 p.m. in the City Council Chambers at 375 Fifth Street, Hollister, CA 95023.

PLEDGE OF ALLEGIANCE

Vice-Chairperson Henderson led the Pledge of Allegiance.

ROLL CALL

Attendee Name	Title	Status	Arrived
David Huboi	District 2	Present	
Roxanne Stephens	Chairperson / Entire City	Present	
Kevin Henderson	Vice Chairperson/ District 1	Present	
Vacant	District 3	N/A	
Luke Corona	District 4	Present	

STAFF IN ATTENDANCE

Attendee Name	Title	Status	Arrived
Jennifer Thompson	City Attorney	Present	
Adrianna Ortiz	Development Services Director (4LEAF, Inc.)	Present	
Eva Kelly	Interim Planning Manager	Present	
Tad Stearn	Consulting Planner (Kimley-Horn)	Remote	
Liz Gagliardi	Associate Planner (4LEAF, Inc.)	Present	
Vanessa Lopez	Planning Technician (4LEAF, Inc.)	Present	
Paul Da Silva	Information Systems & Technology Director	Present	
Mark Falgout	Acting City Engineer (Kimley-Horn)	Remote	

VERIFICATION OF AGENDA POSTING

The Agenda for the City of Hollister Planning Commission Meeting for Thursday, June 23, 2022 was posted on the bulletin board at City Hall on Friday, June 17, 2022 at 4:40 p.m. per Government Code section 54956.

APPROVAL OF MINUTES

Commissioner Huboi motioned to approve the Thursday, February 24, 2022 Minutes with no changes. Motion seconded by Vice-Chairperson Henderson.

The Thursday, February 24, 2022 Minutes were approved by a unanimous vote of the Planning Commission, 4-0-0-0.

RESULT:	Adopted [Unanimous]
MOTION:	David Huboi
SECOND:	Kevin Henderson
AYES:	Huboi, Corona, Henderson, Stephens
NOES:	
RECUSED:	
ABSTAIN:	
ABSENT:	

PUBLIC INPUT

No speaker cards were received for public input at City Hall, and no hands were raised on Zoom.

PUBLIC HEARINGS

1. **Tentative Map 2021-4, Conditional Use Permit 2022-1 for a Planned Unit Development** – PAD Investment Trust, et al – The applicant is requesting a Vesting Tentative Map and Conditional Use Permit for a Planned Unit Development approval to subdivide 13.79 acres into 95 lots. The subdivision would create 92 new residential single family detached lots, a parcel to be dedicated for public park space, a parcel for stormwater treatment, and a remainder lot with an existing home that will remain. The property has a General Plan designation of Low Density Residential, and is within the Low Density Residential Performance Overlay (R1-L/PZ) Zoning District. Site and Architectural Review is not part of the application. The project is located between North Chappell Road and the Highway 25 Bypass, north of Primavera Drive, further identified as San Benito County Assessor Parcel Number 051-230-005. CEQA: Environmental Impact Report (previously prepared).

   Interim Planning Manager Kelly introduced Consulting Planner Tad Stern (Kimley-Horn) to present the staff report.

Open Public Hearing: 6:27 p.m.
Public Providing Testimony: Victor Gomez, Augie Dent
Closed Public Hearing: 6:36 p.m.

Commissioner Corona motioned to adopt the resolution approving Vesting Tentative Map 2021-4, subject to the findings and conditions contained in the draft resolutions, and to adopt the resolution approving Conditional Use Permit 2022-1 for a Planned Unit Development subject to the findings and conditions contained in the draft resolution. Motion seconded by Vice-Chairperson Henderson.

Motion failed at a tie vote by the Planning Commission, 2-2-0-0.

RESULT:	Motion Failed [Tie Vote]
MOTION:	Luke Corona
SECOND:	Kevin Henderson
AYES:	Corona, Henderson
NOES:	Huboi, Stephens
RECUSED:	
ABSTAIN:	
ABSENT:	

Commissioner Huboi motioned to return the item to a future agenda with more information on the density calculation and specifically on what it means to calculate net density in relation to the current definition of density. Motion seconded by Chairperson Stephens.

Motion was unanimously carried by the Planning Commission, 4-0-0-0.

RESULT:	Motion Carries [Unanimous]
MOTION:	David Huboi
SECOND:	Roxanne Stephens
AYES:	Huboi, Corona, Henderson**,** Stephens
NOES:	
RECUSED:	
ABSTAIN:	
ABSENT:	

2. **Site & Architectural Review 2021-5** – Felipe Nine, LLC – The applicant is requesting Site & Architectural Review approval for the construction of a 337,710 square foot greenhouse building for cannabis cultivation, distribution, and manufacturing in the North Gateway (NG) Zoning District. The project is located at 773 San Felipe Road, east of San Felipe Road, north of N. Chappell Road; further identified as San Benito County Assessor Parcel Numbers 051-100-035, 051-100-036, and 051-100-046. CEQA: Mitigated Negative Declaration.

Interim Planning Manager Kelly presented the staff report.

Open Public Hearing: 7:12 p.m.
Public Providing Testimony: Geary Coats
Closed Public Hearing: 7:14 p.m.

Commissioner Huboi motioned to continue the item to a date uncertain. Motion seconded by Commissioner Corona.

Motion was unanimously continued to date uncertain by the Planning Commission, 4-0-0-0.

RESULT:	Motion Carries [Unanimous]
MOTION:	David Huboi
SECOND:	Luke Corona
AYES:	Huboi, Corona, Henderson, Stephens
NOES:	
RECUSED:	
ABSTAIN:	
ABSENT:	

3. **Tentative Map 2021-3, Conditional Use Permit 2021-10 for a Planned Unit Development** – Stonebridge Homes/Hugh Walker – The applicant is requesting a Vesting Tentative Map and Conditional Use Permit for a Planned Unit Development approval to subdivide 9.3 acres into 101 lots. The subdivision would create 100 new residential single family detached lots and a parcel for stormwater treatment. The property has a General Plan designation of Medium Density Residential, and is within the Medium Density Residential Performance Overlay (R3-M/PZ) Zoning District. Site & Architectural Review is not part of the application. The project is located at 1070 Buena Vista Road, north of Buena Vista Road, west of Westside Boulevard, and south of Westside Road., further identified as San Benito County Assessor Parcel Number 019-120-005. CEQA: Mitigated Negative Declaration (previously prepared).

   Interim Planning Manager Kelly introduced Consulting Planner Tad Stearn (Kimley-Horn) to present the staff report.

   Open Public Hearing: 7:29 p.m.
   Public Providing Testimony: None
   Closed Public Hearing: 7:29 p.m.

   Speaker card received from audience member
   Public Hearing Re-opened: 7:38 p.m.
   Public Providing Testimony: Hugh Walker
   Closed Public Hearing: 7:40 p.m.

The following conditions for TM 2021-3 were discussed:

67. This condition was removed. Previously read: ***No buildings, trees, bushes other structures or materials shall be placed within ten feet (10') of the meters, water lines or sanitary sewer connections and laterals.***

69. This condition was removed. Previously read: ***Separate plans and permits are required from the State of California Department of Transportation (Caltrans) for work or construction staging within state public rights-of-way. Said plans shall be provided to the City of Hollister for review and approval of consistency with the project mitigation measures, conditions of approval, Development Plan, and conformance with the subdivision improvements.***

79. This condition was removed. Previously read: ***Secondary access is required from all portions and/or phases of the subdivision where more than 30 dwelling units are proposed. The location and development of the proposed secondary access shall be presented to the City for review and approval prior to the preparation of the related improvement plans or final map approval for each subsequent map or construction phase. Any temporary or permanent emergency access location, construction, and controls shall be in accordance with the Fire Code, City Engineering Standards, and shall be approved to the satisfaction of the Fire Department and Public Works Department.***

Vice-Chairperson Henderson motioned to adopt a resolution approving Vesting Tentative Map 2021-3, subject to the findings and conditions within the draft resolution with the removal of Conditions 67, 69, and 79 as discussed. Second by Commissioner Corona.

Motion failed at a tie vote by the Planning Commission, 2-2-0-0.

RESULT:	Motion Failed [Tie Vote]
MOTION:	Kevin Henderson
SECOND:	Luke Corona
AYES:	Corona, Henderson
NOES:	Huboi, Stephens
RECUSED:	
ABSTAIN:	
ABSENT:	

Commissioner Huboi motioned to bring Tentative Map 2021-3 back to a future meeting with further clarification of the density as it relates to current allowances in the Municipal Code. Second by Chairperson Stephens.

Motion was unanimously carried by the Planning Commission, 4-0-0-0.

RESULT:	Motion Carries [Unanimous]
MOTION:	David Huboi
SECOND:	Roxanne Stephens
AYES:	Huboi, Corona, Henderson**,** Stephens
NOES:	
RECUSED:	
ABSTAIN:	
ABSENT:	

Commissioner Huboi motioned to bring Conditional Use Permit 2021-10 back to a future meeting with further clarification of the density as it relates to current allowances in the Municipal Code. Second by Chairperson Stephens.

Motion was unanimously carried by the Planning Commission, 4-0-0-0.

RESULT:	Motion Carries [Unanimous]
MOTION:	David Huboi
SECOND:	Roxanne Stephens
AYES:	Huboi, Corona, Henderson**,** Stephens
NOES:	
RECUSED:	
ABSTAIN:	
ABSENT:	

4. **Prezone 2021-2** – Ted Intravia – The applicant is requesting to prezone for future annexation 3 parcels, totaling approximately 3.10 acres, into the Low Density Residential Performance Overlay (R1-L/PZ) Zoning District. The parcels are located south of Hillcrest Road, west of Los Altos Drive, and east of Trinity Drive, and north of El Dorado Drive; further identified as San Benito County Assessor Parcel Numbers 020-460-035, 020-460-036, & 020-120-064. CEQA: Categorically Exempt.

   A disclosure was given by all Planning Commissioners that Anne Hall had emailed them prior to the Planning Commission meeting regarding the Prezone 2021-2. Commissioner Huboi additionally disclosed that on June 21st he had a discussion with the applicant in his office for informational purposes only.

   Interim Planning Manager Kelly presented the staff report.

   Open Public Hearing: 8:16 p.m.
   Public Providing Testimony: Alex Sywak, Ann Hall, Lester Wickman, and Ted Intravia.
   Written Comments Received Prior to Planning Commission Meeting From: Alex Sywak, Bill Nicholson
   Closed Public Hearing: 8:33 p.m.

Commissioner Huboi motioned to recommend that the City Council approve Prezone 2021-2 for three parcels as proposed, and not include the surrounding parcels which were recommended by staff. Second by Commissioner Corona.

Motion was unanimously carried by the Planning Commission, 4-0-0-0.

RESULT:	Motion Carries [Unanimous]
MOTION:	David Huboi
SECOND:	Roxanne Stephens
AYES:	Huboi, Corona, Henderson**,** Stephens
NOES:	
RECUSED:	
ABSTAIN:	
ABSENT:	

1. **Minor Subdivision 2018-3 Amendment** – Alan Brookshire – The applicant is requesting approval to remove the requirement to underground a power pole located in the unnamed alley behind the project, which was required as part of Condition of Approval 11 of Planning Commission Resolution 2018-36. The project is located at 221 Hawkins Street, south of Hawkins Street, east of San Benito Street, and west of East Street in the Downtown Mixed Use (DMU) Zoning District. The property is further identified as San Benito County Assessor Parcel Number 056-091-002. CEQA: Categorically Exempt.

   Interim Planning Manager Kelly presented the staff report.

   Open Public Hearing: 8:52 p.m.
   Public Providing Testimony: Anne Hall, Alan Brookshire
   Close Public Hearing: 8:59 p.m.

   Commissioner Huboi motioned to uphold the applicant's request regarding Condition of Approval 11 of Resolution 2018-36, and to remove the requirement for undergrounding of the utility pole. Second by Chairperson Stephens.

   Motion was unanimously carried by the Planning Commission, 4-0-0-0.

RESULT:	Motion Carries [Unanimous]
MOTION:	David Huboi
SECOND:	Roxanne Stephens
AYES:	Huboi, Corona, Henderson**,** Stephens
NOES:	
RECUSED:	
ABSTAIN:	
ABSENT:	

NEW BUSINESS

Interim Planning Manager Kelly introduced new Planning and City Attorney Staff: Adrianna Ortiz, Development Services Director (4LEAF); Jennifer Thompson, City Attorney (Lozano-Smith); Vanessa Lopez, Planning Technician (4LEAF); Liz Gagliardi, Associate Planner (4LEAF); Erica Fraser, Senior Planner (4LEAF); and Samuel Fluhmann, Planning Technician (4LEAF).

Update that Abraham Prado has accepted a position as Assistant Director of the RMA with San Benito County, and is no longer with the City of Hollister.

OLD BUSINESS

Update on the General Plan Update from Interim Planning Manager Kelly. Staff has currently received most of the chapters of the Administrative Draft, and is reviewing these chapters.

PLANNING DEPARTMENT REPORTS

None.

PLANNING COMMISSION REPORTS

None.

ADJOURNMENT

Commissioner Huboi motioned to adjourn the meeting at 9:15 p.m. Motion seconded by Chairperson Stephens.

Motion was unanimously adopted by the Planning Commission, 4-0-0-0.

RESULT:	Motion Carries [Unanimous]
MOTION:	Kevin Henderson
SECOND:	Roxanne Stephens
AYES:	Huboi, Corona, Henderson, Stephens
NOES:	
RECUSED:	
ABSTAIN:	
ABSENT:	

MINUTES

HOLLISTER PLANNING COMMISSION MEETING
STUDY SESSION

August 4, 2022

PUBLIC PARTICIPATION NOTICE

CALL TO ORDER

The Planning Commission Study Session was called to order by Chairperson Roxanne Stephens on August 4, 2022 at 6:00 p.m. in the City Council Chambers at 375 Fifth Street, Hollister, CA 95023.

PLEDGE OF ALLEGIANCE

Commissioner Corona led the Pledge of Allegiance.

ROLL CALL

Attendee Name	Title	Status	Arrived
David Huboi	District 2	Present	
Roxanne Stephens	Chairperson / Entire City	Present	
Kevin Henderson	Vice Chairperson/ District 1	Present	
Vacant	District 3	N/A	
Luke Corona	District 4	Present	

STAFF IN ATTENDANCE

Attendee Name	Title	Status	Arrived
Jennifer Thompson	City Attorney	Present	
Adrianna Ortiz	Development Services Director (4LEAF, Inc.)	Present	
Eva Kelly	Interim Planning Manager	Present	
Ambur Cameron	Senior Planner	Present	
Erica Fraser	Senior Planner (4LEAF, Inc.)	Present	
Liz Gagliardi	Associate Planner (4LEAF, Inc.)	Present	
Vanessa Lopez	Planning Technician (4LEAF, Inc.)	Present	

VERIFICATION OF AGENDA POSTING

The Agenda for the City of Hollister Planning Commission Study Session for Thursday, August 4, 2022 was posted on the bulletin board at City Hall on Friday, July 29, 2022 at 4:29 p.m. per Government Code section 54956.

STUDY SESSION ITEMS

1. **Net vs. Gross Density** – At the request of the Planning Commission, the Planning Commission and Staff held a discussion of the difference between net and gross density, how the City's Zoning Ordinance and General Plan evaluate density, and how the City should calculate the density of a project moving forward.

   Senior Planner Erica Fraser presented the staff report.

   Open Public Comment: 6:26 p.m.
   Public Providing Testimony: Augie Dent, Anne Hall
   Closed Public Comment: 6:39 p.m.

   The Planning Commission provided guidance to clarify the definitions of net and gross density so there can be more consistency moving forward. A consensus was reached by the Planning Commission to favor evaluating projects based on gross density moving forward.

2. **Changes in State Law related to Density Bonuses, SB 9, and Accessory Dwelling Units** – A discussion of the recent changes in State Law related to Density Bonuses and Accessory Dwelling Units and the new SB 9 related to single family residential development.

   Senior Planner Erica Fraser presented the staff report.

   Open Public Comment: 7:15 p.m.
   Public Providing Testimony: None.
   Close Pubic Comment: 7:15 p.m.

   A consensus was reached by the Planning Commission to provide guidance to Staff to move forward with drafting appropriate changes to the Municipal Code to align with State Law.

ADJOURNMENT

Meeting was adjourned at 7:19 p.m. by Chairperson Stephens.

Planning Commission
Staff Report
August 25, 2022
Item 1

SUBJECT: **2022 Extension of Time - Minor Subdivision No. 2018-3** to subdivide approximately 4,422 SF (0.1015 acres) into three (3) individual residential lots located at 221 Hawkins Street (Assessor's Parcel Number 056-061-002) within the Downtown Mixed Use (DMU) Zoning District. The project site is located on the south side of Hawkins Street between San Benito Street to the west and East Street to the east.

STAFF PLANNER: Adrianna Ortiz, Development Services Director (831) 636-4360

ATTACHMENTS:

1. Resolution Denial of 2022 Extension of Time for Minor Subdivision No. 2018-3 to subdivide approximately 4,422 SF (0.1015 acres) into three (3) individual residential lots.
2. The 2018 approved Parcel Map is included as Exhibit A
3. Resolution 2018-36 adopting MS 2018-3
4. Development Services Director Letter dated September 24, 2020, granting 2-year extension of time for MS 2018-3
5. MS 2018-3 Amended Plan Set

RECOMMENDATION: Denial

PROJECT DESCRIPTION:

The Applicant is requesting an extension of time to previously approved Minor Subdivision 2018-3 for the subdivision of an approximately 4,422 SF (0.1015 acres) parcel into three (3) individual residential lots. The parcel has a General Plan Land Use Designation of Downtown Commercial/Mixed Use and is located in the Downtown Mixed Use (DMU) Zoning District. The project parcel map is included as Exhibit A.

The project proposes three lots subdivided as follows:

Lot 1: 1,302 SF **Lot 2:** 1,488 SF **Lot 3:** 1,620 SF

The project site neighbors the 7-11 located at 903 San Benito Street on the west and the parking lot for Big Sale Store located at 203 Hawkins Street on the east. There are two (2) residential lots directly to the south.

ANALYSIS:

Parcel Map:

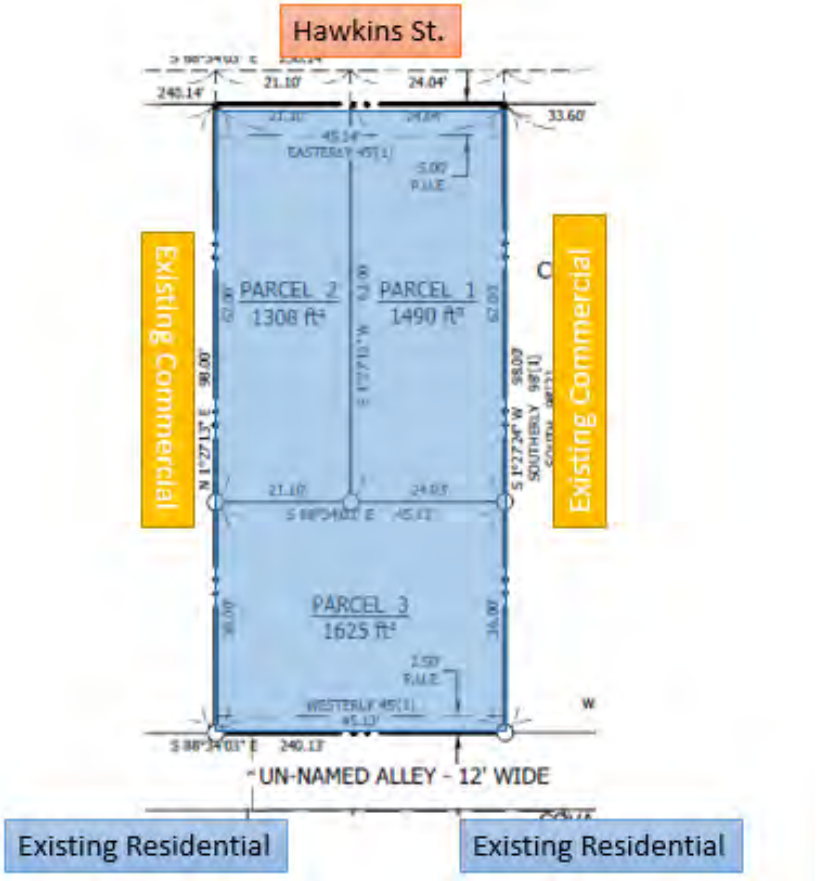
The Applicant is proposing to subdivide an approximately 4,422 SF (0.1015 acres) into three (3) individual residential lots. Please refer to Parcel Map Page 2 (included as Exhibit A).

The proposed frontage of Lot 1 is 21 feet, Lot 2 is 24 feet, and Lot 3 is 45.13 feet. The City of Hollister Municipal Code *16.20.040* requires a minimum frontage of 35 feet.

The following aerial photo depicts the location of the project site and the surrounding area.

Figure 1: Project Site and the Surrounding Area

Figure 2: Project Lot Configuration



Circulation:

Access to Lot 1 and Lot 2 is provided via Hawkins Street to the north. Proposed access to Lot 3 is an unnamed alley to the south that provides access running from San Benito Street to East Street There is currently a fence that blocks alley access coming in from San Benito Street located on the southwest corner of the lot which belongs to the property located at 927 San Benito Street The original project proposed the removal of this fence to allow one-way access running from San Benito Street to East Street.

Figure 3: East St – Alley Access

Figure 4: San Benito St – Alley Access (Future)

At the June 23, 2022 Planning Commission meeting, the Planning Commission directed staff to remove the requirement to underground an existing utility pole located in the alley to the south of the project site, which was part of the original conditions of approval. Removal of the condition to underground the utility pole reduced the vehicular access width in the alley to the south of the project to approximately 9.5 feet, which is less than the minimum width of 12 feet that is required for a one-way traffic lane by California Code Regulations title 14 § 1273. With the utility pole remaining in place, there is a potential danger to the safety and welfare of the public who utilize the alley for through traffic and for any future users of the project site. This is inconsistent with General Plan Policy HS1.1, which states that the City should "Permit development only in

those areas where potential danger to the health, safety, and welfare of the residents of the community can be adequately mitigated…" The approved amendment is **inconsistent** with this policy.

Hollister Municipal Code - Single Family Residential Lots:

The allowable uses for the Downtown Mixed Use (DMU) Zone can be found under *Section 17.08.020* of the Zoning Ordinance. The Applicant is proposing to subdivide into three lots for future residential development. In accordance with *Table 17.08-1 Commercial and Mixed Use Zone Uses and Permit Requirements* of the *Hollister Municipal Code*, "New Single-Family Residential" is not a permitted use in the Downtown Mixed Use (DMU) Zone and therefore future proposed construction of a single family dwelling will not conform to the Hollister Municipal Code.

Figure 5: Hawkins St – Subject Parcel

Figure 6: Hawkins St – Across from Subject Parcel

General Plan Compliance:

The proposed subdivision does not conform with the Goals and Policies of the General Plan. The proposed map is inconsistent with General Plan Policy HS1.1 as the location of the utility pole

within the re-opened alley would create a potential hazard for vehicular traffic in the public right-of-way. The accessible travel width would be limited to approximately 9.5', which does not include any additional clearance required by PG&E for separation of vehicular traffic from the utility pole. The California Code of Regulations provides for a minimum of one twelve (12) foot traffic lane for one-way roads, which is satisfied as the conditions were previously approved, but which would not be satisfied as the pole is to remain above ground through the approved amendment to the conditions of approval.

California Environmental Quality Act:

The approval for the Minor Subdivision is in compliance with the California Environmental Quality Act. The original approval of Minor Subdivision 2018-3, which included a condition to underground the utility pole, was deemed to be categorically exempt under Section 15315 Minor Land Divisions Class 15 of the CEQA Guidelines. Class 15 consists of the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope greater than 20 percent.

However, the approval of the amendment to remove the requirement to underground the utility pole brought the project out of conformance with City of Hollister General Plan Policy HS1.1 which reads as follows:

> ***Health and Safety Policy HS1.1 Location of Future Development.*** *Permit development only in those areas where potential danger to the health, safety, and welfare of the residents of the community can be adequately mitigated, including development which would be subject to severe flood damage or geological hazard due to its location and/or design. Development also should be prohibited where emergency services, including fire protection, cannot be provided.*

Based on the above, the proposed project can no longer qualify for a Categorical Exemption from CEQA because it no longer conforms to the City of Hollister General Plan. Additional CEQA analysis is required before the subdivision can be implemented.

CONCLUSION:

The Applicant is proposing an extension of time to approved Minor Subdivision 2018-3 to subdivide approximately 4,422 SF (0.1015 acres) into three (3) individual residential lots. The parcel has a General Plan Land Use Designation of Downtown Commercial/Mixed Use and is located in the Downtown Mixed Use (DMU) Zoning District. The project parcel map is included as Exhibit A.

Pursuant to Section 16.40.010 of the City of Hollister Subdivisions Ordinance, the planning commission may approve, approve conditionally, or deny a request for extension. In addition, new conditions may be imposed and existing conditions may be revised.

The proposed project does not conform to the City of Hollister Zoning Ordinance *16.20.040* as the frontage of Lot 1 (21 feet) and Lot 2 (24 feet) do not meet the minimum required frontage of 35 feet and in accordance with *Section 17.08.*020 will not allow the future development of single family residential.

The proposed project is not consistent with Goals and Policies of the General Plan *Health and Safety Policy HS1.1* as the location of the utility pole within the re-opened alley would limit the path of travel to approximately 9.5', the California Code of Regulations provides for a minimum of one twelve (12) foot traffic lane for one-way roads.

The proposed Project, no longer qualifies for a categorical exemption under CEQA because it does not conform to the City of Hollister General Plan as mentioned above. Additional CEQA analysis is required before the subdivision could be implemented.

PLANNING COMMISSION OPTIONS:

The Planning Commission can choose one of the following options:

1. Adopt a Resolution denying MS 2018-3; or

2. Continue the hearing and provide applicant a 90-day extension, direct staff to initiate a CEQA Initial Study, and provide staff with the findings to draft a Resolution approving MS 2018-3, with Conditions of Approval modified by the Planning Commission within that timeframe; or

3. Continue the hearing and direct Staff to provide additional information or clarification.

Staff recommends the Planning Commission select Option 1 for this Item.

GENERAL INFORMATION

APPLICANT: Alan Brookshire

PROPERTY OWNER: Alan Brookshire

LOCATION: 221 Hawkins Street

ASSESSOR PARCEL NUMBER: APN 056-091-002-000

GENERAL PLAN DESIGNATION: Downtown Commercial and Mixed Use

ZONING DISTRICT: Downtown Mixed Use (DMU)

SURROUNDING USES:

Location	Zoning Designation	General Plan Land Use	Current use of Property
221 Hawkins St.	Downtown Mixed Use (DMU)	Downtown Commercial and Mixed Use	Vacant
North	Downtown Mixed Use (DMU)	Downtown Commercial and Mixed Use	Single Family Residential
South	Downtown Mixed Use (DMU)	Downtown Commercial and Mixed Use	Home Office/Old Town Medium Density Residential
East	Downtown Mixed Use (DMU)	Downtown Commercial and Mixed Use	Commercial
West	Downtown Mixed Use (DMU)	Downtown Commercial and Mixed Use	Commercial

PLANNING COMMISSION RESOLUTION NO. 2022-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER DENYING AN EXTENSION OF TIME FOR MINOR SUBDIVISION (MS 2018-3) TO SUBDIVIDE ONE EXISTING LOT INTO THREE (3) INDIVIDUAL LOTS IN THE DOWNTOWN MIXED USE (DMU) ZONING DISTRICT LOCATED AT 221 HAWKINS STREET
APN 056-091-002-000

WHEREAS, the Applicant, Alan Brookshire, has requested approval of an extension of time for Minor Subdivision 2018-3 to subdivide one existing lot into three lots consisting of Lot 1 (1,302 SF), Lot 2 (1,488 SF), and Lot 3 (1,620 SF) on the property located at 221 Hawkins Street ("the project"); and

WHEREAS, the Planning Commission at a duly noticed public hearing on September 27, 2018 adopted Resolution 2018-36 approving an application for Minor Subdivision 2018-3; and

WHEREAS, on September 24, 2020, the City of Hollister Development Services Director issued a letter providing for a two-year extension to Minor Subdivision 2018-3, which extended the entitlement approval until September 28, 2022; and

WHEREAS, the Planning Commission at a duly noticed public hearing on June 23, 2022 directed staff to amend Resolution 2018-36 to remove Condition of Approval 11 requirement to underground a utility pole located in the unnamed alley to the south of the project site; and

WHEREAS, the Applicant has submitted a complete application for the requested entitlement extension of time prepared by San Benito Engineering & Surveying, Inc. received by the Planning Division on July 5, 2022; and

WHEREAS, under the provisions of Section 17.24.060 of the Hollister Municipal Code, the City Planning Division received the Applicant's plans and forwarded the request to the Development Review Committee (DRC) to assess the proposal for compliance with all relevant regulations; and

WHEREAS, under the provisions of Section 16.44.040 of the City of Hollister Municipal Code, the Planning Commission is charged with receiving, investigating, and taking action on Minor Subdivision applications; and,

WHEREAS, the Development Review Committee considerations were presented to the Planning Commission as part of the Staff Report and the Conditions of Approval for the project; and

WHEREAS, a Staff report was submitted to the Planning Commission of the City of Hollister recommending denial of the proposed extension for Minor Subdivision; and

WHEREAS, the Planning Commission held a duly noticed public hearing on August 25, 2022 to consider the Applicant's request, review the City Staff report, and receive written and oral testimony for an against the proposal; and

WHEREAS, after closing the public hearing, the Planning Commission deliberated and determined to DENY the applicant's request in accordance with *Section 16.36.070 of Title 16 Subdivisions* of the Hollister Municipal Code, and based on the facts as presented, and the code requirements as plainly stated.

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Hollister does hereby make the following findings and determinations regarding the proposed extension of time to the Minor Subdivision:

A. The Project is not in conformance with the City of Hollister Municipal Code 16.20,040 as the frontage of Lot 1 (21 feet) and Lot 2 (24 feet) do not meet the minimum required frontage of 35 feet as follows:

… 16.20.040 - Lots.
(K) Each lot shall have a frontage on a public street of not less than 35 feet; provided, however:

1. *A lot or building site may have a frontage of not less than 20 feet on a public street in cases where the lot or building site is classified as a flag lot; provided further, that the length of the corridor shall not exceed 300 feet.*

2. *A lot or building site that is part of a condominium or planned unit development may not be required to have frontage on a public street if the planning commission finds that the design provides a practical alternate method for obtaining pedestrian, utility and vehicular access to a public street for each such lot or building site.*
   …

B. The proposed Project no longer complies with the policies of the General Plan HS1.1 as follows:

1. The location of the utility pole within the re-opened alley would create a potential hazard for vehicular traffic in the public right-of-way. The accessible travel width would be limited to approximately 9.5', which does not include any additional clearance required by PG&E for separation of vehicular traffic from the utility pole. The California Code of Regulations provides for a minimum of one twelve (12) foot traffic lane for one-way roads.

General Plan: Health and Safety Policy HS1.1 Location of Future Development.
Permit development only in those areas where potential danger to the health, safety, and welfare of the residents of the community can be adequately mitigated, including

development which would be subject to severe flood damage or geological hazard due to its location and/or design. Development also should be prohibited where emergency services, including fire protection, cannot be provided.

C. The proposed Project no longer qualifies for a categorical exemption under CEQA because it does not conform to the City of Hollister General Plan as mentioned in item B above. Additional CEQA analysis is required before the subdivision could be implemented.

D. The proposed Project, will not allow for future proposed single family residential development as it is inconsistent with Chapter 17.8, Commercial and Mixed Use Zone Standards because:

In accordance with Table 17.08-1 Commercial and Mixed Use Zone Uses and Permit Requirements of the Hollister Municipal Code New Single-Family Residential is not a permitted use in the Downtown Mixed Use (DMU) Zone and therefore any future proposed single family construction will not conform to the Hollister Municipal Code.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Hollister hereby denies the extension of time of MS 2018-3 to allow the extension of time for the subdivision of one lot into three lots located at 221 Hawkins Street.

PASSED AND ADOPTED, at a regular meeting of the Planning Commission of the City of Hollister on this 25th day of August 2022, by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

_____
Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

_____
Adrianna Ortiz, Secretary

PLEASE NOTE

It is the sole responsibility of the project applicant to comply with the conditions as approved, modified, or added by the Planning Commission. It is recommended that the applicant review these conditions carefully and if any questions arise as to compliance with the conditions to contact the staff planner. Also, if the applicant does not agree with the proposed conditions, there is an opportunity to present your case to the Planning Commission at their meeting. In addition, the City provides for a 15-day appeal period.

PM NO. 2018-03
PARCEL MAP

A SUBDIVISION IN THE INCORPORATED TERRITORY
OF THE CITY OF HOLLISTER, COUNTY OF SAN BENITO
STATE OF CALIFORNIA

A DIVISION OF THE LANDS OF
ALAN BROOKSHIRE

INSTRUMENT NUMBER 2009-0005004
APRIL, 2021 SCALE: AS INDICATED
SAN BENITO ENGINEERING & SURVEYING, INC.
502 MONTEREY STREET
HOLLISTER, CALIFORNIA 95023
(831) 637 - 2763

STATEMENT OF THE OWNERS

We hereby state that we are the owners of, or have some right, title or interest in and to the real property included within the subdivision shown on this map, and that we are the only persons whose consent is necessary to pass clear title to said property, that we hereby consent to the making of said map and subdivision as shown within the distinctive borderline shown on the within map.

The real property described below is dedicated as easements for public purposes:
An easement for sidewalks, tree planting and maintenance, public facilities including poles, wires, conduits, cable t.v., telephone, storm, sanitary, gas, water mains and all public utilities and any appurtenances on, over, under those certain strips of land designated as "Public Utilities Easements" (P.U.E.), as shown on said map within said subdivision. Such strips are to be kept clear of buildings and structures of any kind except utility company or drainage structures and lawful fences.

Community Facilities District No. 5 and 4:
We also hereby waive notice of the public hearing for the annexation of said land to the Community Facility District No. 5 (Fire and Police) and No. 4 (Maintenance and Operation of the Landscaping and Irrigation Systems, Soundwall, Detention Pond / Fence / Access Road, Storm Drain and Related Structures), and specifically waive the notice, protest, and hearing requirements in accordance with the Provisions of California Code Sections 53339 through 53339.7 of the Mello Roos Community Facilities Act of 1982

OWNER:

_____
Alan Brookshire

CERTIFICATE OF ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF _____
COUNTY OF _____
On _____, _____, before me, _____
personally appeared _____
who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her authorized capacity, and that by his/her signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Name (typed or printed), Notary Public in and for said County and State

Principal County of Business: _____
Commission Expires:_____
Commission # of Notary: _____

CERTIFICATE OF ACKNOWLEDGEMENT

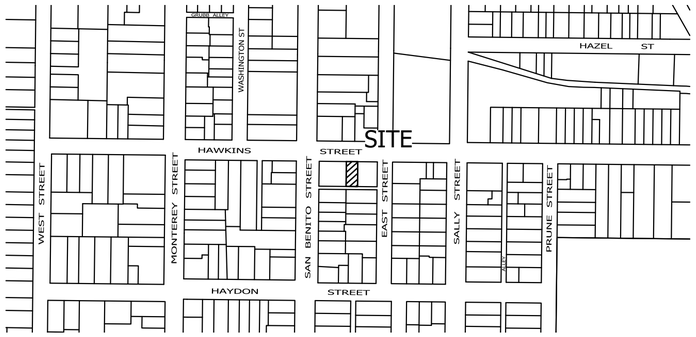
A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF _____
COUNTY OF _____
On _____, _____, before me, _____
personally appeared _____
who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her authorized capacity, and that by his/her signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Name (typed or printed), Notary Public in and for said County and State

Principal County of Business: _____
Commission Expires:_____
Commission # of Notary: _____



VICINITY MAP
NO SCALE

STATEMENT OF THE PLANNING COMMISSION

I, Abraham Prado, Secretary of the Planning Commission of the City of Hollister, California, do hereby certify that I have examined the within map, that the subdivision shown hereon is substantially the same as it appeared on the tentative map and any approved alterations thereof as approved by the City of Hollister Planning Commission on September 27, 2018, that all the provisions of the Subdivision Map Act and the City of Hollister Subdivision Ordinance Number 264, applicable at the time of approval of said tentative map have been complied with.

Date _____

_____
Abraham Prado, Secretary of the Planning
Commission of the City of Hollister

STATEMENT OF DEDICATION ACCEPTANCE

I, Brent I. Miller, Manager of the City of Hollister, County of San Benito, State of California, do hereby accept on behalf of the public all easements offered for dedication as public easements consisting of a P.U.E. (Public Utility Easement) for the purposes set forth in the offers of dedication, pursuant to the authority conferred by Resolution No. 96-183 of the City Council of the City of Hollister adopted October 21, 1996.

Date _____

_____
Brett I. Miller, City Manager
City of Hollister

STATEMENT OF THE SURVEYOR

This map was prepared by me or under my direction and is based upon a field survey in conformance with the requirements of the Subdivision Map Act and local ordinances at the request of Alan Brookshire in October, 2018. I hereby state that all the monuments are of the character and occupy the positions indicated or that they will be set in those positions within 60 days after the recording of this parcel map, and that the monuments are, or will be, sufficient to enable the survey to be retraced, and that the parcel map substantially conforms to the conditionally approved tentative map.

Date _____

_____
Kenneth J. Weatherly
P.L.S. 6875 Expiration Date 9/30/2022

LICENSED LAND SURVEYOR
KENNETH J. WEATHERLY
No. 6875
Exp. 9/30/2022
STATE OF CALIFORNIA

STATEMENT OF THE CITY SURVEYOR

I hereby state that I have examined Parcel Map No. 2018-03 and I am satisfied that the map is technically correct.

Date _____

_____
Matthew J. Kelley, Contract City Surveyor
P.L.S. 8263 Expiration Date 12/31/2021

LICENSED LAND SURVEYOR
MATTHEW J. KELLEY
EXP. 12/31/2021
LS 8263
STATE OF CALIFORNIA

STATEMENT OF THE CITY ENGINEER

I hereby state that I have examined Parcel Map No. 2018-03, and that the subdivision as shown is substantially the same as it appeared on the tentative map, and any approved alterations thereof, and that all provisions of the Subdivision Map Act and any local ordinances applicable at the time of approval, have been complied with.

Date _____

_____
Mark Falgout, PE, Contract City Engineer
R.C.E. 63394 Expiration Date 9/30/2022

STATEMENT OF THE COUNTY RECORDER

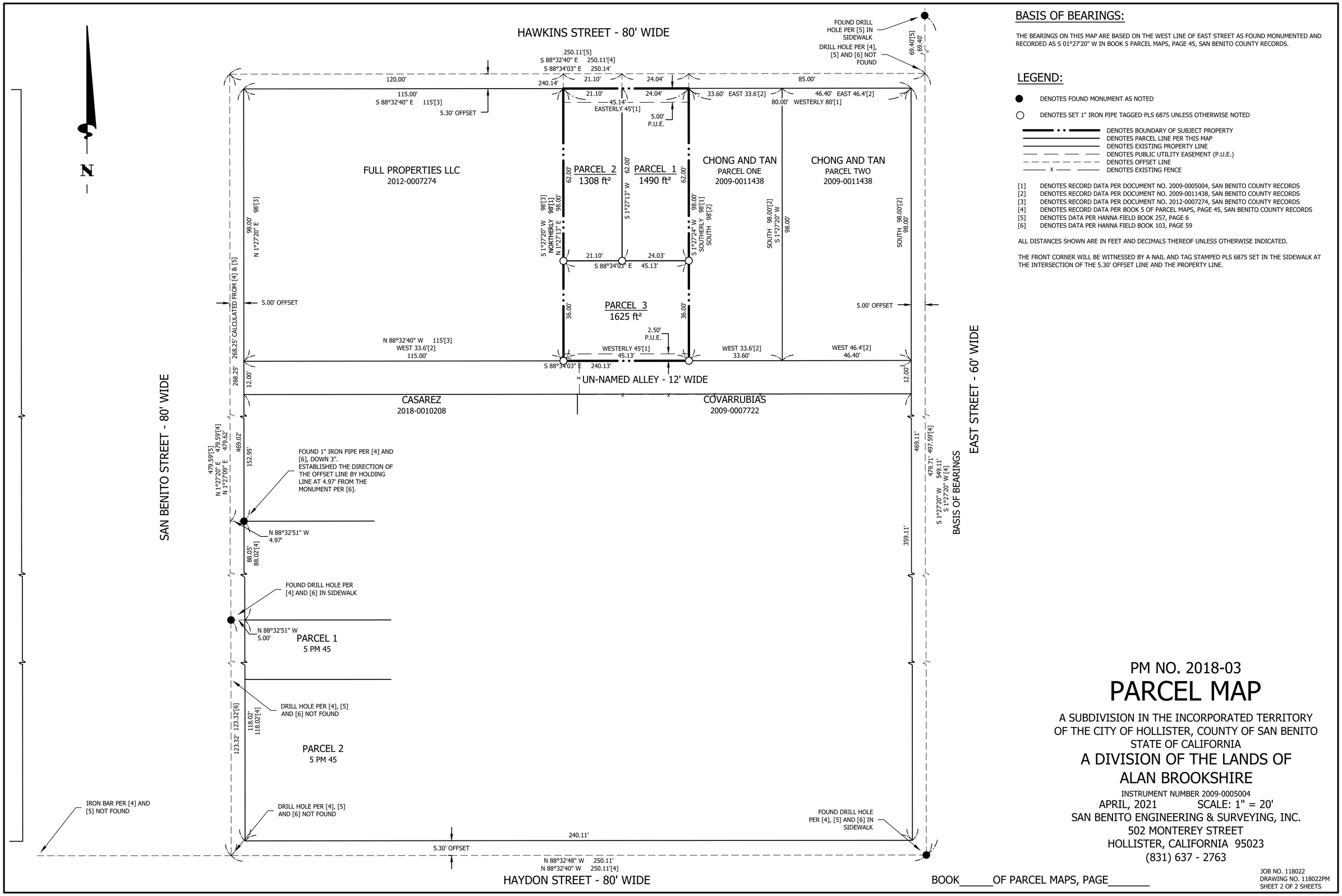
Filed this_____day of_____, 20____, at _____ minutes past____,____M., in Book_____of Maps, at Page_____, at the request of San Benito Engineering & Surveying, Inc.

_____
Joe Paul Gonzalez, County Recorder

By_____
Deputy

JOB NO. 118022
DRAWING NO. 118022PM
SHEET 1 OF 2 SHEETS

BOOK _____PARCEL MAPS, PAGE _____



BASIS OF BEARINGS:

THE BEARINGS ON THIS MAP ARE BASED ON THE WEST LINE OF EAST STREET AS FOUND MONUMENTED AND RECORDED AS S 01°27'20" W IN BOOK 5 PARCEL MAPS, PAGE 45, SAN BENITO COUNTY RECORDS.

LEGEND:

- ● DENOTES FOUND MONUMENT AS NOTED
- ○ DENOTES SET 1" IRON PIPE TAGGED PLS 6875 UNLESS OTHERWISE NOTED
- DENOTES BOUNDARY OF SUBJECT PROPERTY
- DENOTES PARCEL LINE PER THIS MAP
- DENOTES EXISTING PROPERTY LINE
- DENOTES PUBLIC UTILITY EASEMENT (P.U.E.)
- DENOTES OFFSET LINE
- DENOTES EXISTING FENCE

[1] DENOTES RECORD DATA PER DOCUMENT NO. 2009-0005004, SAN BENITO COUNTY RECORDS
[2] DENOTES RECORD DATA PER DOCUMENT NO. 2009-0011438, SAN BENITO COUNTY RECORDS
[3] DENOTES RECORD DATA PER DOCUMENT NO. 2012-0007274, SAN BENITO COUNTY RECORDS
[4] DENOTES RECORD DATA PER BOOK 5 OF PARCEL MAPS, PAGE 45, SAN BENITO COUNTY RECORDS
[5] DENOTES DATA PER HANNA FIELD BOOK 257, PAGE 6
[6] DENOTES DATA PER HANNA FIELD BOOK 103, PAGE 59

ALL DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED.

THE FRONT CORNER WILL BE WITNESSED BY A NAIL AND TAG STAMPED PLS 6875 SET IN THE SIDEWALK AT THE INTERSECTION OF THE 5.30' OFFSET LINE AND THE PROPERTY LINE.

PM NO. 2018-03

PARCEL MAP

A SUBDIVISION IN THE INCORPORATED TERRITORY
OF THE CITY OF HOLLISTER, COUNTY OF SAN BENITO
STATE OF CALIFORNIA

A DIVISION OF THE LANDS OF ALAN BROOKSHIRE

INSTRUMENT NUMBER 2009-0005004

APRIL, 2021 SCALE: 1" = 20'

SAN BENITO ENGINEERING & SURVEYING, INC.
502 MONTEREY STREET
HOLLISTER, CALIFORNIA 95023
(831) 637 - 2763

BOOK_____OF PARCEL MAPS, PAGE_____

JOB NO. 118022
DRAWING NO. 118022PM
SHEET 2 OF 2 SHEETS

PLANNING COMMISSION RESOLUTION NO. PC 2018-36

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER APPROVING MINOR SUBDIVISION 2018-3 TO SUBDIVIDE ONE EXISTING LOT INTO THREE (3) INDIVIDUAL LOTS LOCATED AT 221 HAWKINS STREET (ALAN BROOKSHIRE) (APN: 056-091-002)

WHEREAS, Alan Brookshire ("the applicant") has submitted an application, Minor Subdivision 2018-3, to subdivide one existing lot into three lots consisting of Lot 1 (1,302 SF), Lot 2 (1,488 SF), and Lot 3 (1,620 SF) located at 221 Hawkins Street ("the project"). The project site is zoned DMU Downtown Mixed Use Zoning District, and it is further identified as Assessor's Parcel (056-091-002); and,

WHEREAS, the City Planning Division received the applicant's plans and forwarded the request to the Development Review Committee to assess the proposal for compliance with all relevant regulations; and,

WHEREAS, the Development Review Committee considerations were presented to the Planning Commission as part of the City staff report; and,

WHEREAS, under the provisions of Section 16.36 of Title 16 Subdivisions of the City of Hollister Municipal Code, the Planning Commission is charged with receiving, investigating and taking action on Minor Subdivision applications; and,

WHEREAS, the Planning Commission held a duly noticed public hearing on September 27, 2018 to consider the applicant's request, review the City staff report, and receive written and oral testimony for and against the proposal; and,

WHEREAS, after closing the public hearing, the Planning Commission determined that the project qualifies as categorically exempt as an existing facilities project pursuant to Section 15315, Minor Land Division, Class 15. The project consists of the division of property in an urbanized area that is zoned for Downtown Mixed Use. The division of property would result in three parcels and is in conformance with the General Plan and zoning. The site requires no variances or exceptions, and can be adequately served by all required utilities and public services. The parcel has not been involved in a division of a larger parcel within the previous two years, and does not have an average slope greater than 20 percent; and,

NOW, THEREFORE IT IS RESOLVED, that the proposed application for Minor Subdivision 2018-3 is hereby approved with the following findings and conditions:

CEQA Findings:

Finding: The approval for the Minor Subdivision is in compliance with the California Environmental Quality Act.

Evidence: *The project Categorically Exempt from CEQA pursuant to Section 15315, Minor Land Division, Class 15. The project consists of the division of property in an urbanized area that is zoned for residential land uses. The division of property would result in three parcels and is in conformance with the General Plan and zoning. The site requires no variances or exceptions, and can be adequately served by all required utilities and public services. The parcel has not been involved in a division of a larger parcel within the previous two years, and does not have an average slope greater than 20 percent.*

Subdivision Findings:

1. The project as proposed is consistent with the City of Hollister General Plan.

   Evidence: *The project site consists of one parcel identified as APN 056-091-002 located in the Downtown Mixed Use Zoning District. The project site is designated Downtown Commercial and Mixed Use by the Land Use Element of the Hollister General Plan. The subdivision density of 29.6 dwelling units per acre is consistent with the density allowed by the land use designation.*

2. The project meets the criteria of the City of Hollister Zoning Ordinance and Subdivision Ordinance.

   Evidence: *The project subdivision plan, as submitted, along with the proposed conditions of approval, demonstrates that the application complies with chapter 17.08 of the City of Hollister Zoning Ordinance (Commercial and Mixed Use Zoning Districts) and all provisions of the Subdivision Ordinance.*

3. The design of the subdivision proposed by the tentative parcel map will not cause substantial environmental damage or result in any significant environmental effects.

   Evidence: *The project Categorically Exempt from CEQA pursuant to Section 15315, Minor Land Division, Class 15. The project consists of the division of property in an urbanized area that is zoned for residential land uses. The division of property would result in three parcels and is in conformance with the General Plan and zoning. The site requires no variances or exceptions, and can be adequately served by all required utilities and public services. The parcel has not been involved in a division of a larger parcel within the previous two years, and does not have an average slope greater than 20 percent.*

4. The proposed project will not be detrimental to the health, safety, and welfare of persons residing or working in the neighborhood or to the general welfare of the City.

Evidence: *The evidence supports this finding as represented by the development plans, City prepared staff report and the proposed conditions of approval.*

PASSED AND ADOPTED at a regular meeting of the City of Hollister Planning Commission held on this 27th day of September 2018, by the following vote:

AYES:	**Huboi, Muenzer, Torres, Valdivia**
NOES:	**None**
ABSTAINED:	**Lenoir**
ABSENT:	**None**

Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

Bryan T. Swanson, Secretary

Please Note
It is the sole responsibility of the project applicant to comply with the conditions as approved, modified or added by the Planning Commission. It is recommended that the applicant review these conditions carefully and if any questions arise as to compliance with the conditions, please do not hesitate to contact the staff planner. Also, if you do not agree with the proposed conditions, you have an opportunity to present your case to the Planning Commission at their meeting. In addition, the City provides for a 15-day appeal period.

CONDITIONS OF APPROVAL

1. This application approval is for the Minor Subdivision Tentative Map submitted by Alan Brookshire. The application approval expires on September 27, 2020 unless the City grants an extension or an extension is granted under a provision of the Subdivision Map Act. For an efficient plan review period, the applicant shall submit a final map package for review to the City Engineer no later than March 27, 2018. This should allow sufficient review time to process the final map for recordation, prior to the expiration date of September 27, 2020. The final map must substantially comply with the approved tentative Map. Failure to obtain an

extension by the application either per an automatic extension of the Subdivision Map Act or by the City of Hollister shall result in the expiration of the tentative map. The Final Map shall be recorded prior to the expiration of the tentative map. Prior to the expiration of the tentative map, the applicant shall enter into a Subdivision Improvement Agreement with the City of Hollister and record the Final Map.

2. Applicant shall defend, indemnify and hold harmless the City of Hollister, any agent, officer or employee of the City, and any advisory board of the City, against any claim, suit, action, judgement, costs and attorney's fees arising out of this approval or any assertions that this approval, including the environmental determinations made herein, is invalid, illegal, unconstitutional or otherwise contrary to law. The City shall promptly notify the applicant of any claim against the City and shall cooperate fully in the defense.

3. No entitlements that rely upon this approval shall be granted during the 15-day appeal period. In the case of an appeal being filed, no entitlements shall be granted until final action is taken on the appeal.

4. All improvements required shall be constructed in accordance with the City of Hollister Standard Plans and Specification and receive approval by the City of Hollister Engineering Department. All applicable codes and ordinances, along with the recommendations of the City Engineer and any required Geologic Investigation, are to be adhered to, and all required fees shall be paid.

5. The final map shall be required to indicate all public and private rights-of-way for streets.

6. The final map shall be required to indicate all public and private easements necessary to serve the new parcel configurations. These easements shall include the following: utility, water, sewer, telephone, storm drainage, fiber optic conduit, cable, T.V., tree planting and maintenance.

7. The subdivider shall submit a final map package for review and approval by the City Engineer and City Council for the subdivision. The submittal shall be in complete form and accompanied by the traverse sheets, map checking fees, and all other items required by Hollister Municipal Code Chapter 16.

8. Prior to filing of the final map for this project, the developer or applicant shall provide to the city proof that adequate water services exist to serve the project. Proof shall consist of documentation from the applicable water purveyor for domestic and fire suppression use. Further, the applicant or developer shall hold the City harmless in the event that services are not available prior to the filing of the final map or for the withholding of any building permit or withholding of any other public services or utilities as they relate to water availability.

9. All material necessary to present the subdivision to the City Council shall be submitted to the City Engineer at least two weeks prior to the Council Meeting. The material shall be submitted in a form satisfactory to the City Engineer.

10. The subdivider shall submit three prints of the approved tentative map to each of the following utilities: PG&E, Pacific Bell, AT&T, and Charter Cable. The subdivider shall subsequently provide the City Engineer with each utility's easement needs as part of the initial submittal.

11. Road improvements:

    a. The subdivider shall dedicate, improve, and guarantee by bond full rights-of-way for the following road improvements as shown on the approved tentative map, including street lighting and street trees; all underground utilities including, but not limited to, sanitary and storm sewers, gas, electrical, telephone, cable TV, fiber optic conduits, and water lines; and all other improvements necessary to bring the following rights-of-way into full conformance with all applicable City standards.

        i. **Alley Improvements**: As shown on the tentative map, the alley to the south of the property shall have full improvements including but not limited to AC pavement overlay or other pavement restoration method as approved by the City Engineer, curb, gutter, lighting, and undergrounding of any existing overhead utilities as determined by the City Engineer. These improvements shall run the entire length of the alley between San Benito Street and East Street, and across the entire right-of-way width. The curbs shall be painted red along both the north and south sides of the alley for the entire length.

12. Temporary Maintenance and Operation of Utilities: The subdivider shall pay for all maintenance and operation of all utilities and improvements from the time of installation until acceptance of the subdivision improvements.

13. Noise During Construction: Construction activities on the project site must employ noise suppression devices and techniques and shall be limited to the hours of 7:00am to 6:00pm Monday through Friday, and 8:00am to 6:00pm on Saturdays. No construction activities shall take place on Sundays. No construction, landscape maintenance, or grounds maintenance activities shall occur on federal holidays. Construction equipment and activities shall use noise suppression devices and techniques.

14. Site Clearance: If applicable, the project site shall be properly cleared of all fences, wells, septic tanks, irrigation pipes, fuel tanks, and other structures. Certificates from the County Environmental Health Department shall be provided to the City Engineer for any well or septic tank abandonment, and from the City Fire Department for abandoned fuel tanks.

15. Temporary Barricades: All streets temporarily ending at property lines shall be barricaded in accordance with City Standards.

16. Prior to any site improvements or construction, the applicant shall submit a building permit application and receive a building permit from the City Building Division. All improvements

shall strictly adhere to the approved site plan, unless prior approval is granted by the City for changes.

17. Soils Report: As part of the final map submission, a geotechnical soils report shall be submitted to comply with the current building code in accordance with the provisions of the City Subdivision Ordinance.

18. Stormwater Management: Development projects with stormwater discharge to the Waters of the U.S. through the City's MS4 drainage system are subject to the requirements of the California Regional Water Quality Control Board Central Coast Region, Resolution No. R3-2013-0032, entitle "Post-Construction Storm Water Management Requirements for Development Projects in the Central Coast Region," dated July 12, 2013 (PCRs), as applicable. The City Engineer may review and approve an alternative to the PCRs to address stormwater management for those development projects that the City deems to be eligible.

19. Construction Stormwater BMP Control Plan (CSCP): Prior to any site development or grading, the applicant shall submit for review and approval by the Engineering Department a CSCP for construction stormwater runoff BMP control measures. The applicant shall coordinate and meet with the City Engineering Department to receive written instructions related to the preparation and requirements of the CSCP that the applicant shall provide and submit as part of the plan, for City review and approval.

20. Post-Construction Stormwater Control Plans (SWCP): Prior to any site development or grading, the applicant shall submit a SWCP for review and approval by the Engineering Department. The SWCP shall address all required post-construction stormwater runoff BMP control measures, as applicable. The applicant shall coordinate and meet with the City Engineering Department to discuss the requirements of the SWCP that the applicant shall provide and submit as part of the plan, for City review and approval. The applicant is advised that the Engineer of Record shall inspect and provide certification to the City of Hollister that all stormwater post-construction improvements are properly installed and comply with the approved civil design plans.

21. Drainage Report: A drainage report shall be submitted for review and approval by the City Engineer. The drainage report shall include, but is not limited to, depiction of all areas tributary to the site, provision of all information pertinent to the capability of the proposed drainage facilities to handle the expected post-construction stormwater management (LID, runoff control and reduction, water quality treatment, etc.) and flood control measures as required for the site. Additionally, the report shall include or incorporate the grading plan, CSCP, SWCP, and landscape plan for the project.

22. Grading and Drainage Plan: Prior to any site development or grading, the applicant shall submit for review and approval by the Engineering Department a grading plan that complies with Chapter 15.24 "Grading and Best Management Practice Control" and Section 17.16.140 "Stormwater Management," of the Hollister Municipal Code and all subsequent amendments to those codes. Low Impact Development (LID) strategies shall be considered and

incorporated as part of site planning and design as appropriately feasible. Development projects with stormwater discharge to the Waters of the U.S. through the City's MS4 drainage system are subject to the requirements of the California Regional Water Quality Control Board Central Coast Region, Resolution No. R3-2013-0032, entitled "Post-Construction Storm Water Management Requirements for Development Projects in the Central Coast Region," dated July 12, 2013 (PCRs), as applicable. The applicant is advised that the development shall comply with the California Central Coast Regional Quality Control Board's Stormwater Post-Construction Requirements Resolution R3-2013-0032, as applicable. The applicant is also advised that the Engineer of Record shall inspect and provide certification to the City of Hollister that all stormwater post-construction improvements are installed properly and comply with the approved design plans.

23. Storm Water and Grading Permit: 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.

24. Solid Waste: Demolition: Prior to recordation of the final map, the subdivider shall prepare a solid waste diversion plan for demolition of existing structures and construction of the residences. The subdivider shall submit documentation that 50% of the construction or demolition waste was diverted in compliance with Chapter 15.04.045 of the City of Hollister Municipal Code.

25. Storm Water and Grading Permit: Prior to approval of any stormwater permit, grading permit, or improvement plans, the subdivider shall submit a Notice of Intent to comply with the State Resources Control Board Water Quality Order 99-08-DWQ, a site map, a fee payable to the State Water Resources Control Board and Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must contain at a minimum all items listed in Section A of the General Permit including descriptions of measures taken to prevent or eliminate unauthorized non-storm water discharges, and both temporary (e.g. fiber rolls, silt fences, etc.) and permanent (e.g. vegetated swales, riparian buffers, etc.) best management practices (BMPs) that will be implemented to prevent pollutants from discharging with storm water into waters of the United States.

26. Initial Final map/Improvement Plan Submittal: The initial submission for the final map shall be in complete form and accompanied by the traverse sheets, map checking fee, and all other items required by the City Engineer.

    a. The subdivider shall submit improvement plans for the onsite and offsite public improvements identified on the approved tentative map and underground utility systems and piping, as well as related work necessary for fire protection as part of the initial submission. The plans shall be in complete form and in accordance with the standards established by the City Engineer regarding format and design information required. Said

plans shall be approved by the City Engineer and in the case of the fire suppression systems, by the City Engineer and Fire Chief prior to grading or final map approval.

b. The exact location, number, size, and other pertinent information for all utilities including fire hydrants, street lights, sanitary sewers, and storm drains will be checked and approved at the time the final improvement plans are submitted for review.
c. The improvement plans shall include the design of infrastructure including all appurtenant structures and special conditions related to the infrastructure that will provide a complete system to service the development and applicable mitigation measures identified in the adopted environmental document. These improvements shall include by not be limited to the following:
d. The street design for a minimum distance of 100 feet past the project limits to insure design continuity.
e. Storm drainage improvements including erosion control during construction and post construction.
f. Water improvements.
g. Sewer improvements.
h. Street lighting.
i. Public Utility.
j. Any proposed onsite amenities such as parks, trails, paths, transit facilities, and common areas.

27. Construction of Improvements: All improvements required shall be constructed in accordance with the City of Hollister Design Standards, Standard Plans, and Standard Specification in effect at the time the improvement plans are approved. All applicable codes and ordinances, along with the recommendations of the City Engineer and any required Geologic Investigation, are to be adhered to, and all applicable fees required for same shall be paid.

28. Water Line Improvements: The water system improvements shall be subject to the review and approval of the City of Hollister. All water system improvements shall be installed in accordance with the City of Hollister standards in effect at the time of improvement plan approval. Any offsite waterlines necessary to be installed under proposed pavements shall be installed at the time of the roadway improvements.

29. Utilities: The subdivider shall underground all utilities, including all existing overhead utilities along the project frontage and alley as determined by the City Engineer. Utility boxes and similar equipment shall be sited in non-obtrusive locations. All public utilities including gas, electric, cable, telephone, and fiber optic conduits shall be installed to serve the lots in the subdivision. The exact location, number, size, and other pertinent information for all utilities including water lines, fire hydrants, street lights, sanitary sewers, and storm drains will be checked and approved at the time the final improvement plans are submitted for review.

30. Public Utilities and Tree Planting Easement: The subdivider shall dedicate a six foot public utilities easement and a ten foot tree planting/maintenance easement along all street frontages if deemed necessary by the City of Hollister Engineering Department.

31. Sidewalk and Utilities Easement: The subdivider shall dedicate a 10 foot public utilities easement and sidewalk easement along all street frontages or as approved by the City Engineer.

32. Easements: The subdivider shall dedicate right-of-way and easements for the dedicated as well as public utility easements, sidewalk, tree planting, and maintenance easements.

33. Non-vehicular access strip: The subdivider shall dedicate a one-foot non-vehicular access strip along all streets terminating at the project boundary and at any property phase line.

34. The applicant shall be required to dedicate and right-of-way and easements necessary along Hawkins Street and the unnamed alley to the south of the property to provide for ultimate improvement of the roadway.

35. Improvements Prior to Occupancy: In order to assure adequate access for emergency response vehicles and water for fire suppression, the issuance of any building permit shall be subject to the requirements of City Council Resolution 95-08, A Resolution of the City Council of the City of Hollister Establishing a Policy relating to Home Construction in Incomplete Subdivisions or any subsequent policy. No certificate of occupancy shall be issued for any unit prior to completion of such improvements.

36. Water Efficient Landscape: Prior to building permit issuance, the applicant shall receive approval for water efficient landscape plans for the front yards of the lots, park areas, lots dedicated as an open space easement for storm water retention/infiltration and any park strips and landscaping along the sound wall pursuant to Chapter 15.22, Water Efficient Landscape of the Hollister Municipal Code.

37. The applicant shall use drought and fire resistant plant materials and water conserving irrigation devices. All landscaping and irrigation shall be installed prior to final of the building permit.

38. Waste Diversion: Prior to issuance of a building permit, the project sponsor shall submit a solid waste disposal plan for the new construction that established criteria and procedures to divert at least 50% of all construction debris from the landfill. The plan shall include measures to divert at least 50% of the solid waste from the John Smith Landfill which shall be subject to the review and approval of the City of Hollister. To ensure compliance with the recycling plan, a refundable deposit shall be paid to the City of Hollister equivalent to $50/ton of estimated construction and demolition debris for the phase of the project, to be deposited into an interest-bearing escrow account. The construction waste shall be calculated at 11.3 pounds per square foot of demolished floor area. The City shall return the deposit with any interest generated during the deposit after submittal of verifiable documentation of the required diversions.

39. Final Occupancy Inspection for Residential Units: A final occupancy shall not be granted for any residential units unless the Building Inspector can verify the following:

    a. The water conditioning system that has been installed is a City-approved system that can be regenerated offsite and will not discharge waste or waste products into the City's sewage system.
    b. Prior to final occupancy of the building, the applicant shall install new Radio Read Meters. For details, contact the Lead Water Operator with the Utilities Division of the Community Services Department at (831) 636-437.
    c. The front yard landscaping has been installed in compliance with condition 36, Water Efficient Landscape.
    d. Runoff from roof gutters shall be directed to landscape swales, rain gardens and shall not be piped directly to gutters or non-permeable paving.
    e. The developments impact fees shall be based on those in effect at the time MS 2018-3 was tentatively approved (September 27, 2018) and as adjusted by inflation, or further study. On the date of the final inspection or the date the certificate of occupancy is issued for each residence, whichever occurs first, the subdivider must pay all development impact fees due to the City and County. Development impact fees that apply to the project are listed below:

        i. Water Impact Fee
        ii. Water Connection Fee
        iii. Traffic Impact Fee
        iv. Sewer Facilities Development Impact Fee
        v. Sewer Collection Fee
        vi. Storm Drainage
        vii. Park Land Acquisition Fee (non-Quimby Act development projects)
        viii. Park Construction Fee
        ix. Police Impact Fee
        x. Fire Impact Fee
        xi. Jail and Juvenile Hall Facilities
        xii. Library

    For a complete list of all applicable impact fees please contact the City Engineer with the City of Hollister Engineering Department at (831) 636-4340.

    f. Fee credits may apply to some impact fees as determined by the City of Hollister.

40. School Fee. Unless otherwise required by law, all school impact fees shall be paid at the time of building permit issuance.

41. Subdivider fees. The subdivider shall pay all fees including all fees required by reimbursable agreements, drainage agreements, improvement plan checking fees and inspection fees as well as any applicable fees pursuant to the Public Works Master Plan.

42. All building plans submitted shall conform to all local and State energy and seismic requirements and all applicable Building and Fire Codes.

43. Prior to issuance of a building permit or recordation of the parcel map, the applicant shall not be in violation of the City of Hollister Municipal Code involving the project site. More specifically, Chapter 1.16 Section 1.16.100 Refusal to issue permits, licenses or other entitlements states "No department, commission or public employee of the city which is vested with the duty or authority to issue or approve permits, licenses or other entitlements shall issue or approve such permits, licenses or other entitlements where there is an outstanding violation involving the property upon which there is a pending application for such permit, license or other entitlement."

44. The property owner/developer shall replace any street or sidewalk improvements or utility services that are removed or damaged during the construction of the project as determined by the City Engineer. This could include, but is not limited to: permeable paving; PCC curbs; gutters; sidewalks; street lighting; signing and striping; all underground utilities including but not limited to sanitary sewer, gas electrical, telephone, and water and fire services lines; and all other improvements to bring the right-of-way into full conformance with applicable City standards. All construction in the right-of-way shall be completed prior to final building approval.

45. Fire hydrant shall be Clow 865 units only with either Clow CW50 or equivalent Long beach breakaway spool/risers and shut off valves.

46. The applicant shall place a three valve cluster connection with installation of each new fire hydrant and lateral. The City Engineer may waive this requirement if an existing shut-off valve exists within the proximity of the new hydrant.

47. Prior to issuance of a building permit, the applicant shall submit a fire sprinkler system plan and obtain approval for this plan from the Fire Department. They fire system plan must be updated and retro-fitted for the new occupancy, its interior walls, and all wall separations.

48. Prior to occupancy, an operating fire alarm system shall be installed. The fire alarm system shall be inspected and approved by the Fire Department.

49. Prior to occupancy, the applicant shall provide evening lighting, which is unobtrusive for neighboring parcels, on the project site. All light sources should be fully shielded from off-site view. All lights to be downcast except where it can be proved to not adversely affect other parcels. The applicant shall coordinate with the Engineering and Police Departments to provide any necessary lighting on or within the vicinity of the project site.

50. Community Facilities District No. 5: Prior to the approval of any Memorandum of Agreement for Early Strat Homes, or prior to the Subdivision Improvement Agreement, or prior to the recordation of the final map, whichever the applicant chooses to do first, the applicant shall cooperate with the City to facilitate the annexation of the entire subdivision

project to the Community Facilities District No. 5. The entire subdivision project shall be included within the boundaries of the community facilities district formed pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (California Government Code 53311 et esq.) and be subject to a special tax levied hereunder. The special tax shall be in an amount that will be updated with the annual CPI> per unit per year, subject to an annual increase in accordance with the designated consumer price index as of January 1 of each year. The subdivider shall cooperate with the City to accomplish the inclusion of the subdivision in the community facilities district, either through annexation to an existing district or through the formation of a new district. Such cooperation shall include, bu not be limited to, executing and filing with the City Clerk, in a form acceptable to the City Attorney, any approval, consent, or waiver required by the City in order to expedite the inclusion of the subdivision in such a district.

51. Community Facilities District No. 4: Prior to the approval of any Memorandum of Agreement for Early Start Homes, or prior to the Subdivision Improvement Agreement, or prior to the recordation of the final map, whichever the applicant chooses to do first, the applicant shall cooperate with the City to facilitate the annexation of the entire subdivision project to the Community Facilities District No. 4. The entire subdivision project shall be included within the boundaries of the community facilities district formed pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (California Government Code 53311 et. Esq.) and be subject to a special tax levied hereunder. The special tax shall be in an amount that will be updated with the annual CPI> per unit per year, subject to an annual increase in accordance with the designated consumer price index as of January 1 of each year. The subdivider shall cooperate with the City to accomplish the inclusion of the subdivision in the community facilities district, either through annexation to an existing district or through the formation of a new district. Such cooperation shall include, but not be limited to, executing and filing with the City Clerk, in a form acceptable to the City Attorney, any approval, consent, or waiver required by the City in order to expedite the inclusion of the subdivision in such a district.

52. When the City of Hollister deems necessary, the applicant shall be required to install an RPP (Reduced Pressure Principal) backflow prevention device at their sites. The RPP shall conform to all AWWA (American Water Works Association) standards and shall be appropriately sized for the specific application on the site. The RPP shall be inspected by a certified California-Nevada AWWA Backflow Prevention Assembly General Tester. The Utility Division shall provide a list of acceptable Assembly Testers within the area. The Utility Division shall receive a copy of the initial RPP inspection report. Any and all RPP defect shall be immediately repaired or replaced prior to the Utility Division reestablishing water service to the sites. The owners/operators shall have the RPP inspected/tested each year thereafter, with all reports forwarded to the Utility Division. Should the RPP fail to pass any inspection or test, the device shall be immediately repaired or replaced, with all repair and/or replacement reports forwarded to the Utility Division.

53. The RPP shall; be installed according to AWWA standards, in regards to concrete padding and surrounding landscape/RPP height requirements. The RPP shall be installed inside a wire-mesh cage enclosure, preferably green in color, with a hinge on one end and a locking

hasp device on the other to prevent vandalism and unauthorized entries. The RPP shall be installed at a site between the City's water meter and the building inside the property line where the RPP can be readily observed and be easily accessible for future inspections.

54. The Engineering Department shall inspect all building laterals, the project's main sanitation collection system, and the interceptor installation prior to burial. The owner/developer shall contact our office at (831) 636-4340 at least 24 hours prior to all necessary inspections.

55. The Engineering Department shall process applications for new water meters and meter boxes for irrigation and potable water systems. The owner/developer may contact the Engineering Department (831) 636-4340 for information.

56. All sanitary sewer and water service lines shall meet City standards.

Special Conditions

57. **Fire Hydrants**: Prior to final map submittal, please coordinate with the City Engineer (831) 6336-4340 and Fire Chief Bob Martin Del Campo (831) 636-4325 for the placement of fire hydrants.

58. **Sewer and Water Line Grid**: Prior to final map approval, the map shall identify water line and sewer line girds throughout the project sire. The map shall be reviewed and approved by the City of Hollister Engineering Department.

59. **Water Sampling**: Prior to final map submittal, the map shall identify a water sampling device for water analysis at opposite ends of the project site to avoid using water hydrants for water analysis. The map shall be submitted ot the City of Hollister Development Services Department and placement of the water sampling device on the map and ultimately on the site shall be reviewed and approved by the City of Hollister Utilities Department.

60. **Grading and Subdivision Improvement Work**: After approval of the Tentative Map, the developer/applicant may choose to start grading and infrastructure improvements prior to the Final Map being recorded and a Subdivision Improvement Agreement being approved by the City Council, at developer's/applicant's own risk. The City shall have sole discretion on whether to approve any and all grading and subdivision improvement work to be performed prior to approval and recording of the Final Map. Applicant shall provide approved surety in the amount of 100% of the Engineer's Estimate for Labor and Material, pay all applicable fees, and provide insurance certificates. The City will issue an appropriate permit prior to the work being started. Acceptance of improvements by the City of Hollister shall not be completed until a Final Map or parcel Map is approved by the City of Hollister and has been recorded with the County of San Benito and the improvements are complete. The developer/applicant herein agrees that any and all construction shall be at developer's/applicant's own risk if the design of the map requires modifications to conform to the approved tentative map, state law, and local ordinances.

61. **Early Start Homes**: The developer shall execute a memorandum of agreement with the City of Hollister prior to submitting the first building permit application for early start homes such as model homes or production homes. Prior to executing the memorandum of agreement, please schedule a meeting with the City of Hollister Engineering Division to review any plans for early start homes. The engineering division will review the plans with the City of Hollister Development Review Committee (DRC) which consists of various departments of the City of Hollister for review and comment. For details please contact the City Engineer at (831) 636-4340.

62. **Notification Prior to Construction**: Prior to initiating any site improvements on the site, notification shall be sent to property owners at minimum within 300 feet of the project site notifying the property owners of the commencement of the construction activity. Notification shall be sent at minimum 15 days prior to the initiation of the construction activity and shall indicate the days and hours of operation per the noise ordinance in condition 13 of this resolution.

63. **Safe Path of Travel**: The site shall not be fenced off at the property line adjacent to a walkway or right-of-way during construction or at any time. Any proposed fence during construction or at any time shall be placed at minimum 5 feet away from the public right-of-way to allow a safe path for pedestrians within the property. In addition, improvement plans submitted to the City of Hollister shall provide the location of any proposed fence and shall define a safe path of travel location on the plans.

64. **Air Conditioning Units**: Each residential unit shall have a centralized air conditioning unit for each home. An air conditioning unit can allow for the residents to close their windows to mitigate potential noise during hot days.

65. **Common Walls in Two Single Family Attached Units**: The common walls within the two single family attached residential units shall be designed and constructed in a manner in which sound/noise could not carry over from one residential unit to the next. The design of the common walls shall be reviewed and approved by the City of Hollister Building Official prior to issuance of a building permit.

66. **Common Walkway Gates**: The gates at the north and south end of the shared, private walkway on the eastern edge of the parcel shall be made of tubular metal that is resistant to vandalism with keypad entry. The design and construction shall be reviewed and approved by the City of Hollister Development Services Department and Fire Department prior to installation.

67. Prior to issuance of a building permit, the applicant shall survey the alley to determine the property lines surrounding the public right-of-way. The results of the survey shall be provided to the City Engineer.

68. **Alley Access**: Prior to recordation of the final map, the City of Hollister shall notify the property owner of 927 San Benito Street to remove their fences that are within the public

right-of-way. Upon removal of the fences that block the alley access and prior to issuance of a building permit, the applicant shall install a new, six (6) foot privacy fence along the northern property line of the neighboring property at 927 San Benito St. that steps down towards San Benito Street that shall be reviewed and approved by the City of Hollister Planning and Engineering Department. No construction may begin until the fence is removed and replaced at 927 San Benito St.

69. **AutoCAD and GIS**: An electronic copy of the approved design improvements shall be submitted to the Development Services Department in both AutoCAD and GIS format, prior to recording of the map, as applicable. An electronic copy of the map shall be submitted to the Development Services Department in both AutoCAD and GIS format, prior to the recording of the map, as applicable.

70. **Conditional Use Permit**: Prior to building permit issuance, the applicant shall be required to submit an application for a Conditional Use Permit to be reviewed and approved by Planning Commission to obtain approval of an allowance to not meet the requirements for private and common open space in a multifamily development pursuant to Chapter 17.04.040 *Multifamily general development standards.* The conditions of any approved Conditional Use Permit shall also apply to this resolution.

71. **Notice of Exemption**: Within five days of project approval, the applicant shall supply a check payable to the "San Benito County Clerk" to the Development Services Department for filing of the Notice of Exemption required by CEQA. This fee is the administrative filing fee with the County Recorder's Office.

72. **All other Resolutions**: All conditions in the resolution approving Site and Architectural Review No. 2018-7 shall apply to this resolution.

CITY OF HOLLISTER
375 FIFTH • HOLLISTER, CA 95023-3876

September 24, 2020

Anne E. Hall
Principal
San Benito Engineering & Surveying, Inc.
502 Monterey Street
Hollister, California 95023

RE: MS 2018-3

Greetings,

Mr. Alan Brookshire received tentative map approval for a minor subdivision which is set to expire on September 28, 2020. Typically expired maps are required to be placed on a Planning Commission agenda. In this case, an encumbrance on the project lies on the property owner to successful open the alley, which is located on the south side of the 7-11 property and leads into the subject property. The public alley currently contains encroachments in the form of fencing and built structures, from the residential property on the south side of the alley.

The applicant, in his good faith, has been working with the City Attorney's Office on understanding how to successfully open the alley. Researching the issue in addition to the detrimental effects of the current COVID-19 pandemic has placed an unnecessary burden on the property owner to rectify the issue of the alley with the City. In this case, and in consultation with the City Attorney, a two (2) year extension to MS 2018-3 will be granted to September 28, 2022. The City Attorney has advised that using section 17.24.060 of the Municipal Code as a reason for the extension to be granted.

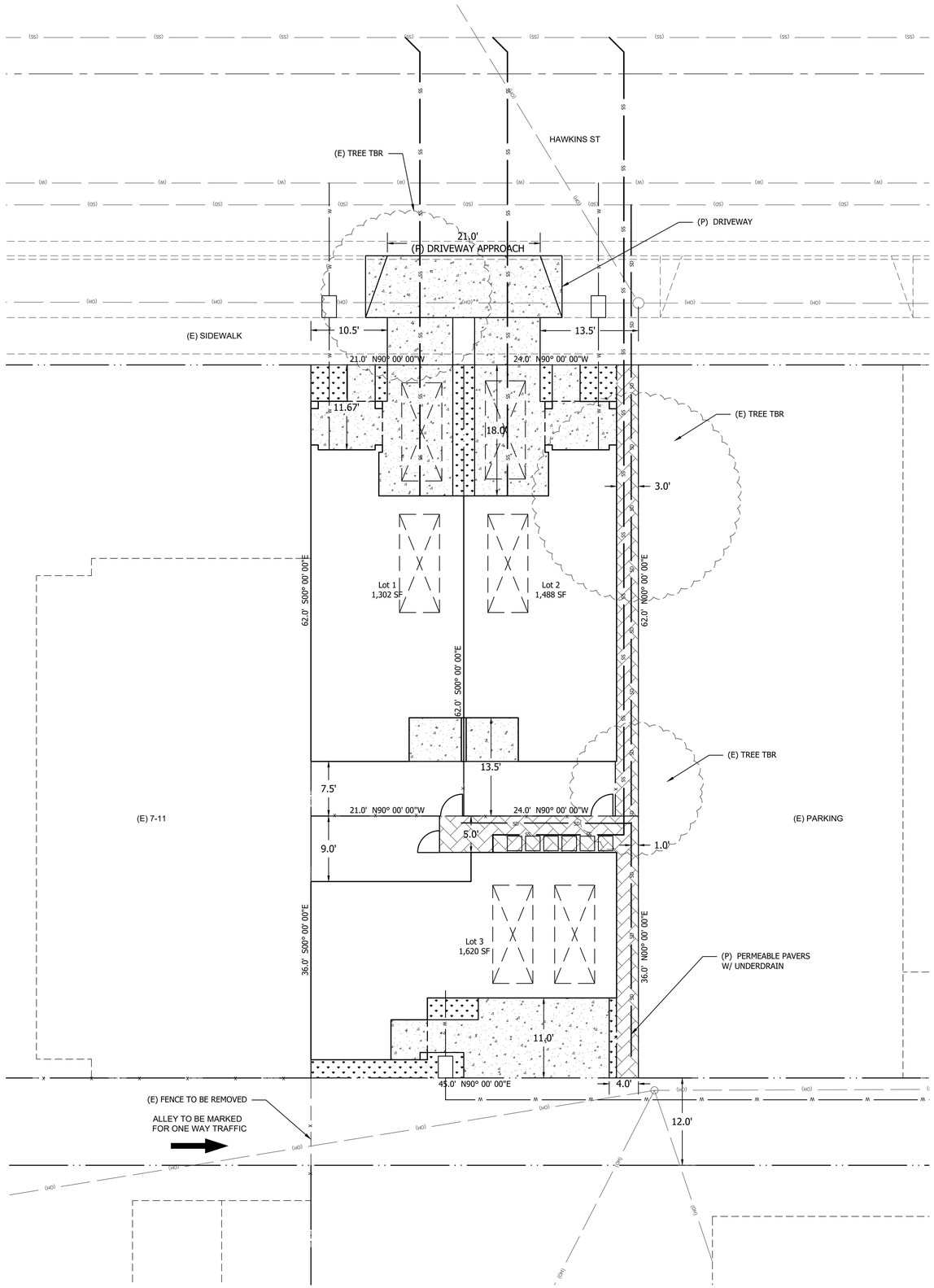
The City desires the property to be developed and has an extremely unique burden placed on the property owner. Understanding this, the administrative extension may only be granted once for this project. If the project does not begin the development process within the two (2) year period, the proposed development map must appear before the Planning Commission for review and comment.

It shall also be noted that this is a unique circumstance and my determination to extend this map may not be used for other tentative maps that expire at the two (2) year period. Thank you for working with the City on opening the alley in addition to providing much needed housing to Hollister.

Sincerely,

Bryan T. Swanson

Bryan Swanson



APPLICANT: & OWNER
ALAN BROOKSHIRE
1530 VALLEJO DR
HOLLISTER, CA 95023
831-261-4786

ENGINEER:
SAN BENITO ENGINEERING & SURVEYING
502 MONTEREY ST
HOLLISTER, CA 95023
831-637-2763

ASSESSORS PARCEL NO. 056-091-002-0
EXISTING PARCEL AREA = 4,410 SF (0.10 ACRES)

PROJECT NAME - BROOKSHIRE SUBDIVISION

GENERAL PLAN: MEDIUM DENSITY RESIDENTIAL
ZONING: DOWNTOWN MIXED USE

EXISTING LAND USE: VACANT
PROPOSED LAND USE: SINGLE FAMILY HOMES

PROPOSED # OF LOTS: 3
DENSITY: 29.6 UNITS/ACRE

WATER SOURCE: CITY OF HOLLISTER
SEWER: CITY OF HOLLISTER
GAS AND ELECTRIC: PACIFIC GAS & ELECTRIC (PROPOSED HOOKUPS UNDERGROUND)
TELEPHONE: ATT (PROPOSED HOOKUPS UNDERGROUND)
IMPROVEMENTS: CITY OF HOLLISTER STANDARDS

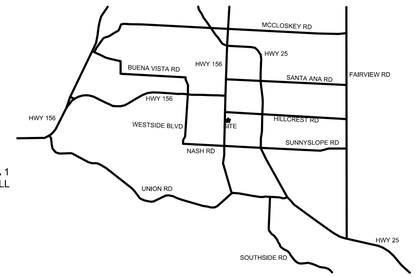
THIS PROJECT IS NOT WITHIN THE FLOOD PLANE ACCORDING TO THE FLOOD INSURANCE MAPS DATED APRIL 16, 2009.

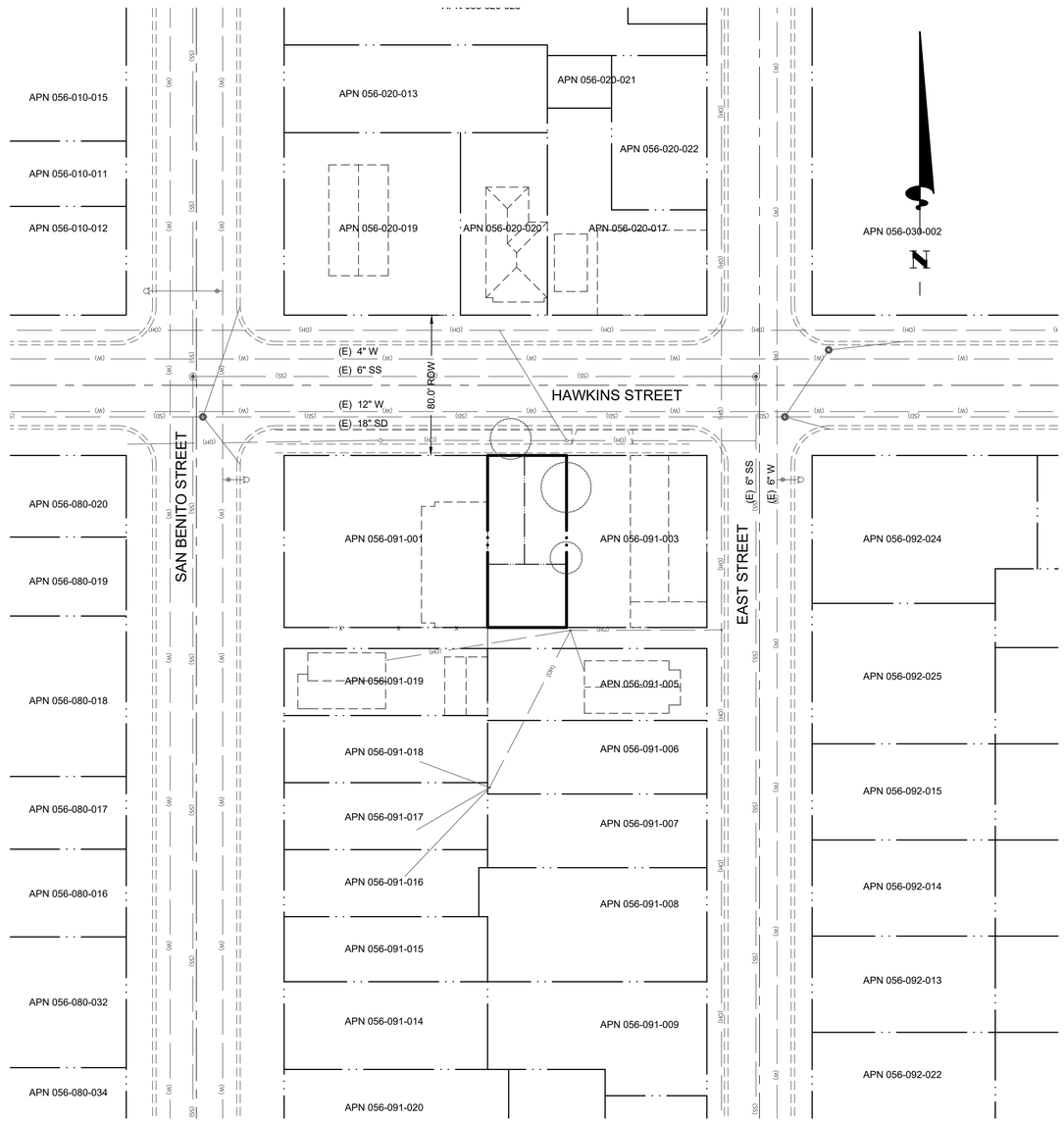
THIS PROPERTY IN NOT WITHIN ANY SEISMIC SPECIAL STUDY ZONE

PROPOSED CONCRETE

PROPOSED PAVERS

PROPOSED PARKING
UNITS 1 & 2 WILL HAVE A 1 CAR GARAGE. UNIT 3 WILL HAVE A 2 CAR GARAGE





SAN BENITO ENGINEERING & SURVEYING, INC.
502 Monterey Street Hollister, California 95023
(831) 637-2763 FAX (831) 637-6835 email: sbes@garlic.com

PRELIMINARY NOT FOR CONSTRUCTION
REGISTERED PROFESSIONAL ENGINEER
LANCE E. CRAIG

NO.	REVISIONS	DATE

CITY OF HOLLISTER
221 HAWKINS
APN 056-091-002-0
SAN BENITO COUNTY, CALIFORNIA

TENTATIVE MAP
SITE & UTILITY PLAN
BROOKSHIRE SUBDIVISION

SCALE: 1-1/2" = 1'-0"
DATE: 03 June 2021
JOB #: 118022
DWG: 118022TEN.dwg

SHEET: C1
OF 5 SHEETS

* FILE NAME: X:\AutoCAD Projects\2018\118022\dwg\118022TEN.dwg * Plotted on: Thursday, 03 June 2021 at 2:06pm by: SBE1 *

Planning Commission
Staff Report
August 25, 2022
Item 2

SUBJECT:	**Site and Architectural Review 2022-2** for the construction of a 30,010 square foot industrial building and related improvements located at 2300 Bert Drive.
STAFF PLANNER:	Eva Kelly, Interim Planning Manager (831) 636-4360 Erica Fraser, AICP, Consulting Planner
ATTACHMENTS:	1. Resolution approving Site and Architectural Review 2022-2 for a new industrial building with the project plans included as Exhibit A and the Color and Materials Board included as Exhibit B.
RECOMMENDATION:	Approval with conditions

PROJECT DESCRIPTION:

The Applicant is proposing to construct a 30,010 square foot industrial shell building and related improvements on a vacant 2.096 acre lot. The parcel has a General Plan Land Use Designation of Industrial and is located in the M1 (Light Industrial) Zoning District. The project plans are included as Exhibit A of Attachment 1.

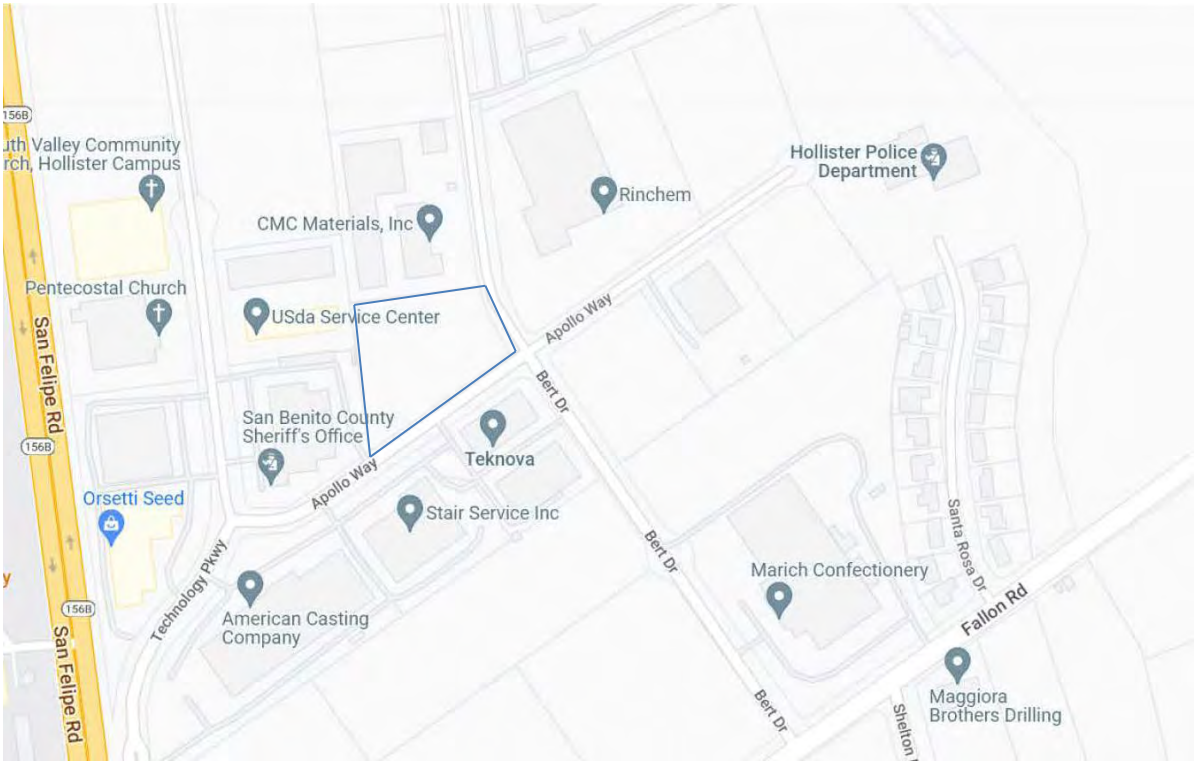
ANALYSIS:

Site Plan (Sheet A101):

The Applicant is proposing to construct a 30,010 square foot industrial building on a 2.096 acre parcel located within an area developed with a variety of industrial uses. Please refer to Sheet A101 of the project plans (included as Exhibit A to Attachment 1).

The following aerial photo depicts the location of the project site and the surrounding area.

Figure 1: Project Site and the Surrounding Area



The project site dimensions exceed the minimum dimensions for lot size, depth, width, and frontage in Section 17.10.030 of the Zoning Ordinance. The Floor Area Ratio allowed under the M1 Zoning Designation is 1 which would allow up to 91,302 square feet to be constructed on the site. The proposed project has a Floor Area Ratio .32.

The proposed site can be accessed via car from entrances on Apollo Way and Bert Drive. Access around the building from both entrances is provided. Parking is located on the north, south, and west sides of the building with a majority of the parking located in the front of the building (where the main entrances are located) on Apollo Way. Pedestrian access is also provided by an ADA accessible path from the sidewalk on Apollo Way to the front of the building.

The building will be set back a minimum of 35 feet 10 inches from Bert Drive to allow the construction of a landscape buffer between the street and the building. On Apollo Way, the building will be set back a minimum of 40 feet and a 35-foot-wide landscape buffer will be located between the street and the parking lot.

The building has been oriented so that the loading areas for the building are located at the North Elevation and are located away from the streets.

On-site circulation, access, parking design and other requirements have been reviewed by the

City's Development Review Committee (DRC) to ensure compliance with City, State, and Federal Regulations. Conditions of Approval related to compliance have also been included in the Project Conditions of Approval.

Architecture:

Front - South Elevation (Sheet A401 of the Project Plans)

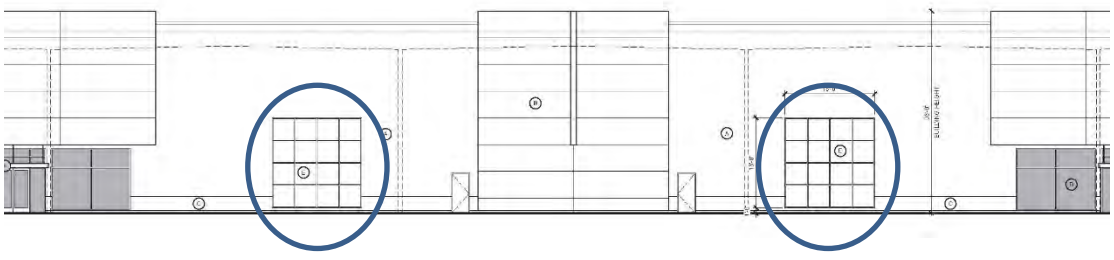
The South Elevation of the proposed building is the most prominent elevation and contains two entrances to the building and faces Apollo Way. The building is 247 feet long along this elevation and the building is 36 feet tall (Section 17.10.030 allows a height up to 75 feet).

The building has an identifiable base and body which will be painted different colors (please refer to the Color and Materials Board included as Exhibit B to Attachment 1). Additional accents in varying colors will be provided. Two identifiable entrances are located on this elevation to provide entrances to the two separate units in this building. Each entrance features a door and windows with a metal canopy over the each door. Above the entrance is a metal panel which serves as an architectural accent for the building as well as further establishing the entrance to the building.

In order to vary the height of the building and break up the massing of the building three metal accent panels will be installed on this elevation (two are located over the entrances into the building). Each metal panel will be painted a blue color (which contrasts from the body color of the building) and will extend two feet above the main parapet of the building.

Additionally, in order to promote visual interest of the building, the Applicant is proposing to construct two trellises with vines to provide a "green screen" and break up the overall massing and provide a unique accent to the building as shown in Figure 2 below.

Figure 2: Green Screen on Front Elevation



The use of a green screen can be a unique architectural detail which breaks up the massing of the building and promotes visual interest if the vines on the green screen grow and cover the trellis and if the vines are maintained. In order to ensure that the proposed green screen works as intended, Staff has included the following Condition of Approval (COA No. 29).

> "**Landscaping on Trellises.** The Final Landscape Plans shall show that the vines to be planted at the building will be a minimum of 15 gallon in size. The vines shown on the Landscape Plans shall be installed so as to show adequate growth, to cover the trellis, every year following installation. If at any time the vines become damaged or are dying they shall immediately be replaced with a new plant that is the same species as shown on the Final landscape Plans. Should the Director of Development Services determine that the vines are not showing adequate growth, the property owner shall immediately replace the plants to the satisfaction of the Director."

Side - East Elevation (Sheet A401 of the Project Plans)

The east elevation will face Bert Drive and has been enhanced as required by the Zoning Ordinance. This elevation will also feature windows and two accent metal panels to break up the monotony of the building, promote visual interest and limit blank walls as required by Section 17.10.040 of the Zoning Ordinance. The Applicant also proposes to construct one trellis with vines on this elevation. As discussed above, Staff has included Condition of Approval No. 29 to ensure growth and maintenance of the vines on this trellis.

Rear - North Elevation (Sheet A402 of the Project Plans)

This elevation provides roll up door access to the industrial spaces and is considered the rear of the building. This portion of the building is blocked from view and is not required to have articulation and design features pursuant to the Zoning Ordinance.

Side – West Elevation (Sheet A402 of the Project Plans)

The portion of the building is on the side of the building. The metal accent panel and windows from the entry are carried over on to the site of the building. Views of this elevation will be blocked from the street due to the orientation of the building and an enhanced elevation is not required.

Building (Tenant) Use:

The allowable uses for the M1 Zoning Districts can be found under Section 17.10.020 of the Zoning Ordinance. The Applicant is proposing to construct a shell building at this time, with no identified tenants. Any future tenants will be required to apply for a Business License and obtain a Building Permit for any interior work that will be done. Exterior signage will require the approval of a Sign Program by the Planning Department.

In order to ensure that future tenants meet the use and parking requirements of the Zoning Ordinance, Condition of Approval 22 has been included which requires any future tenants or

property owners to obtain a Zoning Verification by the Planning Department prior to submittal of a Building Permit for a Tenant Improvement or Occupancy. This will allow the City to ensure that the proposed use is compatible with the allowed uses listed in Chapter 17.24, Industrial/Manufacturing Zones, and to ensure that the site will have adequate parking to support the proposed use and interior configuration (floor plan) of the building.

Parking (Sheet A101):

Section 17.18.060(G) of the Hollister Zoning Ordinance includes parking requirements by type of manufacturing/industrial use. The strictest parking requirement in the Manufacturing-Industrial category is for general facilities which requires one parking space per every 400 square feet of interior general space and one space for each vehicle associated with the operation of the business. The strictest parking requirement has been used in this case because the future tenants(s) are unknown at this time.

Based on the requirements under the Zoning Ordinance for general manufacturing and industrial space, the proposed building is required to provide a total of 75 parking spaces (30,010 sq. ft./400 sq. ft.). The Applicant has proposed to provide 80 parking stalls for a surplus of five parking stalls which can be used to provide for additional parking spaces should they be required in the future.

As discussed in the previous section, as required by Condition of Approval No. 22 future tenants will require approval from the Planning Department prior to submittal of a Building Permit or Occupancy if no permit is required. Staff will ensure that any future use will have adequate on-site parking based on the proposed use and the requirements of Section 17.18.060(G) and (B) which requires the City to calculate parking requirements based on the interior breakdown of each use (i.e. office, warehouse, general manufacturing, etc).

Landscaping (Sheet L-1):

The Applicant is proposing a wide variety of landscaping throughout the site. A total of 20.2% of the site will be landscaped, which is greater than the 10% minimum landscape coverage required by Section 17.16.080, Landscape Design and Standards.

Two large landscape buffers will be planted at Bert Drive and Apollo Way. The buffers have a minimum width of 35 feet as required by Section 17.10.040(L)(1) to screen views of the parking lot. Along the street, the Applicant proposes to plan 13 Keith Dovey Chinese Pistache trees, which are included on the City's Approved Street Tree List. At planting the street trees will be 36" box in size. The trees will be planted 30 feet apart as required by Section 17.16.080(E) of the Zoning Ordinance.

The landscape planters will also include a variety of drought tolerant accent trees, shrubs and groundcover. The shrubs and accent trees will be planted throughout to create a visual buffer of five feet to screen cars from view from Apollo Way. A total number of 35 trees will also be planted

throughout the site to ensure that the required number of trees under Section 17.18.110(I) will be provided.

On the building elevations, three trellises will be constructed (two facing Apollo Way and one facing Bert Drive) with bougainvillea or jasmine vines. The purpose of these trellises and vines are to provide a "green screen" element to the building and add color and visual interest. In order to ensure that the vines grow and achieve their purpose, Staff has included Condition of Approval No. 29, as discussed under Architecture.

As required by Condition of Approval No. 23, the Applicant will be required to submit an Application for Final Landscape and Irrigation Plans as required by Chapter 15.22, Water Efficient Landscape, prior to issuance of a Building Permit to ensure water efficiency of the proposed landscaping.

General Plan Compliance:

The proposed industrial building meets the Goals and Policies of the General Plan. The proposed industrial building is consistent with the property's current land use designation of Industrial. Additionally, the proposed building is well designed in and of itself and in relation to the surrounding buildings as required by Land Use and Community Design Element Goal LU8 and LU11. Additionally, the project site will have attractive landscaping, an adequate landscape buffer, street trees and a variety of planting in accordance with LUCD Goal LU3 and Policy LU3.2.

California Environmental Quality Act:

The proposed project includes the construction of a 30,010 square foot industrial building located on a 2.096 acre site surrounded by developed parcels. Section 15332, Class 32, Categorically Exempts projects from further review under the California Environmental Quality Act (CEQA) if the following conditions are met:

1. *Consistent with the existing general plan land use designation and all applicable policies and goals of the general plan and with the requirements of the zoning ordinance.* The proposed project is consistent with the General Plan Land Use Designation of Industrial and all relevant Goals and Policies of the General Plan. As discussed under the analysis portion of this Staff report, the proposed project meets or exceeds all requirements of the Zoning Ordinance;
2. *The project occurs within city limits on a project site of no more than five acres.* The project site is 2.096 acres in size and is located within the established City Limits of Hollister.
3. *The project site has no value as habitat for endangered, rare or threatened species.* The project site is located within an established industrial area. Existing buildings occur on all parcels surrounding the area as shown in Figure 1. The project site is small and contains some grasses and other non-native plantings. No wetlands of other bodies of

water are present on the site.

4. *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.* The proposed building is located on a site that has been anticipated for development under the General Plan. The site is served by an existing roadway network. The proposed industrial building is compatible with the land use designation of industrial and with existing buildings in the area. The City's Development Review Committee has review the proposed project to ensure that the proposed project will not result in any significant impacts.
5. *The site can be adequately served by all required utilities and public services.* The project site is located within an urban area which is served by utilities and public services. The City's Development Review Committee has review the proposed project to ensure that the site can also be served.

Based on the above, the proposed project is Categorically Exempt from CEQA pursuant to Class 32, In-fill Development Projects.

CONCLUSION:

The Applicant is proposing the construction of a 30,010 square foot industrial building with related improvements on an existing vacant lot. The proposed project is well designed, includes accent features, color and material variations and windows, and includes a variety of landscaping to promote visual interest of the site. The project site includes parking in excess of the requirements of the Zoning Ordinance and provides adequate on-site circulation. All unsightly uses including rooftop mounted equipment, electrical meters, fire risers, trash, etc. will be screened from view. The proposed project meets the Goals and Policies of the General Plan and the Zoning Ordinance. Conditions of Approval have been included to ensure that the project will continue to comply with all Hollister regulations, will not impact the surrounding area, and will maintain an attractive site.

PLANNING COMMISSION OPTIONS:

The Planning Commission can choose one of the following options:

1. Adopt a Resolution approving S&A 2022-2, subject to the Conditions of Approval (Attachment 1);

2. Adopt a Resolution approving S&A 2022-2, with Conditions of Approval modified by the Planning Commission;

3. Deny the Proposed Project; or

4. Continue the hearing and direct Staff to provide additional information or clarification.

Staff recommends the Planning Commission select Option 1 for this Item.

GENERAL INFORMATION

APPLICANT: Ken Turgen
2340 Garden Rd. Suite 100
Monterey, CA 93940

PROPERTY OWNER: James Evans
423 Broadway #813
Milbrae, CA 94030

LOCATION: 2300 Bert Drive

ASSESSOR PARCEL NUMBER: APN 051-152-002-000

GENERAL PLAN DESIGNATION: Industrial

ZONING DISTRICT: M1 (Light Industrial)

SURROUNDING USES:

Location	Zoning Designation	General Plan Land Use	Current use of Property
2300 Bert Drive	M1	Industrial	Vacant
North	M1	Industrial	Industrial
South	M1	Industrial	Industrial
East	M1	Industrial	Industrial
West	M1	Industrial	Offices/Industrial

PLANNING COMMISSION RESOLUTION NO. 2022-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER APPROVING A SITE AND ARCHITECTURAL REVIEW (S&A 2022-2) TO CONSTRUCT A NEW 30,010 SQUARE FOOT INDUSTRIAL BUILDING ON A 2.096 ACRE LOT (91,302 SQUARE FEET) IN THE LIGHT INDUSTRIAL (M1) ZONING DISTRICT LOCATED AT 2300 BERT DRIVE
APN 051-152-002-000

WHEREAS, the Applicant, Ken Turgen, has requested approval of a Site and Architectural Review for the construction of a 30,010 square foot industrial shell building and related improvements on approximately 2.096 acres of land located at 2300 Bert Drive; and

WHEREAS, the Applicant has submitted a complete application for the requested entitlement prepared by WR&D Architects received by the Planning Division on February 22, 2022; and

WHEREAS, under the provisions of Section 17.24.060 of the Hollister Municipal Code, the City Planning Division received the Applicant's plans and forwarded the request to the Development Review Committee (DRC) to assess the proposal for compliance with all relevant regulations; and

WHEREAS, under the provisions of Section 17.24.190 of the Hollister Municipal Code, the Planning Commission is charged with receiving, investigating and taking action on Site and Architectural Review applications; and

WHEREAS, the Development Review Committee considerations were presented to the Planning Commission as part of the Staff Report and the Conditions of Approval for the project; and

WHEREAS, a Staff report was submitted to the Planning Commission of the City of Hollister recommending approval of the proposed Site and Architectural Review; and

WHEREAS, the Planning Commission held a duly noticed public hearing on August 25, 2022 to consider the Applicant's request, review the City Staff report, and receive written and oral testimony for an against the proposal; and

WHEREAS, after closing the Public Hearing, the Planning Commission determined that the project qualifies as Categorically Exempt as an in-fill development project pursuant to Section 15332, Class 32, of the California Environmental Quality Act (CEQA) because the project is consistent with the General Plan Land Use Designation of Industrial, the Zoning Designation of Light Industrial (M1), the project is located within the City Limits of Hollister on property with urban services, and the project site is less than five acres and is surrounded by developed properties; and

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Hollister does hereby make the following findings and determinations regarding the proposed Site and Architectural Review:

A. The proposed Project, as conditioned, will comply with the policies of the General Plan because:

1. The proposed project is an industrial building and has a General Plan Land Use Designation of Industrial which permits a wide variety of industrial uses.

2. The proposed project is located within a developed industrial area and is surrounded by industrial development. The proposed building is well designed in and of itself and is compatible with the design of the buildings in the surrounding area as required by General Plan Land Use and Community Design (LUCD) Goal 8 and 11. The proposed site will have attractive landscaping, an adequate landscape buffer, street trees and a variety of planting in accordance with LUCD Goal LU3 and Policy LU3.2.

3. The proposed site includes an excess of five parking spaces over what is required under the Zoning Ordinance and also includes an ADA path to the sidewalk and bicycle parking at the front of the building in accordance with Policy LU4.1.

4. The building includes a variety of materials and accent elements to vary the building façade and promote interest of the site. Enhanced elevations are provided on the street frontages and include a defined base, different body color and material type, metal trellises with landscaping and accent panels at varying locations throughout to promote visual interest, break up the massing of the building and to avoid blank walls as required by Policies LU11.1 and LU11.12.. No loading areas or storage will be located adjacent to the street.

B. The proposed Project, as conditioned, is consistent with Chapter 17.10, Industrial/Manufacturing Zones, Chapter 17.18, Pedestrian, Bicycle, Parking and Loading Standards and Section 17.16.080, Landscaping Design and Standards because:

1. The proposed project site meets the minimum lot size, width, depth and frontage of the Zoning Ordinance in that the site is 91,302 square feet and exceeds the minimum requirements for width, depth and frontage as stated in Table 17.10-2, Requirements for Industrial Zoning District. Additionally, the project site has two street frontages, Apollo Way and Bert Drive and the building will be set back a minimum of 35 feet 10 inches from both streets which is greater than the 10 feet required under Table 17.10-2.

2. The building will have a maximum height of 36’ which is less than the maximum height of 75 feet permitted by the Zoning Ordinance.

3. A total of 20.2% of the site will be landscaped which is greater than the 10 percent minimum landscape coverage required by the Zoning Ordinance.

4. The proposed building includes a combination of colors and materials, accent details, and windows to enhance the appearance of the building. The design of the structure is compatible with industrial buildings in the area. The building includes enhanced materials on the East and South elevations which include windows, metal trellises (with vines), an identifiable base, and panels to promote visual interest of the building and to decrease the overall massing of the building consistent with the requirements under Section 17.10.040(C) of the Zoning Ordinance.

5. Landscaping has been provided around the front and side of the building, facing Apollo Way and Bert Drive in order to screen the building and the parking lot and enhance the visual quality of the site as required by Section 17.16.080, Landscape Design Standards. On the south side of the project site, adjacent to Apollo Way, a landscape planter with a minimum width of 35 feet has been provided in accordance with Section 17.10.040(I)(1) to screen the parking lot from view on this road. This landscape buffer will include street trees that are compatible with the City's Approved Street Tree List. The street trees will be 36" box in size in order to provide a larger tree at planting and will be planted at one tree per 30 lineal feet of frontage as required by Section 17.16.080(E) of the Zoning Ordinance. Drought tolerant shrubs and groundcover will be provided throughout the landscape area to achieve a screening height of approximately 5 feet at maturity which is greater than the 36" height required by the Zoning Ordinance. Conditions of Approval related to the prohibition of landscape removals without approval and requiring the maintenance of and replacement of dead or dying materials have been included to ensure that the landscaping is maintained in order to continuously provide a landscape buffer between the parking lot and Apollo Way as required by the Zoning Ordinance. A total of 35 trees will be planted on site, with landscape planters located throughout the parking lot at the landscape buffer which is greater than the requirements of the Zoning Ordinance.

6. As conditioned, all rooftop equipment will be required to be shown on the Building Permit plans and are required to be screened from public view as required by Section 17.10.040(K).

7. The proposed building does not include a tenant at this time. Section 17.18.060(G) (Table 17.18-1) includes parking provisions for various types of industrial uses. For general industrial, the Zoning Ordinance requires one parking space for every 400 square feet of general industrial uses plus parking for bicycles. The proposed project includes bicycle parking at the front of the building and 80 parking spaces. Pursuant to the Zoning

Ordinance, the project requires a total of 75 parking spaces and is proposing 80 parking spaces on site, which is s surplus of five parking spaces. As conditioned, any future tenants will be required to receive approval of their use by the Planning Department to ensure that the proposed use is compatible with the Zoning District in which it is located and that the site will have adequate parking, as required by Section 17.18.060(G), to support their use. The location of and design of the parking lot and circulation has been reviewed by the DRC and meets the requirements of Chapter 17.18 with respect to safety, design, circulation, drainage, lighting, and access.

C. The proposed Project would not be detrimental to the health, safety, and welfare of persons residing or working in the neighborhood or to the general welfare of the City because:

1. The proposed project is an infill project in an existing industrial area with developed parcels and the site is surrounded by existing industrial buildings. Pursuant to Section 15332, Class 32, of the California Environmental Quality Act, the proposed project is categorically exempt from CEQA because the project is located on a site which is surrounded by development and consists of fewer than 5 acres.

2. The proposed project will develop a property located in an industrial area which is currently surrounded by developed parcels. The project site is well designed, meets the Goals and Policies of the General Plan and the requirements of the Zoning Ordinance. The site will have adequate circulation, access, parking, landscaping and site improvements and therefore will not be detrimental to the health, safety and welfare of persons working in the neighborhood or City. The project has been reviewed by the City's DRC to ensure that the project, as conditioned, will not have impacts on the site or the surrounding area.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Hollister hereby approves S&A 2022-2 to allow the construction of a new industrial building and related improvements located at 2300 Bert Drive subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL
S&A 2022-2

General Conditions

1. **Approval.** This Site and Architectural Review approval is for 2300 Bert Drive (S&A 2022-2). The proposed development shall be in substantial conformance to Exhibit A (Project Plans) and Exhibit B (Color and Materials Board) prepared by WR&D Architects, LLP and dated "Received, July 12, 2022" on file with the Planning Division, and other plans, text and diagrams relating to this Site and Architectural Review , except as modified by the following conditions. The

elevations and improvements shall strictly adhere to the approved set of plans unless prior approval is granted by Director of Development Services for changes.

2. **Permit Expiration.** In accordance with Section 17.24.130(E)(1) of the Municipal Code, this Site and Architectural Review approval shall expire two (2) years from the date of approval unless a Building Permit is obtained.

3. **Time Extension.** In accordance with Section 17.24.130(E)(2) of the Municipal Code, the Director of Development Services may extend the time for an approved permit to be exercised upon the Applicant(s) written request for an extension of approval at least 30 (thirty) days prior to expiration of the permit together with the filing fee. If the Director determines that the permittee has proceeded in good faith and has exercised due diligence in complying with the conditions in a timely manner, the Director may renew the permit for up to two additional years. For phased developments with three or more buildings, an extension of a third year may be granted if at least one of the buildings has been constructed.

4. **Permit Validity.** This Site and Architectural Review approval shall be valid for the remaining life of the approved structure so long as the operators of the subject property comply with the project's conditions of approval.

5. **Appeal Period.** The building permit plan check package will be accepted for submittal after the completion of the 15-day appeal period for the project, unless the Director of Development Services authorizes the project developer to submit a signed statement acknowledging that the plan check fees will be forfeited in the event that the approval is overturned on appeal or that the design is significantly changed as a result of the appeal. In no case will a building permit be issued until the appeal period has expired or a final action is taken on appeal.

6. **Revocation of Permit.** The Site and Architectural Review approval shall be revocable for cause in accordance with Section 17.24.350 of the Hollister Municipal Code. Any violation of the terms or conditions of this permit shall be subject to citation.

7. **Indemnification.** The Applicant/Developer shall defend, indemnify, and hold harmless the City of Hollister and its agents, officers, employees, advisory board from any claim, action, or proceeding against the City of Hollister or its agents, officers, or employees to attack, set aside, void or annul an approval of the City of Hollister or its advisory agency, appeal board, Planning Commission, City Council, Director of Development Services or any other department, committee, or agency of the City related to this project to the extent that such actions are brought within the time period required by Government Code Section 66499.37 or other applicable law; provided, however that the Applicant/Developer's duty to so defend, indemnify,

and hold harmless shall be subject to the City's promptly notifying the Applicant/Developer of any claim against the City and shall cooperate in the defense.

8. **Clean-up.** The Applicant/Developer shall be responsible for clean-up and disposal of project related trash to maintain a safe, clean and litter free site.

9. **Modifications.** Modifications or changes to this Site and Architectural Review may be considered by the Director of Development Services if the modifications or changes proposed comply with Section 17.24.130(F) of the Municipal Code.

10. **Accessory/Temporary Structures.** The use of any accessory or temporary structures, such as storage sheds or trailer/container units used for storage or for any other purposes shall be subject to review and approval by the Director of Development Services.

11. **Clarification of Conditions.** In the event that there needs to be clarification to the Conditions of Approval, the Director of Development Services and the City Engineer have the authority to clarify the intent of these Conditions of Approval to the Developer without going to a public hearing. The Director of Development Services and City Engineer also have the authority to make minor modifications to these conditions without going to a public hearing in order for the Developer to fulfill needed improvements or mitigations resulting from impacts to this project.

12. **Noise During Construction.** Construction activities on the project site must employ noise suppression devices and techniques and shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturdays and shall be prohibited on Sundays and federally recognized holidays per Ordinance 1137 of the Hollister Municipal Code. No construction, landscape maintenance or grounds maintenances actives shall occur on federal holidays. Construction equipment and activities shall not use noise suppression devices and techniques.

13. **Overtime Inspections.** Arrangements for overtime inspection services and payment of fees for same shall be made at least 48 hours in advance and are subject to inspection availability and approval by the City Engineer. Alternatively, the Applicant may engage a third-party inspector at its own expense, so long as the identity of such inspector and work is approved in advance in writing by the City. Any work performed without inspection is subject to rejection by the City is in City's reasonable determination.

14. **Fencing/Walls.** Perimeter walls or fences shall be architecturally treated and compatible with the predominant architectural style of the site. In addition, anti-graffiti mechanisms such as landscaping or graffiti coating will be required on all new perimeter walls and fences.

15. **Code Enforcement.** Prior to issuance of a building permit, the applicant shall not be in violation of the City of Hollister Municipal Code involving the project site. More specifically, Section 1.16.100, Refusal to issue permits, license or other entitlements, which states "no department, commission or public employee of the city which is vested with the duty or authority to issue or approve permits, licenses or other entitlements shall issue or approve such permits, licenses or other entitlements where there is an outstanding violation involving the property upon which there is a pending application for such permit, license or other entitlement."

Planning Department - Standard Conditions of Approval

16. **Signage.** Prior to the installation of any signage the Applicant shall apply for and receive approval of a Sign Program from the Planning Division and any permits required from the Building Division in accordance with Chapter 17.20 of the Hollister Municipal Code.

17. **Equipment Screening.** All electrical and or mechanical equipment shall be screened from public view. Air conditioning units, ventilation ducts, vents and all other mechanical equipment shall be screened from public view with the materials compatible to and well integrated into the design of the main building. Any roof-mounted equipment shall be completely screened from view by materials architecturally compatible with the building and to the satisfaction of the Director of Development Services. The Building Permit plans shall show the location of all equipment and screening for review and approval by the Director of Development Services. If installed at grade, units shall be permanently installed on non-moveable materials as reasonably approved by the Building Official and Development Services Director.

18. **Colors.** The exterior paint colors of the building(s) are subject to City review and approval. The Applicant shall submit proposed color samples for the exterior of the building for review and approval by the Planning Division. The Applicant may also be required to paint a portion of the building the proposed colors for review and approval by the Development Services Director prior to painting the building(s).

19. **Trash and Waste Accumulation.** The Applicant or any future owner shall provide and conduct regular maintenance of the site at least once daily, in order to eliminate and control the accumulation of trash, excess waste materials and debris.

20. **Future Modifications.** Any future modifications to the exterior of the building or the landscaping shall require review and approval by the City in a manner determined by the Development Services Director.

21. **Continuous Maintenance.** Prior to occupancy, a plan or agreement for continuous maintenance and management of the building, to include, but not be limited to, paved

surfaces, utilities, trash and recycling enclosures, and open space areas such as in the form of Codes Covenants & Restrictions (CC&R's) or a maintenance agreement shall be recorded for building operations and provided to the City. The applicant shall be required to obtain garbage service at the site consistent with approved plans.

22. **Landscape and Property Maintenance.** In the event that any tenants or the property owner ceases or reduces operations on the Property, the Developer and/or the property owner shall continue to comply with Conditions No. 21 through No. 27 related to Landscaping and Condition No. 17 related to Trash and Waste Accumulation.

Planning Department – Project Specific Conditions of Approval

23. **Future Tenants.** All future tenants shall receive a Zoning Verification from the Planning Department prior to submitting for a Building Permit for a Tentative Improvement or prior to Occupancy if a Building Permit is not required.

Landscaping – Standard Conditions of Approval

24. **Final Landscape and Irrigation Plans.** Final Landscape and Irrigation Plans, all written documentation and an Application Fee as required by Chapter 15.22, Water Efficient Landscape Ordinance, shall be submitted to the Planning Division in conjunction with an application for a building permit. The Plans shall be prepared and stamped by a State licensed landscape architect or registered engineer shall be submitted for review and approval by the Development Services Director. Plans shall be generally consistent with the conceptual landscape plans prepared by WR&D Architects, LLP received by the Planning Department on July 12, 2022, except as modified by the Conditions listed below or as required by the Director of Development Services. The Plans shall be approved and all landscaping shall be installed prior to Occupancy.

25. **Landscaping.** The Applicant/Development shall construct all landscaping within the site and along the project frontage. The on-site landscaping shall be to the satisfaction of the Director of Development Services. The street trees on the frontage landscaping shall be a minimum of 36" box, their exact tree locations and varieties shall be approved by the Director of Development Services and the City Engineer.

26. **Shrubs.** All shrubs shall be continuously maintained including pruning and regular watering. If at any time the shrubs in the parking lot or throughout the project site are damaged, missing, dead, or dying these shrubs shall be immediately replaced with the same species to the reasonable satisfaction of the Director of Development Services.

27. **Trees.** The Applicant and/or property owner shall continuously maintain all trees shown on the approved Landscape Plans including replacing dead or dying trees with the same species, pruning and regular watering of the trees.

Landscaping – Project Specific

28. **Landscaping on Trellises.** The Final Landscape Plans shall show that the vines to be planted at the building will be a minimum of 15 gallon in size. The vines shown on the Landscape Plans shall be installed so as to show adequate growth, to cover the trellis, every year following installation. If at any time the vines become damaged or are dying they shall immediately be replaced with a new plant that is the same species as shown on the Final landscape Plans. Should the Director of Development Services determine that the vines are not showing adequate growth, the property owner shall immediately replace the plants to the satisfaction of the Director.

Building – Standard Conditions

29. **Building Codes and Ordinances.** All project construction shall conform to all local and State energy and seismic requirements, all applicable Building and Fire Codes and ordinances in effect at the time of building permit.

30. **Building Permits.** Prior to any site improvements or construction, the Applicant shall submit a building permit application and receive a building permit from the City Building Division. The Applicant/Developer will be responsible for obtaining the approvals of all participation non-City agencies prior to the issuance of building permits. All improvements shall strictly adhere to the approved site plan, unless prior approval is granted by the City for changes.

31. **Conditions of Approval.** Each set of plans submitted for a building permit shall have attached an annotated copy of these Conditions of Approval. The notations shall clearly indicate how all Conditions of Approval will or have been complied with. Construction plans will not be accepted without the annotated Conditions of Approval attached to each set of plans.

32. **Code Compliance.** All building permit plans shall conform to all local and State energy and seismic requirements and all applicable Building and Fire Codes.

33. **Additional Approvals.** Prior to building permit issuance, the Applicant shall provide the Building Department with verification that all necessary permits and approvals from the Fire Department and San Benito County Environmental Health Department permits have been obtained.

34. **ADA.** All requirements of the State Architect for handicapped accessibility shall be met, including but not limited to parking, access ramps and building accessibility facilities.

35. **Impact Fees:** Prior to occupancy, all impact fees must be paid to the Building Department and shall be based on those in effect at the time of connection. Development impact fees that apply to the project are listed below:

    a. Water Connection (City of Hollister)
    b. Traffic Impact Fee
    c. Sewer Facilities Development Impact Fee
    d. Sewer Collection
    e. Storm Drainage
    f. Park Land Acquisition In-Lieu fee (Quimby Act)
    g. Park Construction fee
    h. Police Impact Fee
    i. Fire Impact Fee
    j. Jail and Juvenile Hall Facilities
    k. Library

    For a complete list of all applicable impact fees, please contact the City of Hollister Engineering Department at 831-636-4340. Such list is also made available on our City website, under Engineering Department.

36. **Mechanical Equipment.** Air conditioning units, ventilation ducts, vents and all other mechanical equipment shall be screened from public view with the materials compatible to and well integrated into the design of the main building. If installed at grade, units shall be permanently installed on non-moveable materials as reasonably approved by the Building Official and Director of Development Services.

37. **Demolition Disposal Plan.** Prior to issuance of a building permit or a demolition permit, the developer shall prepare and submit a solid waste diversion plan for review and approval by the Building Department. The diversion plan shall comply with Chapter 15.04.045 of the City of Hollister Municipal Code by establishing criteria and procedures to divert a minimum of 50% of all construction or demolition waste from being disposed at a landfill, subject to review and approval by the City of Hollister. To ensure compliance with the recycling plan, a refundable deposit shall be paid to the City of Hollister equivalent to $50/ton of estimated construction and demolition debris for the project, to be deposited into an interest-bearing escrow account. The construction waste shall be calculated at 11.3 pounds per square foot of demolished area. The City shall return the deposit with any interest generated during the deposit after submittal of verifiable documentation of the required diversions.

Public Works – Standard Conditions

38. **Standards.** All improvements required shall be designed in accordance with City Design Standards and constructed in accordance with the City of Hollister Standard Plans and Specifications and receive approval by the City of Hollister Engineering Department. All applicable codes and ordinances, along with the recommendations of the City Engineer and any required Geological Investigation, are to be adhered to, and all required fees shall be paid.

39. **Grading and Drainage Plan**. Prior to any site development or grading, the applicant shall submit for review and approval by the Engineering Department a grading plan that complies with Chapter 15.24 "Grading and Best Management Practice Control" and Section 17.16.140 "Stormwater Management" of the Hollister Municipal Code and all subsequent amendments to those codes. Low Impact Development (LID) strategies shall be considered and incorporated as part of site planning and design as appropriately feasible.

40. **Site Clearance.** Prior to receiving issuance of a grading permit, the project site shall be properly cleared of all fences, wells, septic tanks, irrigation pipes, fuel tanks and other structures. Certificates from the County Environmental Health Department shall be provided to the City Engineer for any well or septic tank abandonment, and from the City Fire Department for abandoned fuel tanks.

41. **School Impact Fee.** Unless otherwise required by law, all school impact fees shall be paid at the time of building permit issuance.

42. **Final Occupancy Inspection:** A final occupancy shall not be granted unless the Building Inspector can verify the following:

    a. The water conditioning system that has been installed is a City-approved system that can be regenerated offsite and will not discharge waste or waste products into the City's sewage system.
    b. Prior to final occupancy of the building, the applicant shall install new Radio Read Meters. For details, contact the Lead Water Operator with the Utilities Division of the Community Services Department at (831) 636-4377.
    c. The front yard landscaping has been installed in compliance with Water Efficient Landscape requirements.
    d. Runoff from roof gutters shall be directed to landscape swales, rain gardens, and shall not be piped directly to gutters or non-permeable paving.
    e. The development impact fees shall be based on those in effect at the time of connection. Developer must pay all development impact fees due to the City and/or the

County on the date of the final inspection, or the date the certificate of occupancy is issued for each residence, whichever occurs first.

43. **Reduced Pressure Principal (RPP).** When the City of Hollister deems it necessary, the applicant shall be required to install an RPP backflow prevention device at their sites which shall meet the following criteria:

a. The RPP shall conform to all AWWA (American Water Works Association) standards and shall be appropriately sized for the specific application on the site.
b. The RPP shall be inspected by a certified California-Nevada AWWA Backflow Prevention Assembly General Tester. The Utility Division shall provide a list of acceptable Assembly Testers within the area.
c. The Utility Division shall receive a copy of the initial RPP inspection report.
d. Any and all RPP defects shall be immediately repaired or replaced prior to the Utility Division reestablishing water service to the sites. The owner/operators shall have the RPP inspected/tested each year thereafter, with all reports forwarded to the Utility Division.
e. Should the RPP fail to pass any inspection or test, the device shall be immediately repaired or replaced, with all repair and/or replacement reports forwarded to the Utility Division.
f. The RPP shall be installed according to AWWA standards, in regards to concrete padding and surrounding landscape/RPP height requirements.
g. The RPP shall be installed inside a wire-mesh cage enclosure, preferably green in color, with a hinge on one end and a locking hasp device on the other to prevent vandalism and unauthorized entries.
h. The RPP shall be installed at a site between the City's water meter and the building inside the property line where the RPP can be readily observed and be easily accessible for future inspections.

44. **Sewer Mains and Laterals**. Prior to burial, the Engineering Department shall inspect all building laterals, the project's main sanitation collection system, the connection to the City's main sanitary collection system, and the interceptor installation. The owner/developer shall contact the Engineering Department at least 24 hours prior to all necessary inspections.

45. **Water Mains and Services:** Prior to connection and burial of services and mains, the Engineering Department shall inspect all water services, mains, meters, and meter boxes. At the time of the service inspection, a lay length spacer pipe shall be set in place of the meter which shall be drilled with holes that have a minimum diameter of ¼", as approved the City inspector. The owner/developer shall contact the Engineering Department at least 24 hours prior to all necessary inspections.

46. **Water Valves.** The applicant shall place a valve on each leg of a water line tee or cross. The maximum distance between valves shall be 800 ft.

47. **Storm Drain Facilities.** Prior to burial or connection of storm drain fallibilities, the Engineering Department shall inspect the installation and connection of such facilities to assure compliance with the City's standards. The owner/developer shall contact the Engineering Department at least 24 hours prior to all necessary inspections.

48. **Water Meter Applications:** The Engineering Department shall process applications for new water meters and meter boxes for irrigation and potable water systems. The owner/developer may contact the Engineering Department (831) 636-4340 for information.

49. **Fire Hydrants.** Prior to final occupancy, the applicant shall coordinate with the Fire Chief at 831-636-4325 for the placement of fire hydrants and provide an approved plan to the Engineering Department.

50. **Slurry Seal.** Prior to the City's Final Occupancy, the subdivision roads and vicinity roads shall be in a good state of repair as determined by the City Engineering Department. Roads on the project site and vicinity determined not to be in a good state of repair by the City Engineering Department, or that have utility trench cuts, shall be repaired curb to curb by the applicant using Type II slurry seal or by an alternate method approved by the City of Hollister. Upon the overlay, all pavement legends and striping shall be placed and/or redone. Thermoplastic material shall be used for the road markings.

51. **On-Site Drainage.** The developer shall be responsible to maintain all on-site drainage facilities, including underground chambers, bio-filtration basins and conduit (pipe).

52. **Post Construction Requirements.** A deed restriction shall be recorded prior to occupancy for all on-site post construction requirements including, but not limited to, bio-filtration basin chambers and pipe. This will guarantee maintenance of drainage features.

53. **Encroachment Permit.** An encroachment permit shall be issued in addition to the grading permit for the work within the City of Hollister right-of-way or public easements within the property. This includes improvements such as: driveway approaches, water line connection for domestic water or fire services, sewer lateral installations and any other improvements on right-of-way. Encroachment Permits are issued at the Engineering Department located at 339 Fifth Street, in Hollister Ca.

54. **Standing Water.** All standard requirements regarding storm drainage shall be followed. There shall be no standing water for more than five days, nor shall any types of bodies of water, including bio retention swales, be allowed to form with any type of improvement on site in order to avoid attraction of birds in the vicinity of the airport that can interfere with aircraft. For details, please contact the Airport Manager at 831-636-4365.

55. **Grading and Subdivision Improvement Work.** Prior to issuance of a grading permit, applicant shall provide approved surety in the amount of 100% of the Engineers Estimate for Performance surety and Labor and Material surety, pay all applicable fees, provide a work schedule, as well as insurance certificates as required per City Standards and Municipal Code sections 15.24.120 and 15.24.315.

56. **AutoCAD and GIS.** An electronic copy of the approved design improvements shall be submitted to the Development Services Department in both AutoCAD and GIS format, prior to recording of the map, as applicable. An electronic copy of the map shall be submitted to the Development Services Department in both AutoCAD and GIS format, prior to the recording of the map, as applicable.

57. **Addresses.** Prior to building permit issuance, address requests shall be submitted to the Engineering Department along with an AutoCAD file with line work showing the property lines, curb, gutter, and sidewalk.

58. **Setbacks.** No buildings, trees, bushes, other structures or materials shall be placed within ten feet (10') of the meters, water lines or sanitary sewer connections and laterals.

59. **Construction Equipment.** All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator. All non-road diesel construction equipment shall at a minimum meet Tier 3 emission standards listed in the Code of Federal Regulations Title 40, Part 89, Subpart B, 89.112.

60. **Hazardous Materials.** Prior to the issuance of a demolition permit or of a grading permit that involves demolition of existing structures, the developer shall contract with a certified asbestos/lead paint consultant to perform an asbestos and lead paint inspection prior to the demolition of regulated structures. Should the inspection identify the presence of asbestos and/or lead paint, the developer shall contract for material abatement. Removal or disturbance of asbestos and lead paint requires adherence to the California Division of Occupational Safety and Health and California Department of Public Health regulations. Should the asbestos and lead paint inspection indicate the presence of the significant levels of asbestos, the developer shall contract a California State registered and licensed asbestos abatement contractor to

perform the asbestos work. The asbestos and lead paint inspection and evidence of abatement of any identified lead-based paint and regulated asbestos containing materials shall be presented to the city prior to issuance of a grading and/or demolition permit.

61. **Damages.** The property owner/developer shall replace any street or sidewalk improvements or utility services that are removed or damaged during the construction of the project as determined by the City Engineer. This could include, but is not limited to, permeable paving, PCC curbs, gutters, sidewalks; street lighting; signing and striping; all underground utilities including, but not limited to, sanitary sewer, gas, electrical, telephone, and water and fire services lines; and all other improvements to bring the right-of-way into full conformance with applicable City standards. All construction in the right-of-way shall be completed prior to final building approval.

62. **Backflow.** The developer shall install a backflow prevention device on the existing sewer lateral between the building and the City's sanitary sewer main. The device shall be maintained and operated by the owners and shall periodically tested by the owners to ensure the device is working properly.

63. **Trash Enclosures.** The trash enclosure shall be designed by a California licensed architect and a California structural engineer, shall be located on the site served and shown on the engineering plans. The trash enclosure shall include a solid roof to prevent pollutant discharge and runoff during a rain event. The size and dimensions of the trash enclosures shall be based on the required number and size of containers for trash, recyclables, and organic waste/composting. The applicant shall contact Recology to confirm quantity and size of bins/containers in order to properly size the trash enclosure(s). The trash enclosure floor shall be designed to slope to an interior P-trapped area floor drain and connected to a grease, oil and sand interceptor before plumbing to the sanitary sewer system per the city's latest engineering standard specifications and details. The floor shall be designed to contain all interior run off and not allow outside storm runoff from entering the trash enclosure. A sign shall be posted on the front of the trash enclosure prohibiting the dumping of hazardous materials into the sanitary sewer system. The sign shall be 12 inches wide by 18 inches tall, made of rust proof aluminum, and read "No Hazardous Waste Dumping" in red letters with white background. The sign shall be reviewed and approved by the Engineering Department.

a. Design Criteria:
    i. The design of the trash enclosure shall be architecturally compatible with the primary building on site to provide a coordinated design.
    ii. The exterior materials and colors of the enclosure walls shall match the building walls.
    iii. Chain link fencing with or without wooden/plastic slats is prohibited.

iv. All trash enclosures shall have solid metal or wood gates with latches and be secured in the open/closed positions with cane bolts. Latch shall be no higher than five feet.

v. Roofs shall be painted with rust-inhibitive paint.

64. **Parking Lot Maintenance.** Every two years, or longer if deemed appropriate by the City Code Enforcement Officer, the applicant shall maintain and re-stripe the parking stalls so that they will always be clean and visible to employees and customers.

65. **Wheel Stops.** Wheel stops shall be installed in parking areas where needed to maintain proper pedestrian movements or to protect landscaping.

66. **As-Built Plans.** Developer must provide the City Engineering Department with an electronic pdf and AutoCAD copy of the final as-built plans as well as one Mylar print and one reproduction copy. The final as-built must be updated with all changes made during construction such as additions and deletions, including changes that were made to reflect actual site conditions.

67. **Construction Dust and Emissions:** To reduce dust emissions from demolition, grading, and construction activities on the project site, the following language shall be included in all grading and construction plans for the project prior to issuance of demolition or grading permits:

a. Dust control measures shall be employed to reduce visible dust leaving the project site. The following measures or equally effective substitute measures shall be used:
b. Use recycled water to add moisture to the areas of disturbed soils twice a day, every day, to prevent visible dust from being blown by the wind;
c. Apply chemical soil stabilizers or dust suppressants on disturbed soils that will not be actively graded for a period of four or more consecutive days;
d. Apply non-toxic binders and/or hydro seed disturbed soils where grading is completed, but on which more than four days will pass prior to paving, foundation construction, or placement of other permanent cover;
e. Cover or otherwise stabilize stockpiles that will not be actively used for a period of four or more consecutive days, or water at least twice daily as necessary to prevent visible dust leaving the site, using raw or recycled water when feasible;
f. Maintain at least two feet of free board and cover all trucks hauling dirt, sand, or loose materials;
g. Install wheel washers at all construction site exit points, and sweep streets if visible soil material is carried onto paved surfaces;
h. Stop grading, and earth moving if winds exceed 15 miles per hour;
i. Pave roads, driveways, and parking areas at the earliest point feasible within the construction schedule;

j. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours of receiving the complaint. The phone number of the Monterey Bay Air Resources District shall also be visible to ensure compliance with Rule 402 (Nuisance);
k. Limit the area under construction at any one time; and
l. Construction equipment shall use alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel whenever possible.

68. **Utilities.** The developer shall make arrangements for PG&E, AT&T, or any other utilities authorized to operate in the City of Hollister. All such utility work shall be done in accordance with Joint Utility requirements as well as the City of Hollister Specifications and Details.

69. **Plan Submittal.** The improvement plans shall clearly show all existing structures, site improvements, utilities, water wells, septic tanks, leach fields, gas and wire services, etc. The plan shall include any pertinent off-site water well and private waste disposal systems that are located within regulated distances to the proposed drainage and utility improvements. The plan shall include the proposed disposition of the improvements and any proposed phasing of their demolition and removal.

70. **Approved Resolution.** A complete hard copy of the approved signed resolution shall be included with the submittal of the parcel map to the City Engineer.

71. **Water Line Improvements**. The water system improvements shall be subject to the review and approval of the City of Hollister and shall meet the following requirements:

a. All water system improvements shall be installed in accordance with the City of Hollister's standards that are in effect at the time of improvement plan approval.
b. Any offsite waterlines necessary to be installed under proposed pavements shall be installed at the time of the roadway improvements.

72. **Temporary Barricades:** All streets temporarily ending at property lines shall be barricaded in accordance with City Standards. A sign shall be posted stating that the road will be extended.

73. **Storm Water Pollution Prevention Plan (SWPPP):** Prior to any site development or grading permit issuance, the applicant shall provide evidence of the State issued permit and add the WDID number to the grading plan.

74. **Post-construction Stormwater Control Plans (SWCP):** Prior to any site development or grading, the applicant shall submit a SWCP for review and approval by the Engineering Department. The SWCP shall meet the requirements of the California Regional Water Quality Control Board

Central Coast Region, Resolution No. R3-2013-0032 dated July 12, 2013 (PCRs), entitled Post-Construction Storm Water Management Requirements for Development Projects in the Central Coast Region, as applicable and shall address all required post-construction stormwater runoff BMP control measures, as applicable. The applicant shall submit the SWCP as part of the plan, for City review and approval. The applicant is advised that the Engineer of Record shall inspect and provide certification to the City of Hollister that all stormwater post-construction improvements are properly installed and comply with the approved civil design plans.

75. **Drainage Report.** A drainage report shall be submitted for review and approval by the City Engineer. The drainage report shall include, but is not limited to, depiction of all tributary areas on and to the site, and shall provide all information pertinent to the capability of the proposed drainage facilities to handle the expected post-construction storm water management (LID, runoff control and reduction, water quality treatment, etc.), and flood control measures as required for the site. Additionally, the report shall include or incorporate the grading plan, CSCP, SWCP, and landscape plan for the project.

76. **Storm Water and Grading Permit.** Prior to 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.

77. **Off-Site Improvements.** Improvement plans for the entire subdivision, including any off-site improvements shall be approved to the satisfaction of the Public Works Department, Utilities Department, and Fire Department prior to map recordation. Off-site improvements may include but are not limited to roadways, sewer mains, water mains, recycled water mains, and storm drain improvements. Off-site improvements may include off-site access roadways, transportation improvements, and utility system improvements.

78. **Existing Improvements.** The improvement plans shall clearly show all existing structures, site improvements, utilities, water wells, septic tanks, leach fields, gas and wire services, etc. The plan shall include any pertinent off-site water well and private waste disposal systems that are located within regulated distances to the proposed drainage and utility improvements. The plan shall include the proposed disposition of the improvements and any proposed phasing of their demolition and removal.

79. **Easements.** The map and improvement plans shall show and clarify the extent of all existing public and private easements. The developer shall provide any additional clarification regarding the use and disposition of any water wells. Any private water well service piping that crosses or

is proposed to cross an existing or future public right-of-way shall be approved by the City and shall be covered by an Encroachment Agreement to be recorded in a format approved by the City. The developer shall provide any additional clarifications, amendments, and/or quit-claims on any outstanding private easement agreements, as necessary.

80. **Truck Circulation Plan.** A truck circulation plan and construction management and staging plan shall be included with any demolition, stockpile, grading, or improvement plan submittal. General truck routes shall be submitted for review and acceptance by the City. The engineer of record shall provide a summary of the extent of cut and fill with estimates on the yards of import and export material. The summary shall include rough grading, utility trench construction, road construction, AC paving, concrete delivery, and vertical construction loading estimates on the existing City of Hollister roadways. The developer shall either: 1) complete roadway deflection testing before and after construction to the satisfaction of the City Engineer and shall complete repairs to the pre-construction condition, or 2) shall pay a roadway maintenance fee in accordance with City Engineering Standards and guidelines, or 3) shall propose a pavement repair/replacement program satisfactory to the City Engineer. The roadway impacts analysis and mitigation strategy shall be approved prior to commencing with grading or construction.

81. **Overhead Wire Utilities.** The public improvement plan submittal shall show all existing and proposed overhead wire utilities. Any existing overhead primary and secondary wiring within the tract boundary shall be undergrounded in conjunction with the project. Unless otherwise specifically approved, pole relocation in lieu of undergrounding is not permitted. Off-site service drops shall be eliminated. The new service feeds for the project shall be completed by underground wiring without a net increase in utility poles. Terminal end utility poles shall be located off-site unless otherwise approved by the City.

82. **Undergrounding Utilities.** Any widening of streets with existing overhead wire utilities shall include the undergrounding of the existing wiring. The City Engineer may require replacement streetlights per City Standards where streetlights exist on wood poles.

83. **Undergrounding Overhead Utilities.** The developer shall exhaust all reasonable efforts to eliminate or underground the existing overhead wiring located along the project site. The elimination and/or undergrounding shall consider existing services and/or utilization equipment to remain. The plan to eliminate, reduce, or underground the existing services shall be approved to the satisfaction of the City, Caltrans, PG&E, and billboard easement grantee. Undergrounding service to any existing or proposed water well shall consider standard farming operations and the depth of deep ripping. Any proposal for partial undergrounding, waiver, or deferral shall be subject to the approval of the Director of Development Services.

84. **Preliminary Undergrounding Plans.** Preliminary undergrounding plans for the entire project shall be processed through PG&E and any respective wire utility companies in conjunction with public improvement plan submittal. The preliminary PG&E plans/memo shall be provided to the engineer of record and the City for review and approval prior to commencing with the PGE final handout package. The final PGE handout package shall be approved by the engineer of record and City prior to commencing with construction.

85. **Community Facilities District No. 4.** If determined by the City of Hollister, prior to the issuance of a building permit, the applicant shall cooperate with the City to facilitate the annexation of the entire site to the Community Facilities District No. 4. The entire site shall be included within the boundaries of the community facilities district formed pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (California Government Code 53311 et esq.) and be subject to a special tax levied hereunder. The special tax shall be in an amount that will be updated with the annual CPI per unit per year, subject to an annual increase in accordance with the designated consumer price index as of January of each year. The property owner shall cooperate with the City to accomplish the inclusion of the project in the community facilities district, either through annexation to an existing district, or through the formation of a new district. Such cooperation shall include, but is not limited to, executing and filing with the City Clerk, in a form acceptable to the City Attorney, any approval, consent, or waiver required by the City in order to expedite the inclusion of the project in such a district.

86. **Fire Department Access.** Fire Department access shall be provided for each building construction phase to the satisfaction of the Fire Chief. Phased street construction shall consider and provide suitable Fire Department hydrant access, circulation routes, passing lanes, and turn-around areas in accordance with current City codes and standards.

Fire Department - Standard Conditions

87. **Construction and Design Provisions.** The construction and design provisions of the fire code shall apply as follows:

a. Structures, facilities and conditions arising after the adoption of this code.
b. Existing structures, facilities and conditions not legally in existence at the time of adoption of this code.
c. Existing structures, facilities and conditions when identified in specific sections of this code.
d. Existing structures, facilities and conditions, which, in the opinion of the Fire Code Official, constitutes a distinct hazard to life and property.
e. Existing Structures, alterations and repairs:
    i. All new work performed in alterations and/or repairs to existing structures shall

comply with the current provisions of this Chapter.

ii. When alterations and/or repairs result in the removal, alteration, modification, replacement and/or repair of fifty percent or more of the external walls of a building, or result in the removal, alteration, modification, replacement and/or repair of fifty percent or more of the existing internal structural and/or non-structural framework, independently or in combinations thereof, within a five-year period, the entire building shall be made to conform to the current provisions of this Chapter.

iii. Calculations of linear wall measurements shall be shown on all plans submitted for building permits, on the cover page in the project description of said plans. The determination under this section of the requirements for upgrading any existing structure to full conformance with current provisions of this Chapter shall be at the sole discretion of the Fire Code Official.

88. **Change of Use or Occupancy**. A change of occupancy shall not be made unless the use or occupancy is made to comply with the requirements of this code and the California Existing Building Code, provided that the new or proposed use or occupancy is less hazardous, based on life and fire risk, than the existing use or occupancy.

Exception: Where approved by the fire code official, a change of occupancy shall be permitted without complying with the requirements of this code and the California Existing Building Code, provided that the new or proposed use or occupancy is less hazardous, based on life and fire risk, than the existing use or occupancy.

89. **Occupancy Prohibited Before Approval**. The building or structure shall not be occupied prior to the fire code official issuing a permit and conducting associated inspections indicating the applicable provisions of this code have been met.

90. **Construction Document Submittals.** Construction documents and supporting data shall be submitted in two or more sets with each application for a permit and in such form and detail as required by the Fire Code Official. The construction documents shall be prepared by a registered design professional where required by the statutes of the jurisdiction in which the project is to be constructed.

91. **Information on Construction Documents.** Construction documents shall be drawn to scale on suitable material. Electronic media documents are allowed to be submitted where approved by the Fire Code Official. Construction documents shall be of sufficient clarity to indicate the location, nature and extent of the work proposed and show in detail that it will conform to the provisions of this code and relevant laws, ordinances rules and regulations as determined by the Fire Code Official.

92. **Fire Protection System Shop Drawings.** Shop drawings for the fire protection system(s) shall be submitted to indicate compliance with this code and the construction documents, and shall be approved prior to the start of installation. Shop drawings shall contain all information as required by the referenced installation standards found in Chapter 9 of the California Fire Code.

93. **Vegetation.** Weeds, grass, vines, or other growth that is capable of being ignited and endangering property shall be cut down and removed by the owner or occupant of the premises. Vegetation clearance requirements in urban-wildland interface areas shall be in accordance with Chapter 49 of the California Fire Code.

94. **California Code of Regulations, Title 19, Division 1, §3.07(b) Clearances.** The space surrounding every building or structure shall be maintained in accordance with the following:

Any person that owns, leases, controls, operates, or maintains any building or structure in, upon, or adjoining any mountainous area or forest-covered lands, brush covered lands, or grass-covered lands, or any land which is covered with flammable material, shall at all times do all of the following:

a. Maintain around and adjacent to such building or structure a firebreak made by removing and clearing away, for a distance of not less than 30 feet on each side thereof or to the property line, whichever is nearer, all flammable vegetation or other combustible growth. This section does not apply to single specimens of trees, ornamental shrubbery, or similar plants which are used as ground cover, if they do not form a means of rapidly transmitting fire from the native growth to any building or structure.
b. Maintain around and adjacent to any such building or structure additional fire protection or firebreak made by removing all bush, flammable vegetation, or combustible growth which is located from 30 feet to 100 feet from such building or structure or to the property line, whichever is nearer, as may be required by the enforcing agency if he finds that, because of extra hazardous conditions, a firebreak of only 30 feet around such building or structure is not sufficient to provide reasonable fire safety. Grass and other vegetation located more than 30 feet from such building or structure and less than 18 inches in height above the ground may be maintained where necessary to stabilize the soil and prevent erosion.

95. **Buildings and Facilities**. Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of

the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

96. **Additional Access**. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

97. **High-piled Storage.** Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions of Chapter 32 of the California Fire Code.

98. **Fire Department Access and Egress**. Required access roads from every building to a public street shall be all-weather hard-surfaced (suitable for use by fire apparatus) right-of-way not less than 20 feet in width. Such right-of-way shall be unobstructed and maintained only as access to the public street. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches.

99. **Fire Apparatus Roads.** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches.

100. **Grade.** The grade of fire apparatus access roads shall be no greater than fifteen percent unless specifically approved by the Fire Code Official.

101. **Paving.** All fire apparatus access roads over eight percent (8%) shall be paved with a minimum of .17 feet of asphaltic concrete on 0.34 feet of aggregate base. All fire apparatus access roads over fifteen percent (15%) where approved shall be paved with perpendicularly grooved concrete.

102. **Marking.** Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

103. **Address Identification.** New and existing buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall construct with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out. Each character shall be not less than 4 inches (102 mm) high

with a minimum stroke width of 1/2 inch (12.7 mm). Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response. Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address identification shall be maintained

104. **KNOX BOX**. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the fire code official is authorized to require a key box or other approved emergency access device to be installed in an approved location. The key box or other approved emergency access device shall be of an approved type and shall contain keys or other information to gain necessary access as required by the fire code official. Where a key box is used, it shall be listed in accordance with UL 1037. This jurisdiction utilizes the **KNOX Box and Security Systems.**

105. **Fire flow.** Fire-flow requirements for buildings or portions of buildings and facilities shall be determined by an approved method.

106. **Fire Hydrants**. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

107. **Hydrant for Standpipe Systems**. Buildings equipped with a standpipe system installed in accordance with Section 905 shall have a fire hydrant within 100 feet (30 480 mm) of the fire department connections.

108. **Hydrant Obstruction**. Unobstructed access to fire hydrants shall be maintained around the circumference of the fire hydrant at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants.

109. **Clear Space Around Hydrants**. A 3-foot (914 mm) clear space shall be maintained around the circumference of fire hydrants, except as otherwise required or approved.

110. **Hydrant Protection**. Where fire hydrants are subject to impact by a motor means shall comply with Section 312 of the International Fire Code.

111. **Identification**. Fire protection equipment shall be identified in an approved manner. Rooms containing controls for air-conditioning systems, sprinkler risers and valves, or other fire detection, suppression or control elements shall be identified for the use of the fire department. Approved signs required to identify fire protection equipment and equipment location shall be

constructed of durable materials, permanently installed and readily visible.

112. **Utility Identification.** Where required by the fire code official, gas shutoff valves, electric meters, service switches and other utility equipment shall be clearly and legibly marked to identify the unit of space that it serves. Identification shall be made in an approved manner, readily visible and shall be maintained.

113. **Emergency Responder Radio Coverage in New Buildings.** All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

114. **Required Hood.** A Type I hood shall be installed at or above all commercial cooking appliances and domestic cooking appliances used for commercial purposes that produce grease vapors.

115. **Occupancy**. It shall be unlawful to occupy any portion of a building or structure until the required fire detection, alarm and suppression systems have been tested and approved.

116. **Approved Automatic Sprinkler Systems.** Approved automatic sprinkler systems shall be provided in all new buildings and structures constructed, moved into or relocated within the jurisdiction.

Exceptions:

1. Structures not classified as Group R occupancies and not more than 500 square feet in total floor area.
2. Detached agricultural buildings, as defined by this code, located at least one hundred feet (100) from aby other structure or the property line, whichever is closer.
3. Accessory structures associated with existing non-sprinklered R-3 occupancies (one- and two- family dwellings) and less than one thousand five hundred (1500) square feet in total fire area.
4. Where an insufficient water supply exists to provide for an automatic fire sprinkler system and where the Fire Code Official permits alternate protection.

117. **Monitoring**. Alarm, supervisory and trouble signals shall be distinctly different and shall be automatically transmitted to an approved central station, remote supervising station or proprietary supervising station as defined in NFPA 72, or, when approved by the fire code official, shall sound an audible signal at a constantly attended location. The fire alarm system installed to transmit such signals shall be considered a building fire alarm system.

Exceptions:

1. Underground key or hub valves in roadway boxes provided by the municipality or public utility are not required to be monitored.
2. Backflow prevention device test valves located in limited area sprinkler system supply piping shall be locked in the open position. In occupancies required to be equipped with a fire alarm system, the backflow preventer valves shall be electrically supervised by a tamper switch installed in accordance with NFPA 72 and separately annunciated.

118. **A Fire Alarm System.** A fire alarm system shall be installed in accordance with the provisions of this code and NFPA 72 shall be provided in new buildings and structures in accordance with this code. Fire alarm box shall be installed at a location~~s~~ approved by the enforcing agency.

119. **Monitoring**. Fire alarm systems, whether required by this chapter or the California Building Code or voluntarily installed, shall be monitored by an approved supervising station in accordance with NFPA 72 and this section.

120. **Carbon Dioxide Enrichment Systems.** A gas detection system shall be provided in rooms and indoor areas in which carbon dioxide enrichment processes are located in accordance with Section 5307.3.2. (This requirement addresses the use of carbon dioxide in cannabis growing operations).

121. **FDC Location.** With respect to hydrants, driveways, buildings and landscaping, fire department connections shall be so located that fire apparatus and hose connected to supply the system will not obstruct access to the buildings for other fire apparatus. The location of fire department connection(s) shall be approved by the fire code official.

122. **Visible location.** Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved by the fire code official.

123. **Locking Fire Department Connection Caps**. The fire code requires locking caps on fire department connections for water-based fire protection systems where the responding fire department carries appropriate key wrenches for removal. This jurisdiction utilizes the **KNOX Box and Security Systems.**

124. **Clear Space Around Connections**. A working space of not less than 36 inches (914 mm) in width, 36 inches (914 mm) in depth and 78 inches (1981 mm) in height shall be provided and maintained in front of and to the sides of wall-mounted fire department connections and around the circumference of free-standing fire department connections, except as otherwise required or approved by the fire code official.

125. **Physical Protection**. Where fire department connections are subject to impact by a motor vehicle, vehicle impact protection shall be provided in accordance with Section 312 of the International Fire Code.

126. **Signs.** A metal sign with raised letters not less than 1 inch (25 mm) in size shall be mounted on all fire department connections serving automatic sprinklers, standpipes or fire pump connections. Such signs shall read: AUTOMATIC SPRINKLERS or STANDPIPES or TEST CONNECTION or a combination thereof as applicable. Where the fire department connection does not serve the entire building, a sign shall be provided indicating the portions of the building served.

127. **Backflow Protection**. The potable water supply to automatic sprinkler and standpipe systems shall be protected against backflow as required by the Health and Safety Code Section 13114.7.

128. **Access for Firefighting.** Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided capable of supporting vehicle loading under all weather conditions. Hollister Fire Department requires all weather hard paved roadway.

129. **Maintenance of Egress.** Required means of egress and required accessible means of egress shall be maintained during construction and demolition, remodeling or alterations and additions to any building.

Exception: Approved temporary means of egress and accessible means of egress systems and facilities.

130. **Water Supply for Fire Protection.** An approved water supply for fire protection, either temporary or permanent, shall be made available as soon as combustible material arrives on the site.

131. **Portable Fire Extinguishers.** Structures under construction, alteration, or demolition shall be provided with not less than one approved portable fire extinguisher in accordance with Section 906 of the International Fire Code and sized for not less than ordinary hazard as follows:

a. At each stairway on all floor levels where combustible materials have accumulated.
b. In every storage and construction shed.
c. Additional portable fire extinguishers shall be provided where special hazards exist, including, but not limited to, the storage and use of flammable and combustible liquids.

132. **Hazard Identification Signs**. Unless otherwise exempted by the fire code official, visible hazard identification signs as specified in NFPA 704 for the specific material contained shall be placed on stationary containers and above- ground tanks and at entrances to locations where hazardous materials are stored, dispensed, used or handled in quantities requiring a permit and at specific entrances and locations designated by the fire code official. Top corner of building below address markings.

133. **Carbon Dioxide (CO2) Systems.** (USED IN BEVERAGE DISPENSING APPLICATIONS) Emergency alarm system. An emergency alarm system shall comply with all of the following: Continuous gas detection shall be provided to monitor areas where carbon dioxide can accumulate. Activation of the emergency alarm system shall initiate a local alarm within the room or area in which the system is installed.

134. **Carbon Dioxide Enrichment Systems.** The design, installation and maintenance of carbon dioxide enrichment systems with more than 100 pounds (45.4kg) of carbon dioxide, and carbon dioxide enrichment systems with any quality of carbon dioxide having a remote fill connection, shall comply with Sections 5307.4.1 through 5307.4.7.

135. **Access road width with a Hydrant**. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet.

136. **Gates.** Gates providing access from a road to a driveway shall be located at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Gate entrances shall be at least the width of the traffic lane but in no case less than 12 feet wide. Where a one-way road with a single traffic lane provides access to a gated entrance, a 40-foot turning radius shall be used. Where gates are to be locked, the installation of a key box, lock or Knox key switch is required.

137. **Aerial Fire Apparatus Access Roads.** Aerial Fire Apparatus Access Roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of the building or portion thereof.

138. **Proximity to Building**. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.

139. **Addresses for buildings**. All buildings shall be issued an address in accordance with jurisdictional requirements. Each occupancy, except accessory buildings, shall have its own permanently posted address. When multiple occupancies exist within a single building, each individual occupancy shall be separately identified by its own address. Letters, numbers, and symbols for

addresses shall be a minimum of 12-18-inch height t, 1/2-inch stroke, contrasting with the background color of the sign, and shall be Arabic. Address signs shall be and visible from both directions of travel along the road. In all cases, the address shall be posted at the beginning of construction and shall be maintained thereafter. Permanent address numbers shall be posted prior to requesting final clearance. Address numbers shall be placed on the upper Left/Right of address side of building per AHJ.

140. **Water Systems.** Water systems shall be installed and made serviceable prior to the time of construction. Water systems constructed, extended or modified to serve a new development, a change of use, or an intensification of use, shall be designed to meet, in addition to average daily demand, the standards to meet the local Jurisdiction per NFPA Standard 1142, or other adopted standards. The quantity of water required pursuant to this chapter shall be in addition to the domestic demand and shall be permanently and immediately available.

141. **Fire Hydrants and Valves**. A fire hydrant or fire valve is required. The hydrant or fire valve shall be 18 inches above grade, 8 feet from flammable vegetation, no closer than 4 feet nor further than 12 feet from a roadway, and in a location where fire apparatus using it will not block the roadway. The hydrant serving any building shall be not less than 50 feet and by road from the building it is to serve. **More restrictive hydrant requirements may be applied by the Reviewing Authority**. Each hydrant/valve shall be identified with a reflectorized blue marker, with minimum dimensions of 3 inches, located on the driveway address sign, non-combustible post or fire hydrant riser.

142. **Standard Defensible Space Requirements.** Combustible vegetation shall be removed from within a minimum of 100 feet or to the property line from structures, whichever is closer.

143. **Final Fire Inspection.** To schedule a final fire life safety inspection and pay associated fees please call (831) 636-4325.

Police Department – Standard Conditions

144. **Lighting.** Prior to occupancy, the Applicant shall provide evening lighting, which is unobtrusive for neighboring parcels, on the project site. All light sources should be fully shielded from off-site view. All lights are to be downcast except where it can be proven to not adversely affect other parcels.

145. **Security Contact.** Prior to occupancy, the applicant shall provide three security contact persons to the City Police Department every two years. Please provide this to the Community Services Officer (831) 636-4330.

146. **Graffiti.** The Applicant shall maintain a clean facility and keep walls, fencing, signage, etc. free from graffiti. All graffiti must be removed or painted over within 48 hours of it appearing.

PASSED AND ADOPTED, at a regular meeting of the Planning Commission of the City of Hollister on this 25th day of August 2022, by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

Adrianna Ortiz, Secretary

PLEASE NOTE

It is the sole responsibility of the project applicant to comply with the conditions as approved, modified, or added by the Planning Commission. It is recommended that the applicant review these conditions carefully and if any questions arise as to compliance with the conditions to contact the staff planner. Also, if the applicant does not agree with the proposed conditions, there is an opportunity to present your case to the Planning Commission at their meeting. In addition, the City provides for a 15-day appeal period.

2300 BERT DRIVE

HOLLISTER, CALIFORNIA

ABBREVIATIONS

&	AND			S.A.	STORM DRAIN
∠	ANGLE	GA.	GAUGE/GAGE	SECT.	SECTION
@	AT	GALV.	GALVANIZED	SERV.	SERVICE
℄	CENTERLINE	G.B.	GRAB BAR	S.F.	SQUARE FOOT
Ø	DIAMETER OR ROUND	G.I.	GALVANIZED IRON	S.G.	STAIN GRADE
⊥	PERPENDICULAR	GL.	GLASS/GLAZING	SH.	SHELF/SHELVING
℄	PROPERTY LINE	G.L.B.	GLUE-LAM BEAM	SHWR.	SHOWER
#	POUND OR NUMBER	GR.	GRADE(ING)	SHT.	SHEET
		G.W.B.	GYPSUM WALLBOARD	SHT'G.	SHEATHING
A.B.	ANCHOR BOLT			SIM.	SIMILAR
A.B.S.	ACRYLONITRILE BUTADIENE	H.B.	HOSE BIB	S.S.	STAINLESS STEEL SERVICE SINK
ABV.	ABOVE	HBD.	HARDBOARD		
A.A.	ASPHALTIC CONCRETE	H.A.	HOLLOW CORE	S.S.D.	SEE STRUCTURAL DRAWINGS
A/C	AIR CONDITIONING	HDR.	HEADER	S.M.	SHEET METAL
ACOUS.	ACOUSTICAL	HDWR.	HARDWARE	S.M.S.	SHEET METAL SCREW
ADJ.	ADJUSTABLE	H.M.	HOLLOW METAL	SPEC.	SPECIFICATION
A.F.F.	ABOVE FINISH FLOOR	HORZ.	HORIZONTAL	SQ.	SQUARE
AGGR.	AGGREGATE	H.S.	HEAVY SHEET	STL.	STEEL
ALUM.	ALUMINUM	HT.	HEIGHT	STD.	STANDARD
ANOD.	ANODIZED	HTG.	HEATING	STAG.	STAGGERED
A.P.A	AMERICAN PLYWOOD ASSOCIATION	H.W.	HOT WATER	STOR.	STORAGE
		HWD.	HARDWOOD	STRUCT.	STRUCTURAL
APPROX.	APPROXIMATE	HVAC.	HEATING/VENTILATING/AIR CONDITIONING	SUSP.	SUSPENDED
ARCH.	ARCHITECTURAL			SYM.	SYMMETRY(ICAL)
A.S.	ADJUSTABLE SHELF			SYS.	SYSTEM
		I.C.C.	INTERNATIONAL CODE COUNCIL		
BD.	BOARD			T.	TREAD
BIT.	BITUMINOUS	ID.	INSIDE DIAMETER	T.B.	TOWEL BAR
BLDG.	BUILDING	INCL.	INCLUDE(D) (ING)	T.B.D.	TO BE DETERMINED
BLK.	BLOCK	INSUL.	INSULATE(D) (ING)	T.C.	TOP OF CURB
BLKG.	BLOCKING	INT.	INTERIOR	TEL.	TELEPHONE
BM.	BEAM	INV.	INVERT	TEMP.	TEMPERED
B.M.	BENCH MARK			T.E.N.	TYPICAL EDGE NAILING
BOT.	BOTTOM	JAN.	JANITOR	T & G	TONGUE & GROOVE
BRG.	BEARING	J.H.	JOIST HANGER	THK.	THICK(NESS)
BTWN.	BETWEEN	JT.	JOINT	THRESH.	THRESHOLD
B.U.R.	BUILD-UP ROOFING			T.J.I.	TRUSS JOIST INTERNATIONAL
B.W.	BOTH WAYS	KIT.	KITCHEN	T.O.	TOP OF
				T.P.H.	TOILET PAPER HOLDER
CAB.	CABINET	L.	LENGTH	T.Q.	TOP OF PAVEMENT
C.B.	CATCH BASIN	LAM.	LAMINATE	TV	TELEVISION
CBC	CALIFORNIA BUILDING CODE	LAV.	LAVATORY	T.W.	TOP OF WALL
CEM.	CEMENT	L.B.	LAG BOLT	TYP.	TYPICAL
CER.	CERAMIC	LOC.	LOCATE(ION)		
CFCI.	CONTRACTOR FURNISHED, CONTRACTOR INSTALLED	L.V.L.	LAMINATED VENEER LUMBER	U/L	UNDERWRITER'S LABORATORY
		L.W.	LIGHTWEIGHT	U.N.O.	UNLESS NOTED OTHERWISE
C.F.	CUBIC FEET			U.O.N.	UNLESS OTHERWISE NOTED
C.I.	CAST IRON	MAS.	MASONRY	UR.	URINAL
C.J.	CONTROL JOINT	MAT.	MATERIAL(S)		
CL.	CLOSET	MAX.	MAXIMUM	V.I.F.	VERIFY IN FIELD
CLG.	CEILING	M.B.	MACHINE BOLT		
CLKG.	CAULKING	M.C.	MEDICINE CABINET	W.	WEST/WIDTH/WIDE
CLR.	CLEAR(ANCE)	M.H.	MAN HOLE	W/	WITH
C.M.U.	CONCRETE MASONRY UNIT	MECH.	MECHANICAL	W.C.	WATER CLOSET
COL.	COLUMN	MEMB.	MEMBRANE	WD.	WOOD
COMP.	COMPOSITION	MEZZ.	MEZZANINE	WDW.	WINDOW
CONC.	CONCRETE	MFR.	MANUFACTURE(ER)	W.H.	WATER HEATER
CONN.	CONNECTION	MIN.	MINIMUM	WI.	WOODWORK INSTITUTE
CONSTR.	CONSTRUCTION	MIR.	MIRROR	W/O	WITHOUT
CONT.	CONTINUOUS	MISC.	MISCELLANEOUS	W.P.	WATERPROOF(ING)
COR.	CORRUGATED	MLDG.	MOLDING/MOULDING	W.R.	WATER RESISTANT
C.O.T.G.	CLEAN-OUT TO GRADE	M.I.W.	MALLEABLE IRON WASHER	W.S.	WOOD SCREW
CSMT.	CASEMENT	M.O.	MASONRY OPENING	WSCT.	WAINSCOT
CSWK.	CASEWORK	MTD.	MOUNTED	WT.	WEIGHT
C.T.	CERAMIC TILE	MET.	METAL	W.W.M.	WELDED WIRE MESH
CTR.	COUNTER	MULL.	MULLION		
CTSK.	COUNTERSINK				
C.Y.	CUBIC YARD	N.	NORTH		
		(N)	NEW		
DBL.	DOUBLE	NAT.	NATURAL		
DEPT.	DEPARTMENT	N.I.C.	NOT IN CONTRACT		
DET.	DETAIL	NOM.	NOMINAL		
DF.	DRINKING FOUNTAIN	N.T.S.	NOT TO SCALE		
D.F.	DOUGLAS FIR				
D.G.	DECOMPOSED GRANITE	O/	OVER		
D.H.	DOUBLE HUNG	OBS.	OBSCURE		
DIAG.	DIAGONAL	O.C.	ON CENTER(S)		
DIA.	DIAMETER	O.D.	OUTSIDE DIAMETER		
DIMEN.	DIMENSION	OFF.	OFFICE		
DISP.	DISPENSER/DISPOSER	OFCI.	OWNER FURNISHED, CONTRACTOR INSTALLED		
DN.	DOWN				
DR.	DOOR	OFOI.	OWNER FURNISHED, OWNER INSTALLED		
DRWG.	DRAWING				
D.S.B.	DBL. STRENGTH B GRADE (GLASS)	O.H.	OVER HANG		
		O.H.M.S.	OVALHEAD MACHINE SCREW		
D.S.	DOWNSPOUT	O.H.W.S.	OVALHEAD WOOD SCREW		
DWR.	DRAWER	OPNG.	OPENING		
D.W.	DISH WASHER	OPP.	OPPOSITE		
E.	EAST	P.A.F.	POWDER ACTUATED FASTENER		
EA.	EACH	P.B.	PANIC BAR		
E.J.	EXPANSION JOINT	PART. BD.	PARTICLE BOARD		
ELEV.	ELEVATION, ELEVATOR	PCF.	POUNDS PER CUBIC FOOT		
ELEC.	ELECTRIC(AL)	P.D.	POWDER DRIVEN		
EMER.	EMERGENCY	P.G.	PAINT GRADE		
ENCL.	ENCLOSURE	PERF.	PERFORATE		
EQUIP.	EQUIPMENT N.I.C. W/ WITH	PLF	POUNDS PER LINEAR FOOT		
EWC.	ELECTRIC WATER COOLER	PLAS. LAM.	PLASTIC LAMINATE		
(E)	EXISTING	PLAS.	PLASTER		
EXH.	EXHAUST	PLYWD.	PLYWOOD		
EXP.	EXPOSED/EXPANSION	PR.	PAIR		
EXT.	EXTERIOR	PSF	POUNDS PER SQUARE FOOT		
		PSI	POUNDS PER SQUARE INCH		
F.A.	FIRE ALARM	P.T.	PRESSURE TREATED		
FAST.	FASTEN(ER)	PART.	PARTITION		
F.A.	FLAT BAR	P.T. DISP.	PAPER TOWEL DISPENSER		
F.D.	FLOOR DRAIN	P.V.C.	POLYVINYL CHLORIDE		
FEC.	FIRE EXTINGUISHER CABINET				
F.F.	FINISH FLOOR	R.	RISER		
F.G.	FINISH GRADE	R.A.	RETURN AIR		
FND.	FOUNDATION	RAD.	RADIUS		
F.E.	FIRE EXTINGUISHER	R.D.	ROOF DRAIN		
F.	FIBERGLASS	REG.	REGISTER		
FIN.	FINISH(ED)	REF.	REFRIGERATOR		
F.H.M.S.	FLATHEAD MECHANICAL SCREW	REINF.	REINFORCED		
		REQ'D.	REQUIRED		
F.H.W.S.	FLATHEAD WOOD SCREW	REQMT.	REQUIREMENT		
FLASH.	FLASHING	RESIL.	RESILIENT		
FLR.	FLOOR(ING)	REV.	REVERSED		
FLUOR.	FLUORESCENT	R.H.M.S.	ROUNDHEAD MACHINE SCREW		
F.O.	FACE OF	R.H.W.S.	ROUNDHEAD WOOD SCREW		
F.O.B.	FACE OF BLOCK	RM.	ROOM		
F.O.C.	FACE OF CONCRETE	R.O.	ROUGH OPENING		
F.O.F.	FACE OF FINISH	R.O.W.	RIGHT OF WAY		
F.O.M.	FACE OF MASONRY	R.S.	RESAWN		
F.O.S.	FACE OF STUD	RUB.	RUBBER		
F.P.	FIREPLACE	RWD.	REDWOOD		
F.R.P.	FIBERGLASS REINF. PANEL	R.W.L.	RAIN WATER LEADER		
F.S.	FULL SIZE				
FT.	FOOT/FEET	S.	SOUTH		
FTG.	FOOTING	S.B.	SOLID BLOCKING		
FURR.	FURR(EDING)	S.C.	SOLID CORE		
FUT.	FUTURE	SCHED.	SCHEDULE		

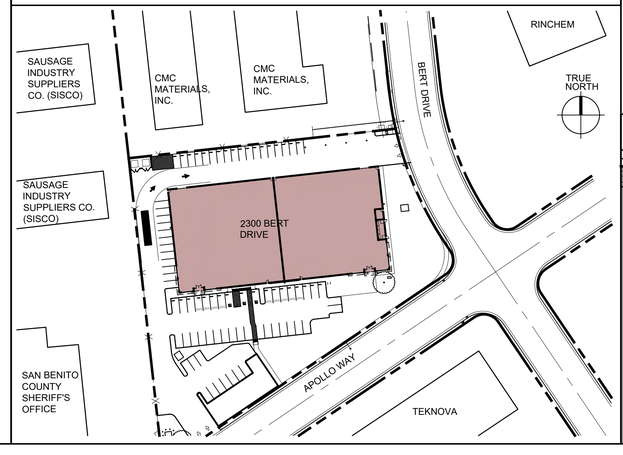
LEGEND

- EARTH
- ROCK
- SAND, MORTAR, PLASTER
- CONCRETE BLOCK
- CAST-IN-PLACE (C.I.P.) CONCRETE
- (E) STUD WALL
- (N) STUD WALL
- (E) STUD WALL TO BE REMOVED
- SOUND INSULATED STUD WALL
- METAL
- WOOD FINISH
- WOOD FRAMING CONTINUOUS MEMBER
- WOOD BLOCKING
- PLYWOOD
- GYPSUM WALLBOARD
- A.C. PAVING

SYMBOLS

- DOOR SYMBOL (XXX)
- WINDOW SYMBOL (XX)
- KEY TAG (X)
- DEMOLITION TAG (XX)
- MATCH LINE
- WORK POINT, DATUM POINT OR CONTROL
- VERTICAL OR HORIZONTAL DIAPHRAGM KEY (XX)
- SECTION — SECTION IDENTIFICATION (X), SHEET WHERE SECTION IS DRAWN (AX.X)
- DETAIL — DETAIL IDENTIFICATION (X), SHEET WHERE DETAIL IS DRAWN (AX.X)
- FINISH GRADE (SPOT) — ELEVATION +XXX.X, SURFACE +XXX.X
- EXISTING GRADE (SPOT) — ELEVATION +XXX.X, SURFACE +XXX.X
- PROPERTY LINE
- REVISION (X)

SITE PLAN



PROJECT TEAM

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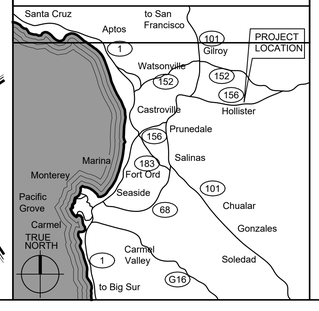
LOCATION MAP



PROJECT INFORMATION

PROJECT:	COMMERCIAL NEW CONSTRUCTION
LOCATION:	2300 BERT DRIVE HOLLISTER, CA 95023
APN:	051-152-002-000
ZONING:	M1/IBP - LIGHT INDUSTRIAL INDUSTRIAL LAND USE PER GENERAL PLAN
LOT SIZE:	2.096 ACRES = 91,302 S.F.
COVERAGE:	BUILDING: 30,010 SF 33% (50%MAX, 45,651 SF) LANDSCAPE: 17,915 SF, 20% (10% MIN., 9,130 SF) HARDSCAPE: 42,904 SF 47%
BUILDING AREA:	30,010 S.F.
EXISTING USE:	VACANT LOT
OCCUPANCY:	TENANT TBD

APPLICABLE BUILDING CODES & STANDARDS

CALIFORNIA CODE OF REGULATIONS (CCR):

2019 CALIFORNIA ADMINISTRATIVE CODE (CAC), CCR TITLE 24, PART 1
2019 CALIFORNIA BUILDING CODE (CBC), CCR TITLE 24, PART 2, *VOLUMES 1 AND 2*
2019 CALIFORNIA RESIDENTIAL CODE (CRC), CCR TITLE 24, PART 2.5
2019 CALIFORNIA ELECTRICAL CODE (CEC), CCR TITLE 24, PART 3
2019 CALIFORNIA MECHANICAL CODE (CMC), CCR TITLE 24, PART 4
2019 CALIFORNIA PLUMBING CODE (CPC), CCR TITLE 24, PART 5
2019 CALIFORNIA ENERGY CODE (CEC), CCR TITLE 24, PART 6
PART 7 VACANT
2019 CALIFORNIA HISTORICAL BUILDING CODE (CHBC), CCR TITLE 24, PART 8
2019 CALIFORNIA FIRE CODE (CFC), CCR TITLE 24, PART 9
2019 CALIFORNIA EXISTING BUILDING CODE (CEBC), CCR TITLE 24, PART 10
2019 CALIF. GREEN BUILDING STANDARDS CODE (CALGreen), CCR TITLE 24, PART 11
2019 CALIFORNIA REFERENCED STANDARDS CODE, CCR TITLE 24, PART 12
CCR TITLE 19, PUBLIC SAFETY, DIVISION 1, STATE FIRE MARSHAL

PARTIAL LIST OF APPLICABLE STATE STANDARDS

2019 NFPA 13, AUTOMATIC SPRINKLER SYSTEMS (CA AMENDED)
2019 NFPA 72, NATIONAL FIRE ALARM AND SIGNALLING CODE (CA AMENDED)

EXITING:
NOTE: THIS BUILDING OR SPACE SHALL PROVIDE A READILY DISTINGUISHABLE MEANS OF EGRESS COMPLYING WITH CHAPTER 10 AND CHAPTER 11 (WHERE APPLICABLE FOR ACCESSIBILITY PURPOSE) OF THE 2019 EDITION OF THE CALIFORNIA BUILDING CODE. THE EXIT SYSTEM SHALL MAINTAIN A CONTINUOUS, UNOBSTRUCTED AND UNDIMINISHED PATH OF EXIT TRAVEL FROM ANY OCCUPIED POINT WITHIN THE BUILDING TO A PUBLIC WAY.

GENERAL NOTES

1. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION OF ALL DIMENSIONS, GRADES, AND OTHER CONDITIONS, AND SHALL CORRELATE AT THE JOB SITE ALL SUCH ITEMS. GENERAL CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO THE ARCHITECT FOR CLARIFICATION AND CORRECTION PRIOR TO BEGINNING ANY WORK.
2. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORK AND THE COORDINATION OF ALL TRADES AND GOVERNING AGENCIES, AND SHALL PROVIDE ALL MATERIALS AND LABOR (SHOWN OR INFERRED) ON THESE PLANS TO RENDER THE WORK COMPLETE.
3. IT SHALL BE THE GENERAL CONTRACTORS RESPONSIBILITY FOR THE SUPERVISION OF THE WORK.
4. THE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE SUPERVISION OF THE WORK OR THE PROPER EXECUTION OF THE SAME.
5. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS. ANY AND ALL DISCREPANCIES SHALL BE REPORTED TO THE ARCHITECT IMMEDIATELY, PRIOR TO COMMENCEMENT OF WORK.
6. THESE DRAWINGS SHALL BE CONSIDERED SUBSTANTIALLY COMPLETE. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO PROVIDE ALL LABOR AND MATERIALS NECESSARY TO RENDER THE WORK COMPLETE, AS IS THE INTENT OF THESE DRAWINGS, EITHER SHOWN OR INFERRED HEREIN, THROUGH PROPER AND ESTABLISHED CONSTRUCTION PRACTICES.
7. EXISTING CONSTRUCTION DETAILS SHOWN HEREIN ARE ASSUMED TO BE SUBSTANTIALLY CORRECT AND MAY NOT DEPICT THE ACTUAL CONDITION. THE GENERAL CONTRACTOR SHALL VERIFY (E) CONDITIONS AND NOTIFY THE ARCHITECT ANY DISCREPANCIES PRIOR TO COMMENCEMENT OF WORK.
8. ANY PROPOSED SHUT DOWN OF UTILITIES SHALL BE REGISTERED IN WRITING AT LEAST SEVEN (7) WORKING DAYS IN ADVANCE. REQUESTS SHALL BE DIRECTED TO THE ARCHITECT.
9. ANY PROPOSED WORK THAT TAKES PLACE AFTER NORMAL BUSINESS HOURS SHALL BE MADE IN WRITING AT LEAST SEVEN (7) WORKING DAYS IN ADVANCE. REQUESTS SHALL BE DIRECTED TO THE ARCHITECT.
10. PROVIDE ALL REQUIRED FIRE BLOCKING IN ACCORDANCE WITH SECTION 708 OF THE CURRENT ADOPTED EDITION OF C.B.C.

SHEET INDEX

SHT. #	SHEET TITLE
TITLE	
A0.1	COVER SHEET
A101	SITE PLAN
A401	PROPOSED EXTERIOR ELEVATIONS
A402	PROPOSED EXTERIOR ELEVATIONS
A201	PROPOSED FLOOR PLAN
A230	ROOF PLAN
C1	GRADING PLAN
C2	UTILITY PLAN
A110	SITE DETAILS
A111	SITE DETAILS
L-1	CONCEPTUAL LANDSCAPING PLAN
L-2	CONCEPTUAL IRRIGATION PLAN
L-3	CONCEPTUAL DETAIL PLAN
E1.0	PHOTOMETRIC SITE PLAN
E3.1	FIXTURE CUT SHEET

FIRE SPRINKLER NOTES

THIS IS AN EXISTING, FULLY FIRE SPRINKLERED BUILDING

DRAWINGS AND SUPPORTIVE CALCULATIONS FOR ALL MODIFICATIONS TO THE EXISTING FIRE SPRINKLER SYSTEM ARE REQUIRED TO BE SUBMITTED BY THE INSTALLING LICENSED FIRE SPRINKLER CONTRACTOR (C-16) TO THE FIRE PREVENTION DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

1. CONTRACTOR SHALL VERIFY IN A "KNOX BOX" EXISTS, IF NOT A "KNOX BOX" SHALL BE PROVIDED AND LOCATED PER FIRE DEPARTMENT RECOMMENDATIONS. IF "KNOX BOX" EXISTS THEN CONTENTS SHALL BE UPDATED TO REFLECT NEW TENANT. EMERGENCY ACCESS KEYS INCLUDING A GRAND MASTER KEY FOR ROOMS, ELEVATOR OVERRIDE KEY, ACCESS KEY TO THE FIRE ALARM PANEL AND SPECIAL ACCESS KEYS (WHERE APPLICABLE) SHALL ALSO BE MADE PART OF THE "KNOX BOX" INVENTORY.
2. FIRE ALARM PLAN SUBMITTED IS FOR REFERENCE ONLY; A SEPARATE SUBMITTAL IS REQUIRED. DRAWINGS AND SUPPORTIVE CALCULATIONS FOR ALL MODIFICATIONS TO THE EXISTING FIRE ALARM CONTRACTOR TO THE FIRE PREVENTION DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
3. ALL PLAN SUBMITTALS REQUIRING FIRE SPRINKLERS, FIRE SERVICE UNDERGROUND, FIRE ALARMS, AND HOOD AND DUCT SYSTEMS, SHALL BE SUBMITTED AND SHALL BE APPROVED BY THE FIRE DEPARTMENT AND STATE FIRE MARSHALL BEFORE A FRAMING INSPECTION SHALL BE GRANTED BY THE BUILDING DEPARTMENT.

SCOPE OF WORK

NEW 30,010 SF COMMERCIAL SHELL BUILDING THAT WILL ACCOMMODATE (2) TENANTS. SCOPE OF WORK INCLUDES THE CONSTRUCTION OF THE SHELL BUILDING WITH FIRE SPRINKLERS, SITE PARKING, LANDSCAPING, AND SITE UTILITIES TO ACCOMMODATE THE FUTURE TENANTS.

MASTER SIGN PROGRAM PER CITY OF HOLLISTER MUNICIPAL CODE SECTION 17.20.040(H)(3) IS REQUIRED AND WILL BE A DEFERRED SUBMITTAL.

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LICENSED ARCHITECT — HENRY PETER RUHNKE — C-21266 — STATE OF CALIFORNIA

55

A.P.N.: 051-152-002-000

2300 BERT DRIVE

2300 BERT DRIVE
HOLLISTER, CA

JOB NO.: 21124

PRINT DATE:

PLOT DATE:	7.7.2022
DRAWN BY:	RS
CHECKED BY:	KT

SET ISSUED:

- 02/15/2022 PLANNING SUB.
- 05/16/2022 PLANNING RESP.
- 07/07/2022 PLANNING RESP.

SHEET NAME:

COVER SHEET

SHEET NO.:

A001

FILE NAME: 21124-A001

SITE PLAN

SCALE: 1"=20'-0"

BUILDING SETBACKS

FRONT:	10 FT.
SIDE:	NOT REQUIRED
REAR:	10 FT.
CORNER:	10 FT.
FRONTAGE ALONG APOLLO WAY:	40 FT

PARKING ANALYSIS

TENANT	USE CLASSIFICATION	NET AREA (S.F.)	PARKING LOAD FACTOR* REQUIRED	
TENANT SPACE THAT IS INCLUDED IN SCOPE OF WORK	MANUFACTURING	30,010 S.F.	1 / 400	75
			TOTAL PARKING SPACES REQUIRED **	75
			TOTAL PARKING SPACES PROVIDED	80

	REQUIRED	PROVIDED
STANDARD ACCESSIBLE SPACES ***	2	2
VAN ACCESSIBLE SPACES ****	1	1
CLEAN AIR VEHICLES	9	9
ELECTRIC VEHICLE	7	-
LOADING ZONE	1	1
COMPACT PARKING STALLS (40% OF OVERALL PARKING ALLOWED)	-	30
BICYCLE PARKING SPACES	4	4

* PER CITY OF HOLLISTER MUNICIPAL CODE TABLE 17.18-1.

*** PER 2019 CBC TABLE 11B-208.2.

**** PER 2019 CBC 11B-208.2.4, FOR EVERY SIX OR FRACTION OF SIX PARKING SPACES REQUIRED BY SECTION 11B-208.2 TO COMPLY WITH SECTION 11B-502, AT LEAST ONE SHALL BE A VAN PARKING SPACE COMPLYING WITH SECTION 11B-502.

KEY NOTES

THE KEY NOTES THAT FOLLOW APPLY TO THE DRAWING(S) ON THIS SHEET ONLY. REFER TO FOLLOWING SHEETS FOR NOTES THAT ARE APPLICABLE TO THOSE DRAWINGS.

1. NEW PROPOSED BUILDING.
2. EXISTING PROPERTY LINE.
3. EXISTING TREE.
4. EXISTING 15" STORM DRAIN.
5. EXISTING 12" WATER LINE.
6. EXISTING 8" SANITARY SEWER.
7. EXISTING 30" STORM DRAIN.
8. EXISTING 18" STORM DRAIN.
9. APPROXIMATE LOCATION OF SEWER LATERAL.
10. APPROXIMATE LOCATION OF 6" FIRE SERVICE.
11. EXISTING PAD MOUNTED TRANSFORMER.
12. EXISTING VAULT.
13. EXISTING STREET LIGHT.
14. EXISTING STOP SIGN.
15. EXISTING WATER METER.
16. PROPOSED INITIAL XFMR LOCATION
17. PROPOSED FUTURE XFMR LOCATION
18. PROPOSED ELECTRICAL ROOM.
19. PROPOSED FIRE RISER ROOM.
20. PROPOSED CMU WALL.
21. PROPOSED TRASH ENCLOSURE - SEE DETAIL 6/A111, 7/A111, 8/A111, AND 9/A111.
22. PROPOSED ACCESSIBLE PARKING STALL - SEE DETAIL 1/A110.
23. PROPOSED PARKING LOT STRIPING - SEE DETAIL 3/A110.
24. PROPOSED ACCESSIBLE PARKING SIGN - SEE DETAIL 2/A110 AND 3//A110.
25. PROPOSED ACCESSIBLE PARKING VIOLATION SIGNAGE - SEE DETAIL 7/A110.
26. PROPOSED PIPE BOLLARD - SEE DETAIL 3/A111.
27. PROPOSED DRIVE AISLE TRAFFIC ARROW - SEE DETAIL 4/A111.
28. PROPOSED BICYCLE PARKING RACK - SEE DETAIL 5/A111.
29. PROPOSED GAS METER LOCATION.
30. PROPOSED TREE.
31. WALL MOUNTED METAL TRELLIS.

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LICENSED ARCHITECT — HENRY PETER RUHNKE — No. C-21266 — Exp. 08/31/23 — STATE OF CALIFORNIA

A.P.N.: 051-152-002-000

2300 BERT DRIVE

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HOLLISTER, CA

JOB NO.: 21124

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PLOT DATE: 7.7.2022

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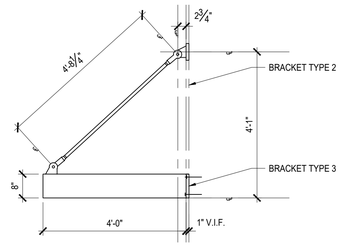
2 07/07/2022 PLANNING RESP.

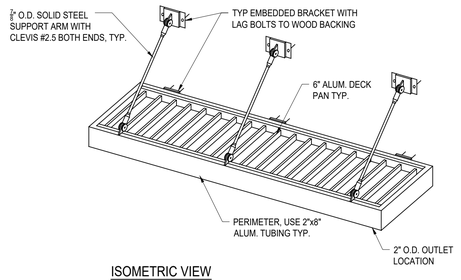
SHEET NAME: SITE PLAN

SHEET NO.: A101

FILE NAME: 21124-A101



SIDE VIEW



ISOMETRIC VIEW

1 CANOPY
SCALE: 1/2" = 1'-0"

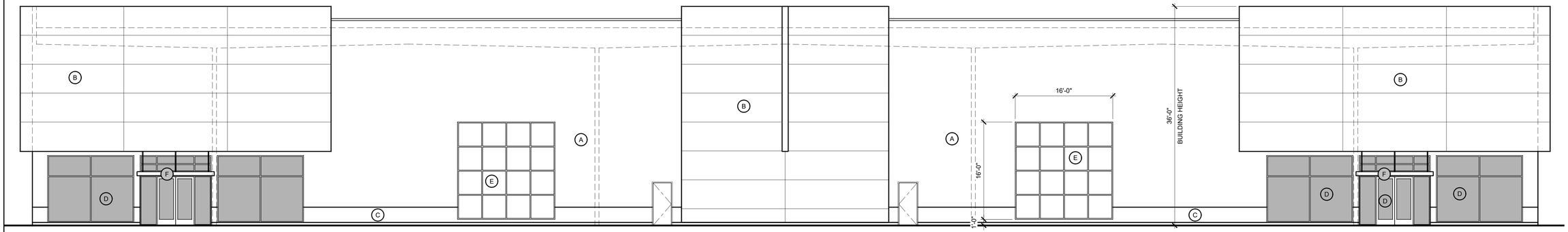
BUILDING HEIGHT

MAXIMUM ALLOWABLE BUILDING HEIGHT FOR INDUSTRIAL M1 ZONING IS 75'-0' PER CHAPTER 17.10.030 TABLE 17-10.2 OF THE HOLLISTER MUNICIPAL CODE.

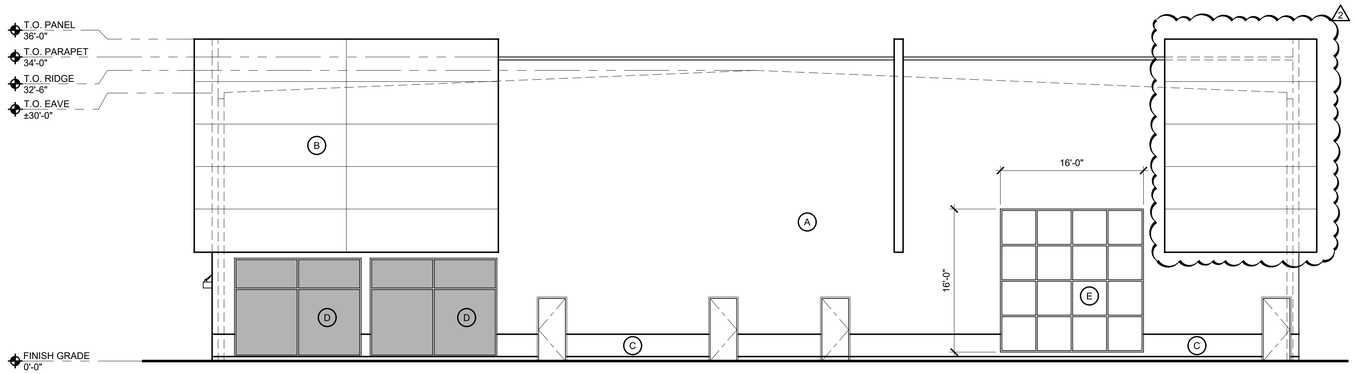
PROPOSED BUILDING HEIGHT ABOVE LOW GRADE: ± 36'-0"

MATERIALS

- (A) INSULATED METAL PANEL
  METAL SPAN - TUFF-CAST TEXTURED WHITE, TUFF COAT FINISH SYSTEM COATING #KMW0151
- (B) INSULATED METAL PANEL
  METAL SPAN - FLUROPON FINISH TYPE, COLOR 'TAHOE BLUE', COLOR CODE 436R1384
- (C) SEALED CONCRETE BASE
- (D) ALUMINUM ANODIZED STOREFRONT
- (E) WALL MOUNTED METAL TRELLIS
- (D) METAL AWNING - SEE DETAIL 1/~.



1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



2 EAST ELEVATION
SCALE: 1/8" = 1'-0"

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LICENSED ARCHITECT
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EXP. 12/31/23
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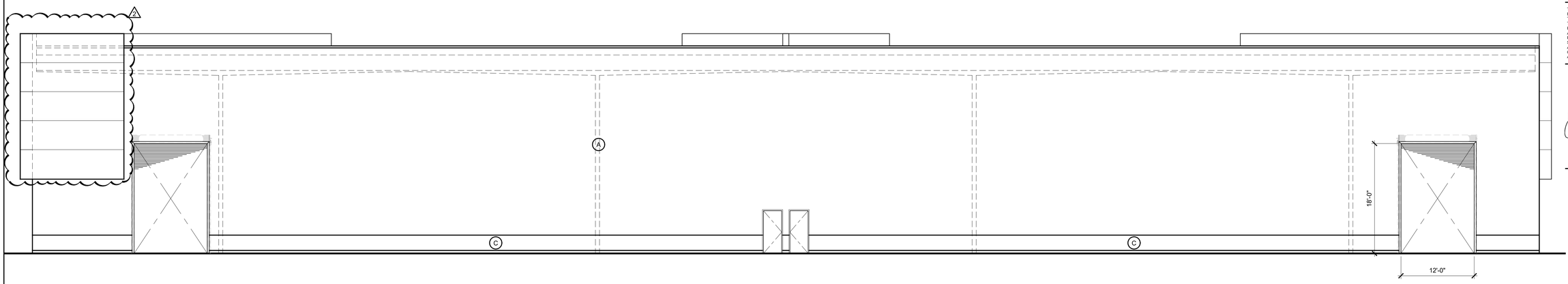
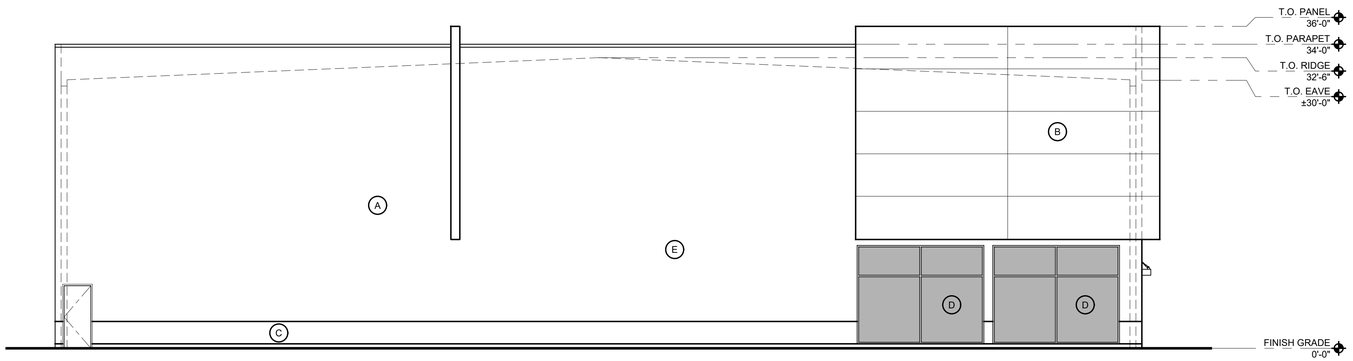
SHEET NAME:
PROPOSED EXTERIOR ELEVATIONS

SHEET NO.:
A401

FILE NAME: 21124-A401



3 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



4 WEST ELEVATION
SCALE: 1/8" = 1'-0"

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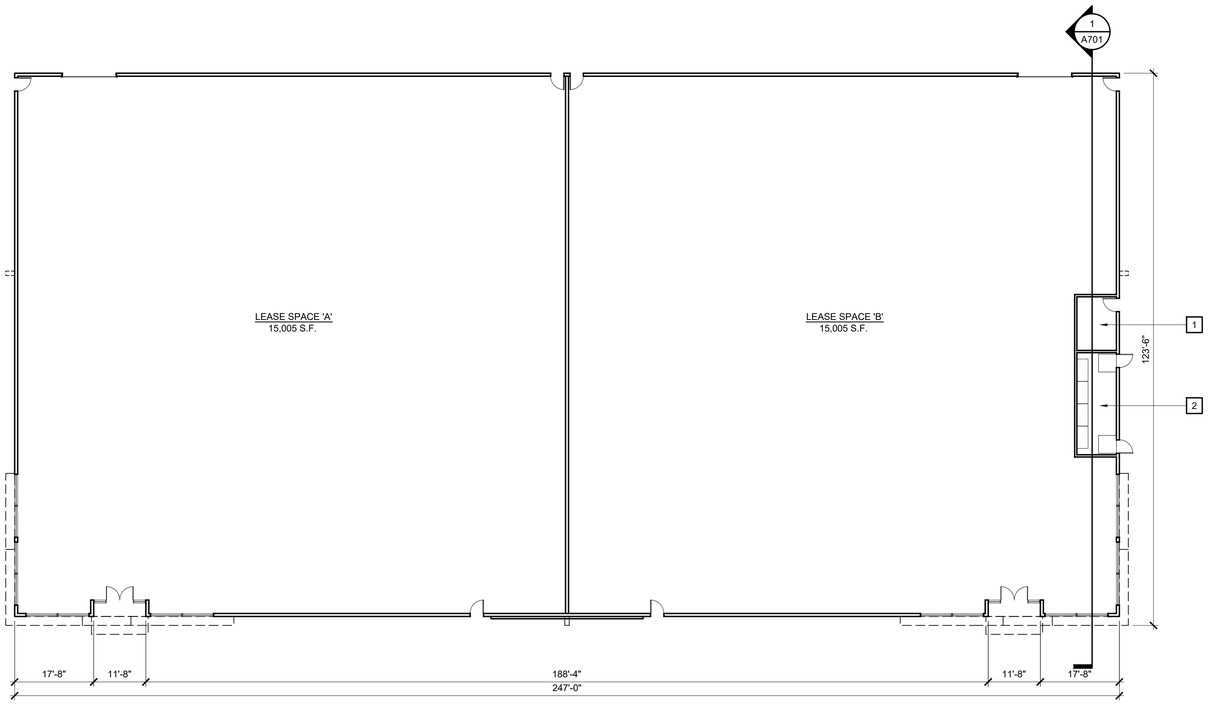
SHEET NAME:
PROPOSED EXTERIOR ELEVATIONS

SHEET NO.:
A402

FILE NAME: 21124-A402



PLAN NORTH / TRUE NORTH

PROPOSED FLOOR PLAN

SCALE: 1/16" = 1'-0"

BUILDING SUMMARY

LEASE SPACE 'A'	15,005 SF
LEASE SPACE 'B'	15,005 SF
TOTAL BUILDING AREA	30,010 SF

KEY NOTES

THE KEY NOTES THAT FOLLOW APPLY TO THE DRAWING(S) ON THIS SHEET ONLY. REFER TO FOLLOWING SHEETS FOR NOTES THAT ARE APPLICABLE TO THOSE DRAWINGS.

1 FIRE RISER ROOM

2 ELECTRICAL ROOM

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07/07/2022 PLANNING RESP.

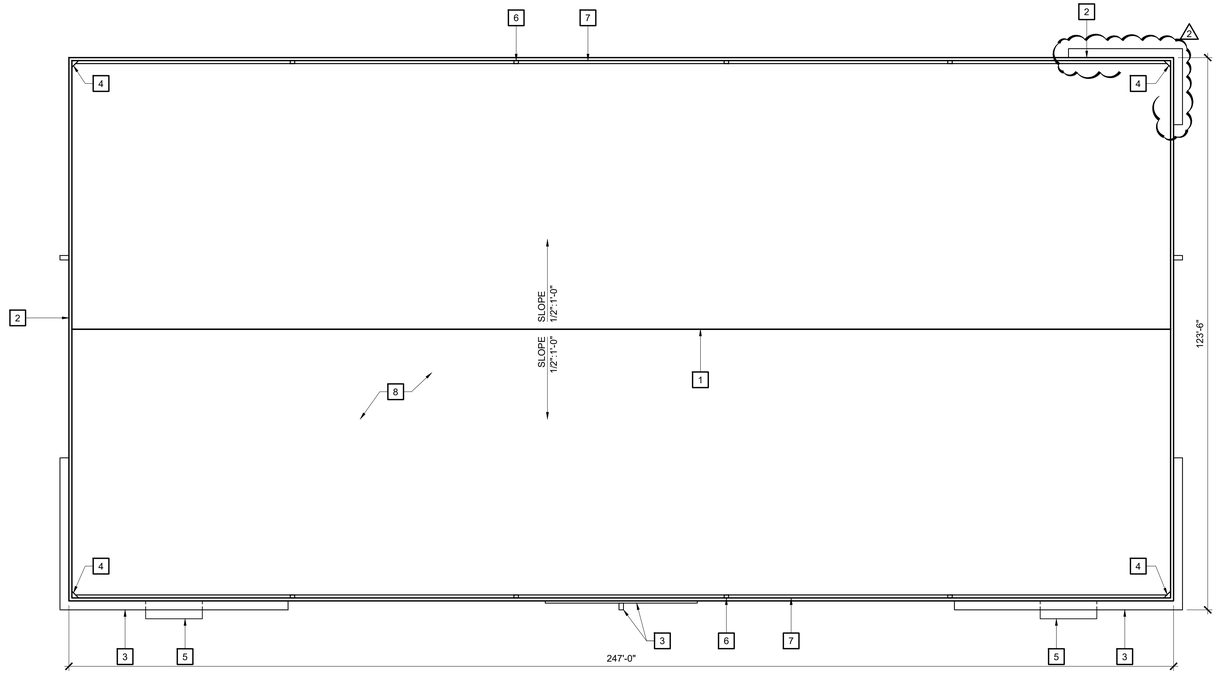
SHEET NAME:

PROPOSED FLOOR PLAN

SHEET NO.:

A201

FILE NAME: 21124-A201



PLAN NORTH

TRUE NORTH

ROOF PLAN

SCALE: 1/16" = 1'-0"

KEY NOTES

THE KEY NOTES THAT FOLLOW APPLY TO THE DRAWING(S) ON THIS SHEET ONLY. REFER TO FOLLOWING SHEETS FOR NOTES THAT ARE APPLICABLE TO THOSE DRAWINGS.

1. ROOF RIDGE
2. PARAPET
3. PANEL SYSTEM
4. ROOF CRICKET
5. AWNING BELOW
6. INTERNAL DOWNSPOUTS (TYP.)
7. ROOF GUTTER
8. INSULATED METAL PANEL ROOFING

55

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LICENSED ARCHITECT
HENRY PETER RUHNKE
No. C21266
Exp. 10/31/23
STATE OF CALIFORNIA

A.P.N.: 051-152-002-000

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HOLLISTER, CA

JOB NO.: 21124

PRINT DATE:

PLOT DATE: 7.7.2022

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CHECKED BY: -

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05/16/2022 PLANNING RESP.
2 07/07/2022 PLANNING RESP.

SHEET NAME:

ROOF PLAN

SHEET NO.:

A230

FILE NAME: 21124-A230

PROPERTY INFORMATION:

APN 051-152-002
2.10 ACRES
GENERAL PLAN: INDUSTRIAL
ZONING: M-1

THE PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA PER FLOOD INSURANCE RATE MAP 06090070D, DATED APR 15, 2009
THE PROPERTY IS NOT IN A ALQUIST-PRIOLO SPECIAL STUDY ZONE

CURRENT LOT COVERAGE:
OPEN SPACE 100%

PROPOSED LOT COVERAGE:
BUILDING: 33.0%
CONCRETE: 10.8%
ASPHALT: 36.0%
LANDSCAPING: 20.2%

BUILDING
CONCRETE
ASPHALT
LANDSCAPING

BASIS OF BEARINGS:

THE BEARINGS ON THIS MAP ARE BASED ON THE CENTERLINE OF APOLLO WAY AS FOUND MONUMENTED AND RECORDED AS SOUTH 54°55'30" WEST IN BOOK 9 MAPS, PAGE 26, SAN BENITO COUNTY RECORDS.

BENCHMARK:

THE BENCHMARK FOR THIS PROJECT IS A 2.5" BRASS DISK STAMPED "CITY OF HOLLISTER BENCH MARK No. 31" SET IN THE TOP OF CURB AT THE SOUTHEAST CORNER OF THE INTERSECTION OF SAN FELIPE ROAD AND FALLON ROAD AT THE SOUTH END OF THE RETURN.
ELEVATION = 231.31'

LEGEND

	EXISTING CONTOUR
	DESIGN CONTOUR
	EDGE OF PAVEMENT
	CENTERLINE
(OH)	EXISTING OVERHEAD
(SD)	EXISTING STORM DRAIN - SIZE AS INDICATED
(SS)	EXISTING SANITARY SEWER - SIZE AS INDICATED
(W)	EXISTING WATER LINE - SIZE AS INDICATED
x	PROPOSED FENCE
FS	FIRE SERVICE - SIZE AS INDICATED
W	WATER MAIN - SIZE AS INDICATED
SD	STORM DRAIN - SIZE AS INDICATED
SS	SANITARY SEWER - SIZE AS INDICATED
	SANITARY SEWER MANHOLE
	SANITARY SEWER CLEANOUT
	STORM DRAIN MANHOLE
	WATER VALVE
	FIRE HYDRANT
	BOUNDARY OF PROJECT PARCEL
	PROPERTY LINE
	WATER METER
	DIRECTION OF FLOW OF SURFACE DRAINAGE
	ELECTROLIER - TO CITY STANDARDS
AC	ASPHALT CONCRETE
AB	AGGREGATE BASE
BIO	BIORETENTION SOIL MEDIA
BOW	BACK OF WALK
BSM	BIO SOIL MEDIUM
CL	CENTERLINE
COH	CITY OF HOLLISTER
CRN	CROWN
DDCV	DOUBLE DETECTOR CHECK VALVE
DS	DOWN SPOUT
(E)	EXSITING
EOP	EDGE OF PAVEMENT
EVCS	ELECTRONIC VEHICLE CHARGING STATION
FF	FINISH FLOOR
FH	FIRE HYDRANT
FOC	FACE OF CURB
INV	INVERT
L	LEFT
LF	LINEAR FEET
LOG	LIP OF GUTTER
(P)	PROPOSED
PCC	PORTLAND CEMENT CONCRETE
PUE	PUBLIC UTILITY EASEMENT
R	RIGHT
ROW	RIGHT OF WAY
SBCWD	SAN BENITO COUNTY WATER DISTRICT
SDMH	STORM DRAIN MANHOLE
SSCO	SANITARY SEWER CLEANOUT
SSMH	SANITARY SEWER MANHOLE
STA	STATION
TBR	TO BE REMOVED
TC	TOP OF CURB
TPME	TREE PLANTING AND MAINTENANCE EASEMENT
TYP.	TYPICAL

APN 051-152-003
SISCO

APN 051-152-004
SAN BENITO
COUNTY
OFFICES

APN 051-152-005
CMC MATERIALS, INC

(P) BLDG
30,000SF
FF=223.5
PAD=222.5

APN 051-170-001
RINCHEM

APN 051-154-006
SIMMCO LLC

APN 051-154-008
TEKNOVA

APN 051-151-001

APOLLO WAY

60.00 R.O.W.

60.00 ROW

BERT DRIVE

EXISTING 4 WAY STOP SIGN AT EACH CORNER. NO CHANGES TO EXISTING SIGNAGE PROPOSED.

0 20 40 Feet

WR&D
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MONTEREY, CALIFORNIA 93940
PHONE: 831.649.4642
FAX: 831.649.3530
WWW.WRDARCH.COM

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REGISTERED PROFESSIONAL ENGINEER ANNE E. HAIR 61 CIVIL STATE OF CALIFORNIA

PRELIMINARY
NOT
FOR
CONSTRUCTION

A.P.N.: 051-152-002-000

2300 BERT DRIVE
2300 BERT DRIVE
HOLLISTER, CA

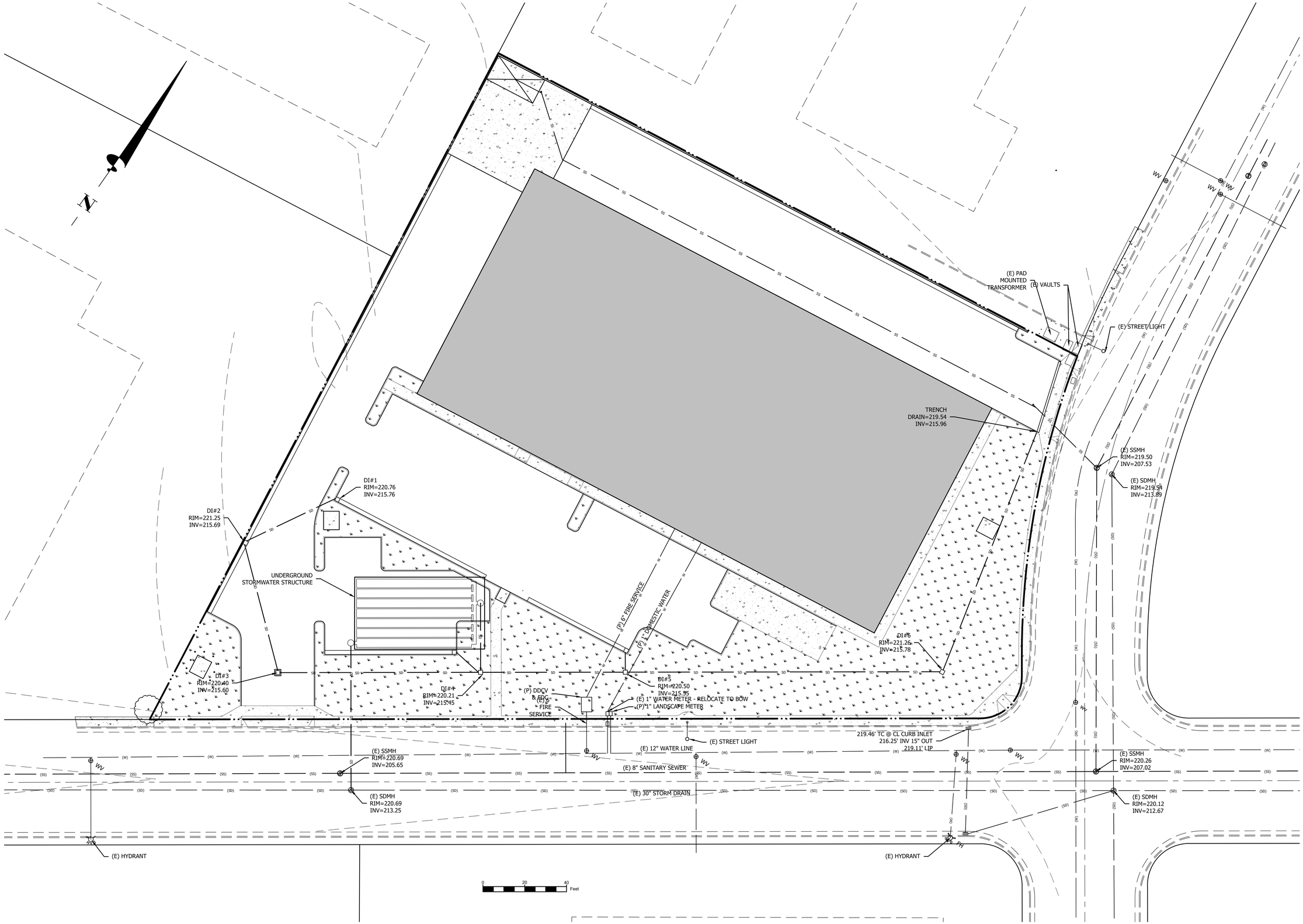
JOB NO.: 21124
PRINT DATE:
PLOT DATE: 5.11.2022
DRAWN BY:
CHECKED BY:
SET ISSUED:

SHEET NAME: GRADING PLAN

SHEET NO.: C1

FILE NAME:

* FILE NAME: X:\AutoCAD Projects\2021\121057\121057 -site.dwg * Plotted on: Wednesday, 11 May 2022 at 4:35pm by: SBE1 *



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REGISTERED PROFESSIONAL ENGINEER
ANNE E. HALL
STATE OF CALIFORNIA

A.P.N.: 051-152-002-000

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2300 BERT DRIVE
HOLLISTER, CA

JOB NO.: 21124

PRINT DATE:

PLOT DATE: 5.11.2022

DRAWN BY:

CHECKED BY:

SET ISSUED:

SHEET NAME:
UTILITY
PLAN

SHEET NO.:
C2

FILE NAME:

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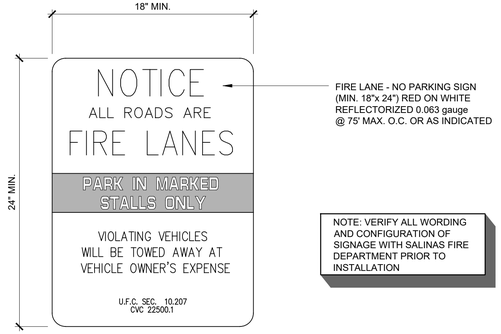
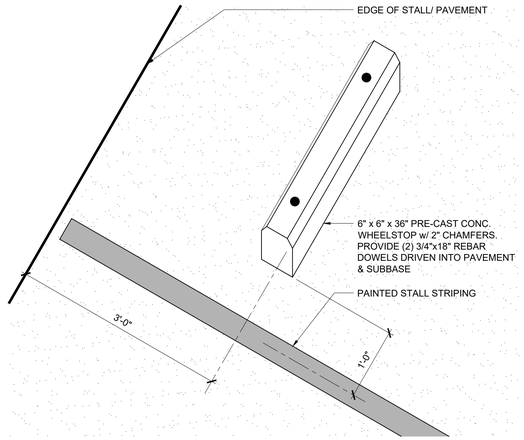


FIRE LANE - NO PARKING SIGN (MIN. 18"x 24") RED ON WHITE REFLECTORIZED 0.063 gauge @ 75' MAX. O.C. OR AS INDICATED

NOTE: VERIFY ALL WORDING AND CONFIGURATION OF SIGNAGE WITH SALINAS FIRE DEPARTMENT PRIOR TO INSTALLATION

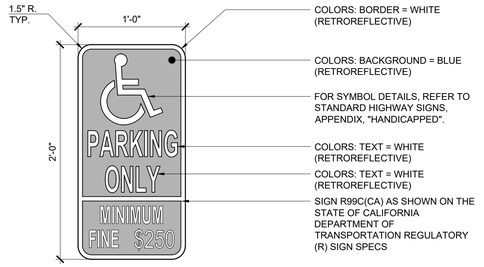
10 FIRE LANE SIGN

SCALE: 3/4" = 1'-0"



7 PRE-CAST WHEELSTOP

SCALE: 1" = 1'-0"



COLORS: BORDER = WHITE (RETROREFLECTIVE)

COLORS: BACKGROUND = BLUE (RETROREFLECTIVE)

FOR SYMBOL DETAILS, REFER TO STANDARD HIGHWAY SIGNS, APPENDIX, "HANDICAPPED".

COLORS: TEXT = WHITE (RETROREFLECTIVE)

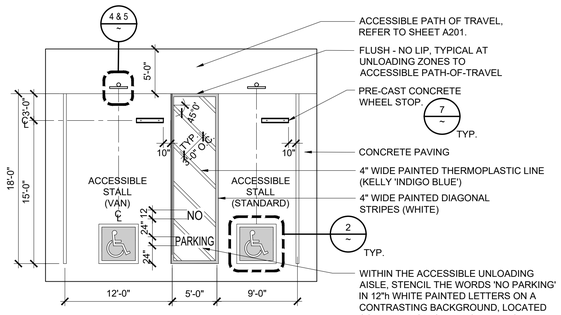
COLORS: TEXT = WHITE (RETROREFLECTIVE)

SIGN R99C(CA) AS SHOWN ON THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION REGULATORY (R) SIGN SPECS

NOTES:
REFER TO LATEST SIGNAGE AS PROVIDED BY STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION REGULATORY (R) SIGN SPECS FOR SPECIFIC REQUIREMENTS REGARDING: FONT, LETTERING COLOR, SPACING OF TEXT AND SPACE REQUIRED BETWEEN LINES OF TEXT, ETC.

4 ACCESSIBLE PARKING SIGNAGE R99C

SCALE: 1 1/2" = 1'-0"



ACCESSIBLE PATH OF TRAVEL, REFER TO SHEET A201.

FLUSH - NO LIP, TYPICAL AT UNLOADING ZONES TO ACCESSIBLE PATH-OF-TRAVEL

PRE-CAST CONCRETE WHEEL STOP (7 ~) TYP.

CONCRETE PAVING

4" WIDE PAINTED THERMOPLASTIC LINE (KELLY 'INDIGO BLUE')

4" WIDE PAINTED DIAGONAL STRIPES (WHITE)

WITHIN THE ACCESSIBLE UNLOADING AISLE, STENCIL THE WORDS 'NO PARKING' IN 12"h WHITE PAINTED LETTERS ON A CONTRASTING BACKGROUND, LOCATED SO THAT IT IS VISIBLE TO TRAFFIC ENFORCEMENT.

NOTE:
1. GENERAL CONTRACTOR TO VERIFY ACCESSIBLE STALLS ARE IN COMPLIANCE WITH ADA & STATE DISABLED STANDARDS.
2. SURFACE SLOPES OF ACCESSIBLE PARKING SPACES SHALL NOT EXCEED ¼" PER FOOT (2%) IN ANY DIRECTION
3. REFER TO CITY OF SALINAS STANDARDS FOR REFERENCE.

1 TYPICAL ACCESSIBLE PARKING STALLS

SCALE: 1/8" = 1'-0"

NOTE:
CROSS SLOPES OF LANDING AREAS DO NOT EXCEED 2% IN ANY DIRECTION-TYP.

11 CURB RAMP

SCALE: N.T.S.

8 POLE MOUNTED SIGNAGE

SCALE: 1" = 1'-0"

COLORS: BORDER = WHITE (RETROREFLECTIVE)

COLORS: BACKGROUND = BLUE (RETROREFLECTIVE)

COLORS: TEXT = WHITE (RETROREFLECTIVE)

SIGN R7-8b(CA) AS SHOWN ON THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION REGULATORY (R) SIGN SPECS

NOTES:
REFER TO LATEST SIGNAGE AS PROVIDED BY STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION REGULATORY (R) SIGN SPECS FOR SPECIFIC REQUIREMENTS REGARDING: FONT, LETTERING COLOR, SPACING OF TEXT AND SPACE REQUIRED BETWEEN LINES OF TEXT, ETC.

5 VAN ACCESSIBLE PARKING SIGNAGE R7-8b

SCALE: 1 1/2" = 1'-0"

INTERNATIONAL SYMBOL OF ACCESSIBILITY
(PER 2019 C.B.C. SECTION 11B-703.7.2.1)

1. MINIMUM 6"x6" DECAL TO BE LOCATED AT EACH PRIMARY PUBLIC ENTRANCE AND AT EVERY MAJOR EXTERIOR JUNCTION ALONG OR LEADING TO AN ACCESSIBLE ROUTE OF TRAVEL.
2. MINIMUM 36"x36" PAINTED SYMBOL ON PAVEMENT SHALL BE LOCATED IN STALL SO THAT IT IS VISIBLE BY A TRAFFIC ENFORCEMENT OFFICER WHEN A VEHICLE IS PROPERLY PARKED IN THE SPACE. (CENTERED AT STALL ENTRANCE RECOMMENDED)

FINISH AND CONTRAST.
SYMBOLS OF ACCESSIBILITY AND THEIR BACKGROUND SHALL HAVE A NON-GLARE FINISH. SYMBOLS OF ACCESSIBILITY SHALL CONTRAST WITH THEIR BACKGROUND WITH EITHER A LIGHT SYMBOL ON A DARK BACKGROUND OR A DARK SYMBOL ON A LIGHT BACKGROUND.

THE SYMBOL SHALL CONSIST OF A WHITE FIGURE ON A BLUE BACKGROUND. THE COLOR BLUE SHALL APPROXIMATE FS 15090 IN FEDERAL STANDARD 595C. A BORDER MAY BE PROVIDED INSIDE OR OUTSIDE OF THE MINIMUM REQUIRED INTERNATIONAL SYMBOL OF ACCESSIBILITY DIMENSION.

EXCEPTIONS: THE APPROPRIATE ENFORCEMENT AGENCY MAY APPROVE OTHER COLORS PROVIDED THE SYMBOL CONTRAST IS LIGHT ON DARK OR DARK ON LIGHT.

INTERNATIONAL SYMBOL OF ACCESSIBILITY

SCALE: 3/4" = 1'-0"

12 CURB RAMP

SCALE: ISOMETRIC

METAL SIGN - 70 sq in MIN w/ WHITE LETTERING ON BLUE BACKGROUND

1" LETTERING STATING : "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES WILL BE TOWED AWAY AT OWNERS EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT _____ OR BY TELEPHONING _____."

FIRE LANE SIGN -SEE DETAIL FOR ADDITIONAL INFORMATION (8/~)

2" DIA. GALV POLE w/ CAP. PAINT w/ (2) COATS WHITE ENAMEL o/ (1) COAT OF PRIMER

PROVIDE 12" DIA. x 24" DEEP CONCRETE FOOTING -CROWN CAP TO DRAIN AWAY FROM POLE

NOTE:
PROVIDE SIGN AS SHOWN AT MAIN PROPERTY ENTRY/ ENTRIES. LOCATE SIGN 24" MAX. FROM FACE OF CURB TO CENTER LINE OF POST.

9 TOW - AWAY SIGN (DISABLED ENTRY)

SCALE: 1/2" = 1'-0"

A TRUNCATED DOME SPACING

B TRUNCATED DOME SECTION

NOTES:
1. ONLY APPROVED DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES SHALL BE INSTALLED IN ACCORDANCE WITH CBC SECTION 11B-705.
2. TRUNCATED DOMES (DETECTABLE WARNINGS) SHALL BE SUPPLIED BY: SAFETY STEP TD, INC.; PH: (866) 723-3883; EMAIL: www.safetystepdt.com
3. INSTALLER SHALL BE CERTIFIED BY MANUFACTURER.
4. TRUNCATED DOMES (DETECTABLE WARNINGS) SHALL BE SLIP RESISTANT & SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON- DARK OR DARK-ON-LIGHT; CONTRACTOR SHALL VERIFY ACCEPTABLE COLOR WITH THE LOCAL BLDG. OFFICIAL OR PUBLIC WORKS DEPT.
5. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
6. CONTRACTOR SHALL PROVIDE A 6" X 6" MIN. SAMPLE OF THE TRUNCATED DOMES TO THE ARCHITECT / CONSTRUCTION MANAGER FOR APPROVAL PRIOR TO INSTALLATION.

6 TRUNCATED DOMES

SCALE: N.T.S.

48" WIDE ACCESSIBLE PATH OF TRAVEL STRIPING FROM ADA ACCESS AISLES TO ACCESSIBLE WALKWAY. PATH OF TRAVEL TO ACCESS AISLES SHALL NOT REQUIRE THE PERSON USING THEM TO TRAVEL BEHIND PARKING SPACES OTHER THAN TO PASS BEHIND THE PARKING SPACE IN WHICH THEY ARE PARKED.

4" WIDE, WHITE PAINTED STRIPING -TYP.

4" WIDE, WHITE PAINTED STRIPING -TYP.

NOTE:
1. REFER TO SITE PLAN FOR ORIENTATION OF PAINTED STRIPING -TYP.

3 PARKING LOT STRIPING

SCALE: 1/2" = 1'-0"

55
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LICENSED ARCHITECT HENRY PETER RUHNKE C 22668 RENEWAL 08/31/23 STATE OF CALIFORNIA

A.P.N.: 051-152-002-000

2300 BERT DRIVE

2300 BERT DRIVE
HOLLISTER, CA

JOB NO.: 21124

PRINT DATE:

PLOT DATE: 7.7.2022

DRAWN BY: RS

CHECKED BY: KT

SET ISSUED:

02/15/2022 PLANNING SUB.

05/16/2022 PLANNING RESP.

07/07/2022 PLANNING RESP.

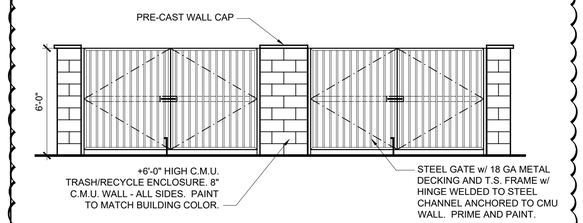
SHEET NAME:

SITE DETAILS

SHEET NO.:

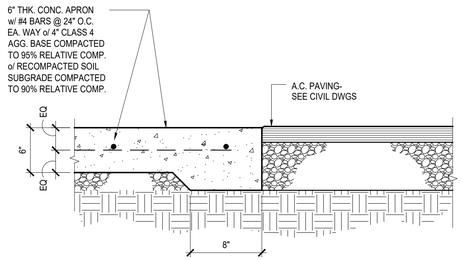
A110

FILE NAME: 21124-A110



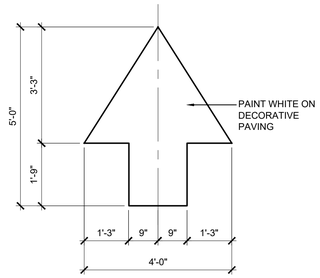
10 TRASH ENCLOSURE ELEVATION

SCALE: 1/4" = 1'-0"



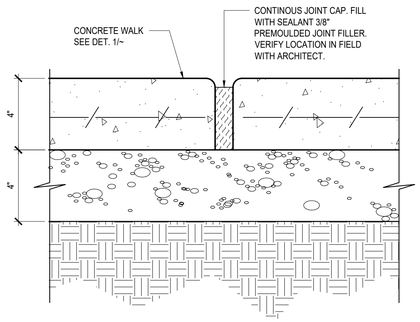
7 TRASH ENCLOSURE APRON

SCALE: 1-1/2" = 1'-0"



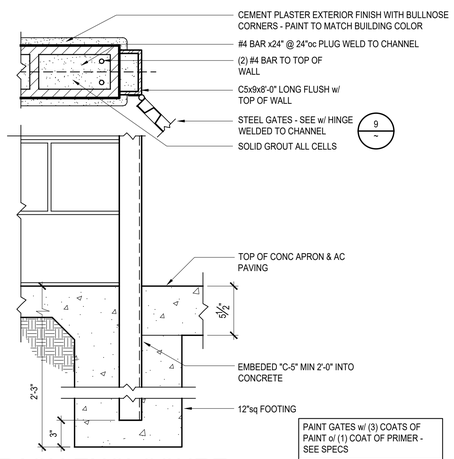
4 TRAFFIC ARROW

SCALE: 1-1/2" = 1'-0"



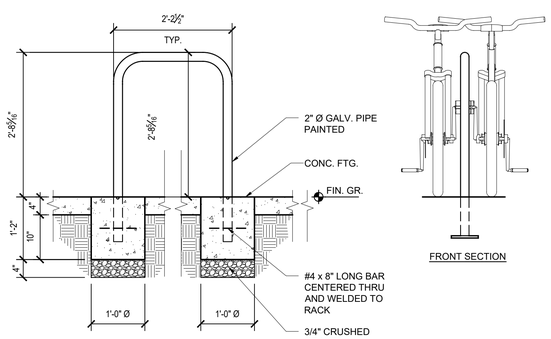
1 EXPANSION JOINT

SCALE: 3"=1'-0"



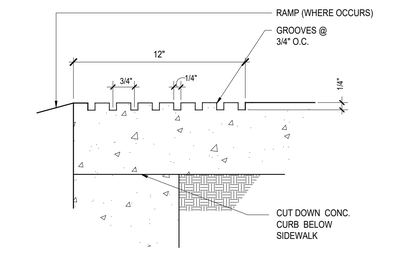
8 TRASH ENCLOSURE JAMB & FOOTING

SCALE: 1 1/2"=1'-0"



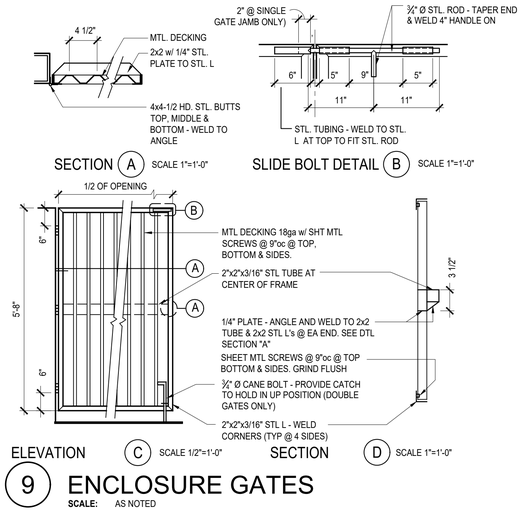
5 BICYCLE RACK

SCALE: 3/4" = 1'-0"



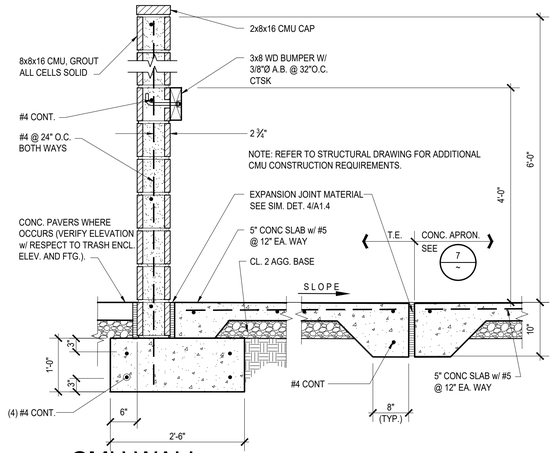
2 GROOVE

SCALE: NO SCALE



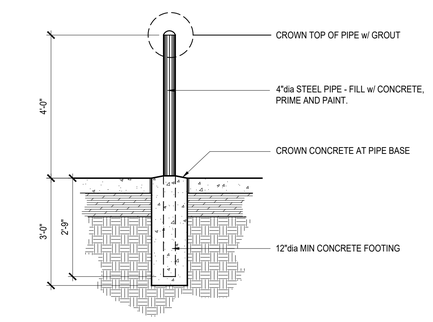
9 ENCLOSURE GATES

SCALE: AS NOTED



6 CMU WALL AT TRASH ENCLOSURE

SCALE: 3/4"=1'-0"



3 PIPE BOLLARD

SCALE: 1/2"=1'-0"

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2 07/07/2022	PLANNING RESP.

SHEET NAME: SITE DETAILS

SHEET NO.: A111

FILE NAME: 21124-A111

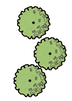
CONCEPT PLANT SCHEDULE

EVERGREEN TREES 15 GAL
Arbutus x 'Marina' / Marina Strawberry Tree Standard
Pyrus kawakamii / Evergreen Pear

DECIDUOUS TREES 15 GAL AND 24" BOX
Cercis occidentalis / Western Redbud
Lagerstroemia indica x fauriei 'Natchez' / Natchez Crape Myrtle

STREET TREES 36" BOX
Pistacia chinensis 'Keith Davey' / Keith Davey Chinese Pistache

ACCENT SHRUBS 5 GAL
Anigozanthos x 'Red Cross' / Red Cross Kangaroo Paw
Chondropetalum tectorum / Small Cape Rush
Phormium tenax / New Zealand Flax



SHRUBS 1 AND 5 GAL
Arbutus unedo 'Compacta' / Compact Strawberry Tree
Arctostaphylos densiflora 'Howard McMinn' / Howard McMinn Vine Hill Manzanita
Cistus x purpureus / Orchid Rockrose
Coleonema pulchellum 'Sunset Gold' / Sunset Gold Breath of Heaven
Grevillea x 'Canberra Gem' / Canberra Gem Grevillea
Lavandula angustifolia / English Lavender
Rhaphiolepis indica / Indian Hawthorn
Salvia greggii 'Lipstick' / Lipstick Autumn Sage
Westringia fruticosa / Coast Rosemary

PERENNIALS 1 GAL
Dietes bicolor / Fortnight Lily
Erigeron karvinskianus / Santa Barbara Daisy
Lantana x 'New Gold' / New Gold Lantana

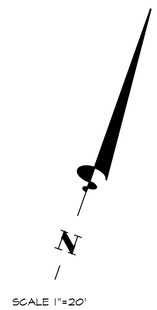
VINES 5 GAL
Bougainvillea x 'Barbara Karst' / Barbara Karst Bougainvillea
Trachelospermum asiaticum / Asiatic Jasmine

GROUND COVER 1 GAL
Arctostaphylos x 'Emerald Carpet' / Emerald Carpet Manzanita
Ceanothus griseus horizontalis / Carmel Creeper
Myoporum parvifolium / Trailing Myoporum
Rosmarinus officinalis 'Irene' TM / Irene Trailing Rosemary

LANDSCAPE NOTES

1. IRRIGATION SHALL BE VIA AN AUTOMATIC TIMED SYSTEM UTILIZING DRIP SYSTEMS WHERE APPROPRIATE.
2. ALL SHRUB BEDS TO BE TOP DRESSED WITH 3" OF CITY OF HOLLISTER APPROVED NON-FLOATING MULCH MATERIAL.
3. ALL GROUND COVER AND SHRUBS ARE DROUGHT TOLERANT. STREET TREES TO BE PLANTED PER CITY OF HOLLISTER STANDARDS. ALL PLANT MATERIAL WILL BE PLANTED AS PER CITY OF HOLLISTER MINIMUM SIZE REQUIREMENTS AS PER SECTION 17.16.080D OF THE MUNICIPAL CODE.
4. LANDSCAPE HAS BEEN DESIGNED AS PER CITY OF HOLLISTER STANDARDS.

PROPOSED LOT COVERAGE:
LANDSCAPING: 20.2%



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EXP. 10/31/22
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DRAWN BY:
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SET ISSUED:

SHEET NAME:
CONCEPTUAL LANDSCAPE PLAN

SHEET NO.:
L-1

FILE NAME:

■ FILE NAME: X:\AutoCAD Projects\2021\21057\Landscape\21057LandBldng ■ Plotted on Wednesday, 06 July 2022 at 3:43pm by SBE3 ■

CONCEPT IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Rain Bird 1400 Series trickle bubbler

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
MV	Rain Bird PESB–PRS–D 1" Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration. With Pressure Regulating Module, and Scrubber Technology for Reliable Performance in Dirty Water Irrigation Applications.
	Rain Bird 5–LRC 1" Brass Quick–Coupling Valve, with Corrosion–Resistant Stainless Steel Spring, Locking Thermoplastic Rubber Cover, and 1–Piece Body.
BF	Febco 825Y 3/4" Reduced Pressure Backflow Preventer See Detail G–4
	Nibco isolation gate valve, line size
FS	Hunter Flow Clik 100
C	Hunter Pro–C controller PC–400i Verify location with owner
RS	Hunter Rain Clik
	Irrigation Lateral Line: PVC Schedule 40 at 12" depth (1"unless otherwise noted) See detail G–1
	Irrigation Mainline: PVC Schedule 40 at 18" depth
	PIPE SLEEVE: Sleeve all pipe under paved surfaces over 6 feet wide with PVC SCH 40 pipe, a minimum of 2 times larger than the pipe being sleeved. One pipe per sleeve only.Minimum sleeve size is 2".Wires are to be sleeved separately from pipe

DRIP IRRIGATION EQUIPMENT

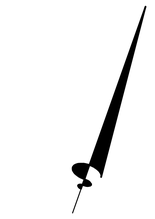
Hunter ICZ–101–LF
Low flow drip control kit for commercial applications.

Drip system distibution tubing: Agrifim A700 1/2" polyethylene tubing. Emitters: Agrifim PCP10 1 GPM pressure compensating emitters with bug caps or equal. use 1 emitter per 1–gal shrub, 2 emitters per 5–gal shrub. Use stainless tie down stakes.

Junction of PVC lateral and drip poly tubing: use sts fitting, sch. 80 rigid riser, and ell with compression fitting to establish poly tubing at soil surface grade.

Agrifim compression end plugs: cep700

Valve Callout



SCALE 1"=20'

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PRELIMINARY
NOT
FOR
CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER ANNE C. HALL No. C 61972 EXP. 10/31/22 STATE OF CALIFORNIA

A.P.N.: 051-152-002-000

2300 BERT DRIVE
2300 BERT DRIVE
HOLLISTER, CA

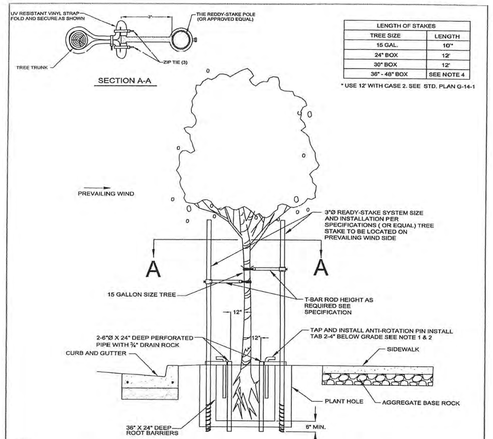
JOB NO.: 21124
PRINT DATE:
PLOT DATE: 7.6.2022
DRAWN BY:
CHECKED BY:
SET ISSUED:

SHEET NAME: CONCEPTUAL IRRIGATION PLAN

SHEET NO.: L-2

FILE NAME:

■ FILE NAME: X:\AutoCAD Projects\2021\21057\Landscape\21057Landdraing ■ Plotted on Wednesday, 06 July 2022 at 3:53pm by SUE3 ■



LENGTH OF STAKES	
TREE SIZE	LENGTH
15 GAL.	10"
24" BOX	12'
30" BOX	12'
36" - 48" BOX	SEE NOTE 4

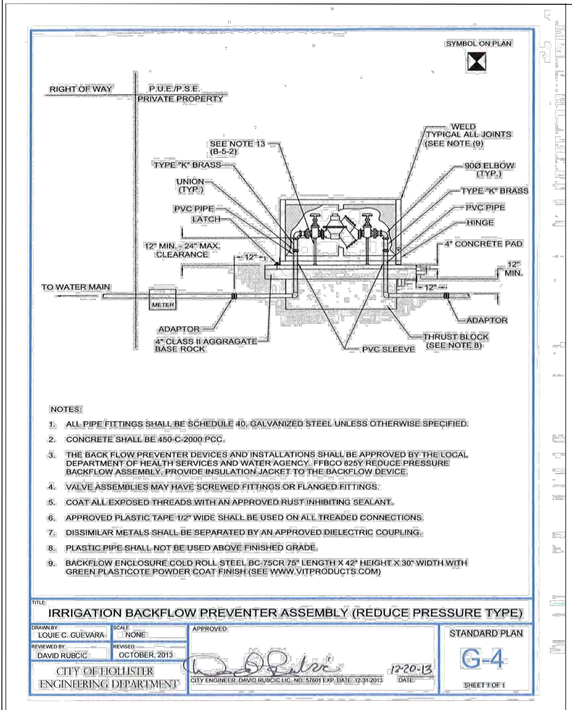
* USE 12' WITH CASE 2. SEE STD. PLAN G-14-1

NOTES:
1. STAKE SHALL BE EITHER 3" DIAMETER LOGGE POLE PINE, TREATED WITH COPPER NAPHTHENATE OR PRESSURE TREATED WITH CHROMATED COPPER ARSENATE, OR GALVANIZED STEEL PIPE PER. SUBSECTION 308-4.6.1 (METHOD A) OF THE GREENBOOK.
2. PLACE STAKES 18" APART FOR 15 GAL. TREE, PLACE STAKE AT OUTER EDGE ROOT BALL FOR LARGER SIZE BOX TREE.
3. HEIGHT OF STAKES SHALL NOT BE HIGHER THAN THE TOP OF THE TREE.
4. FOR 36" OR LARGER BOX TREES-STAKE OR GUY AT THE DIRECTION OF CITY ENGINEER.
5. TREE SUPPORTS PER SUBSECTION 308-4.6.1 OF THE GREENBOOK.
6. READY STAKE SIZE 9, 3/4" DIA. X 9' SHALL BE USED FOR 15 GAL. ROOT BALL OR LESS. USE WOODEN STAKE FOR ROOT BALL LARGER THAN 15 GAL. USE WOODEN STAKE 3" DIA. X 8' OR AS STATED IN NOTE NO. 1.

TITLE: LANDSCAPING TREE STAKING - DOUBLE STAKING

DRAWN BY: LOUIE C. GUEVARA	SCALE: NONE	APPROVED:	STANDARD PLAN
REVIEWED BY: DAVID RUBCIC	REVISED: OCTOBER, 2013		H-1-2

CITY OF HOLLISTER ENGINEERING DEPARTMENT — CITY ENGINEER: DAVID RUBCIC LIC. NO. 57501 EXP. DATE: 12-31-2013 — DATE 12-20-13 — SHEET 2 OF 3

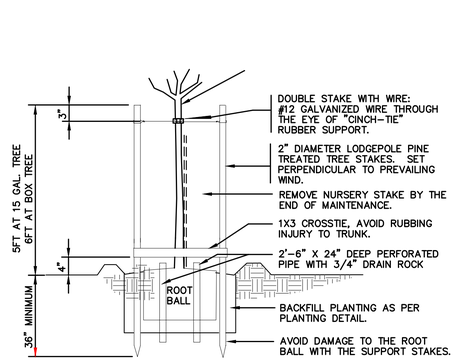


NOTES:
1. ALL PIPE FITTINGS SHALL BE SCHEDULE 40, GALVANIZED STEEL UNLESS OTHERWISE SPECIFIED.
2. CONCRETE SHALL BE 450-C-2000 PCC.
3. THE BACK FLOW PREVENTER DEVICES AND INSTALLATIONS SHALL BE APPROVED BY THE LOCAL DEPARTMENT OF HEALTH SERVICES AND WATER AGENCY. FFBCO 825Y REDUCE PRESSURE BACKFLOW ASSEMBLY. PROVIDE INSULATION JACKET TO THE BACKFLOW DEVICE.
4. VALVE ASSEMBLIES MAY HAVE SCREWED FITTINGS OR FLANGED FITTINGS.
5. COAT ALL EXPOSED THREADS WITH AN APPROVED RUST INHIBITING SEALANT.
6. APPROVED PLASTIC TAPE 1/2" WIDE SHALL BE USED ON ALL TREADED CONNECTIONS.
7. DISSIMILAR METALS SHALL BE SEPARATED BY AN APPROVED DIELECTRIC COUPLING.
8. PLASTIC PIPE SHALL NOT BE USED ABOVE FINISHED GRADE.
9. BACKFLOW ENCLOSURE COLD ROLL STEEL BC-75CR 75" LENGTH X 42" HEIGHT X 30" WIDTH WITH GREEN PLASTICOTE POWDER COAT FINISH (SEE WWW.VITPRODUCTS.COM)

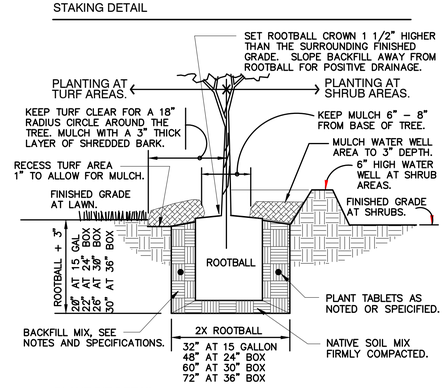
TITLE: IRRIGATION BACKFLOW PREVENTER ASSEMBLY (REDUCE PRESSURE TYPE)

DRAWN BY: LOUIE C. GUEVARA	SCALE: NONE	APPROVED:	STANDARD PLAN
REVIEWED BY: DAVID RUBCIC	REVISED: OCTOBER, 2013		G-4

CITY OF HOLLISTER ENGINEERING DEPARTMENT — CITY ENGINEER: DAVID RUBCIC LIC. NO. 57501 EXP. DATE: 12-31-2013 — DATE 12-20-13 — SHEET 1 OF 1



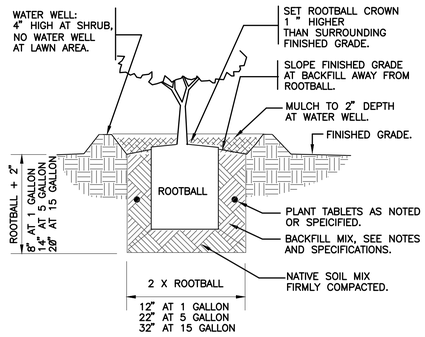
STAKING DETAIL



PLANT PIT DETAIL

NOTE: ALL TREE HOLES TO BE WATER TESTED.

8 TREE PLANTING DOUBLE STAKE
1" = 1'-0" FX-PL-FX-TREE-10

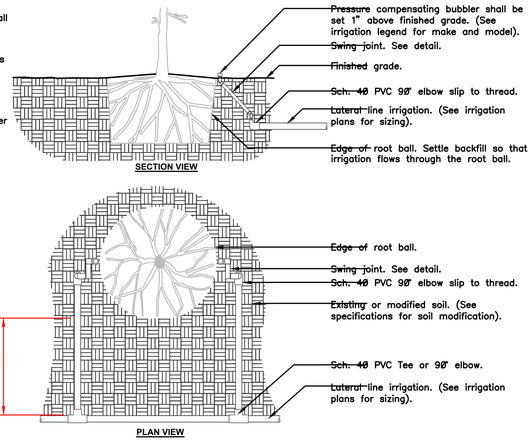


6 SHRUB PLANTING
1" = 1'-0" FX-PL-FX-SHRB-07

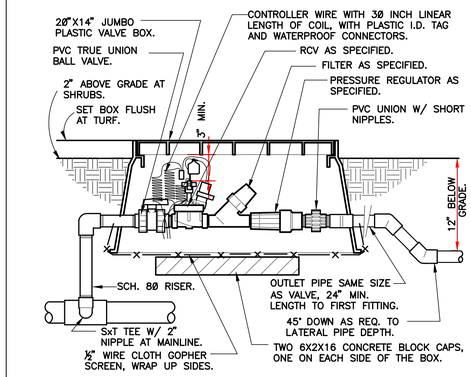
Notes:
1- All irrigation fittings shall be Sch. 40 PVC unless specified otherwise.

2- All threaded connections from Sch. 40 to Sch. 80 PVC shall be made using teflon tape.

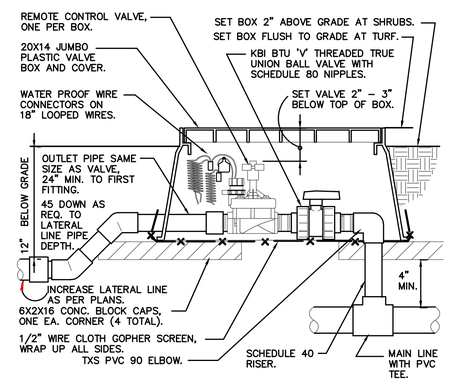
3- Contractor shall settle the area around the bubbler and edge of the root ball so that all irrigation flows through the root ball.



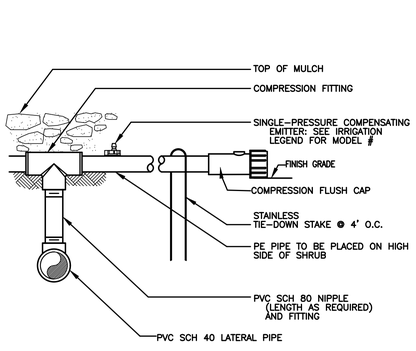
5 IRRIGATION BUBBLER (2) W/ LAYOUT
3/4" = 1'-0" FX-IR-FX-BUBB-01

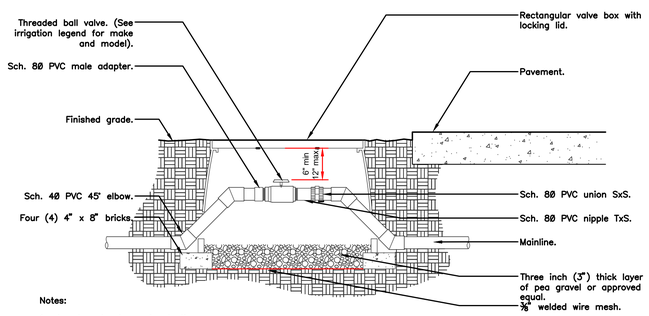


3 1" DRIP VALVE/FILTER/REGULATOR
1 1/2" = 1'-0" FX-IR-FX-DRIP-12



2 RCV WITH UNION S.O.V.
1 1/2" = 1'-0" FX-IR-FX-RCV-07



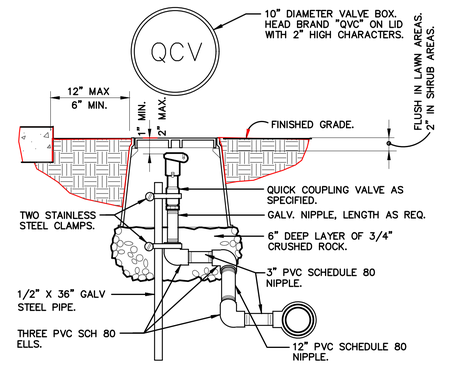


Notes:
1- Locate valve boxes in planting areas.
2- Wrap valve box with a minimum of 3 mil thick plastic and secure it using duct tape or electrical tape.
3- All threaded connection to be made using teflon tape.
4- All changes in elevation shall be made using Sch. 40 PVC 45° elbows.

4 BALL VALVE - 3" AND SMALLER
1 1/2" = 1'-0"

URBAN TREE FOUNDATION © 2014 OPEN SOURCE FREE TO USE

FX-IR-FX-SHUT-01



1 QUICK COUPLING VALVE IN BOX
1 1/2" = 1'-0" FX-IR-FX-QUIC-03

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REGISTERED PROFESSIONAL ENGINEER — ANNE E. HALL — No. M 31911 — Exp. 12/31/22 — STATE OF CALIFORNIA

A.P.N.: 051-152-002-000

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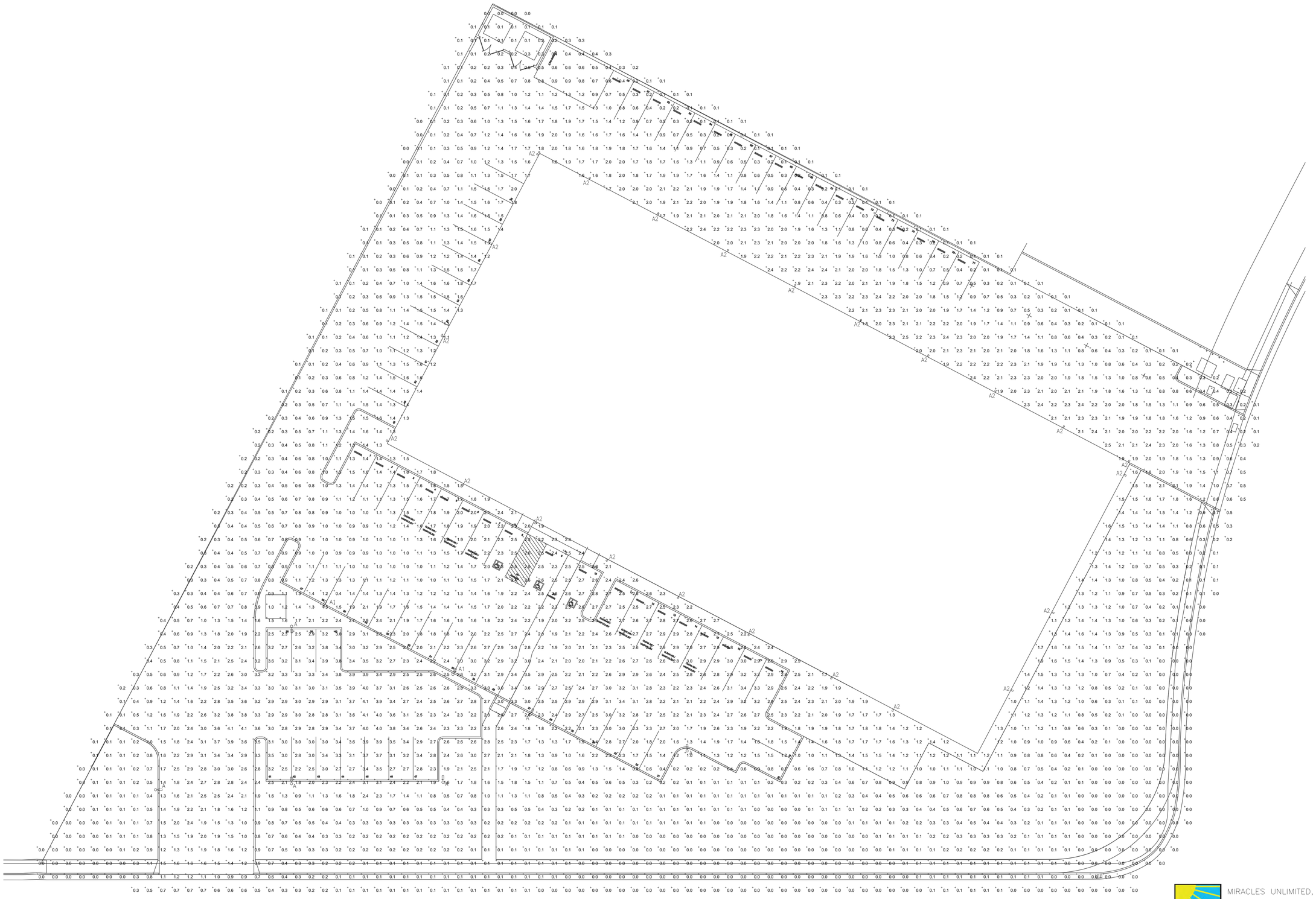
JOB NO.: 21124
PRINT DATE:
PLOT DATE: 7.6.2022
DRAWN BY:
CHECKED BY:
SET ISSUED:

SHEET NAME: CONCEPTUAL DETAIL PLAN

SHEET NO.: L-3

FILE NAME:

■ FILE NAME: X:\AutoCAD Projects\2021\21057\Landscape\21057Land2.dwg ■ Plotted on Wednesday, 06 July 2022 at 3:54pm by SSE3 ■



01 PHOTOMETRIC SITE PLAN
SCALE: 1/16" = 1' - 0"

AVERAGE FOOT CANDLE 1.8 FC

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JOB NO.: 21124

PRINT DATE:

PLOT DATE: 4.28.2022

DRAWN BY: CAD

SET ISSUED:

04-27-2022

SHEET NAME: PHOTOMETRIC SITE PLAN

SHEET NO.: E1.0

FILE NAME:

MIRACLES UNLIMITED, INC.
ELECTRICAL ENGINEERING
P. O. BOX 1808
APTOS, CA 95001
(831) 688-8013
JOB NO.: 22014

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A.P.N.: 051-152-002-000

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HOLLISTER, CA

Cree Edge™ Series

LED Area/Flood Luminaire

Product Description

The Cree Edge™ Series has a slim, low profile design. Its rugged cast aluminum housing minimizes wind load requirements and features an integral, weathertight LED driver compartment and high performance aluminum heat sinks. Various mounting choices: Adjustable Arm, Direct Arm, Direct Arm Long, or Side Arm (details on page 2). Includes a leaf/debris guard.
Applications: Parking lots, walkways, campuses, car dealerships, office complexes, and internal roadways

Performance Summary

Patented NanoOptic® Product Technology

Made in the U.S.A. of U.S. and imported parts

CRI: Minimum 70 CRI

CCT: 4000K (+/- 300K), 5700K (+/- 500K) standard

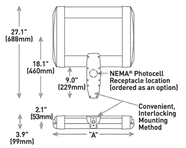
Limited Warranty*: 10 years on (un)naire/10 years on Colorfast DeltaGuard® finish

*See http://lighting.cree.com/warranty for warranty terms

Accessories

Field-Installed	
Bird Spikes XA-BIRDSPK **Hand-Held Remote** XA-SENSREM - For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required	**Backlight Control Shields** XA-2080_5-4 - Four-pack - Unpainted stainless steel

DA Mount



LED Count (x10)	Dim. "A"	Weight
02	12.1" [306mm]	21 lbs. [10kg]
04	12.1" [306mm]	24 lbs. [11kg]
06	14.1" [357mm]	27 lbs. [12kg]
08	16.1" [408mm]	28 lbs. [13kg]
10	18.1" [459mm]	32 lbs. [15kg]
12	20.1" [510mm]	34 lbs. [15kg]
14	22.1" [560mm]	37 lbs. [17kg]
16	24.1" [611mm]	41 lbs. [19kg]

AA/DL/SA Mount - see page 22 for weight & dimensions

Ordering Information

Example: ARE-EDG-2M-AA-12-E-UL-SV-350

Product	Optic			Mounting*	LED Count (x10)	Series	Voltage	Color Options	Drive Current	Options		
ARE-EDG	**2M** Type II Medium **2MB** Type II Medium w/BLS **2MP** Type II Medium w/Partial BLS **2M** Type III Medium	**3MB** Type III Medium w/BLS **3MP** Type III Medium w/Partial BLS **4M** Type IV Medium **4MB** Type IV Medium w/BLS	**4MP** Type IV Medium w/Partial BLS **5M** Type V Medium **5S** Type V Short	**AA** Adjustable Arm **DA** Direct Arm **DL** Direct Long Arm	**02** **04** **06** **08** **10** **12** **14** **16**	**E**	**UL** Universal 120-277V **UN** Universal 347-480V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**350** 350mA **525** 525mA **700** 700mA - Available with 20-60 LEDs	**DIM 0-10V Dimming** - Control by others - Refer to Dimming spec sheet for details - Can't exceed specified drive current **F Fuse** - Refer to ML spec sheet for availability with ML options - Available with UL voltage only - Available for U.S. applications only - When code dictates fusing, use time delay fuse **HL HiLaw (Dual Circuit Input)** - Refer to HL spec sheet for details - Sensor not included **ML Multi-Level** - Refer to ML spec sheet for details - Intended for downlight applications at 0° tilt **P Photocell** - Refer to ML spec sheet for availability with ML options - Available with UL voltage only	**PML Programmable Multi-Level, 20-40' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **PML2 Programmable Multi-Level, 15-30' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **R NEMA® Photocell Receptacle** - Intended for downlight applications with maximum 45° tilt - Photocell by others - Refer to ML spec sheet for availability with ML options **40K 4000K Color Temperature** - Minimum 70 CRI - Color temperature per luminaire
FLD-EDG	**2S** 25° Flood **4S** 40° Flood	**7S** 70° Flood **SN** Sign	**N6** NEMA® 6	**AA** Adjustable Arm **SA** Side Arm - Available with 20-60 LEDs								

* Reference EPA and pole configuration suitability data beginning on page 19
NOTE: Price adder may apply depending on configuration

c UL us DLC

US: lighting.cree.com T (800) 236-6800 F (262) 504-5415

Rev. Date: V6 12/07/2017

Canada: www.cree.com/canada T (800) 473-1234 F (800) 890-7507

CREE

FIXTURE TYPE A IS TYPE 4M
FIXTURE TYPE A1 IS TYPE 5M
FIXTURE TYPE A2 IS WALL MOUNTED TYPE 2M

MIRACLES UNLIMITED, INC.
ELECTRICAL ENGINEERING
P. O. BOX 1808
APTOS, CA 95001
(831) 688-8013
JOB NO.: 22014

JOB NO.:
21124

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PLOT DATE: 4.28.2022

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04-27-2022

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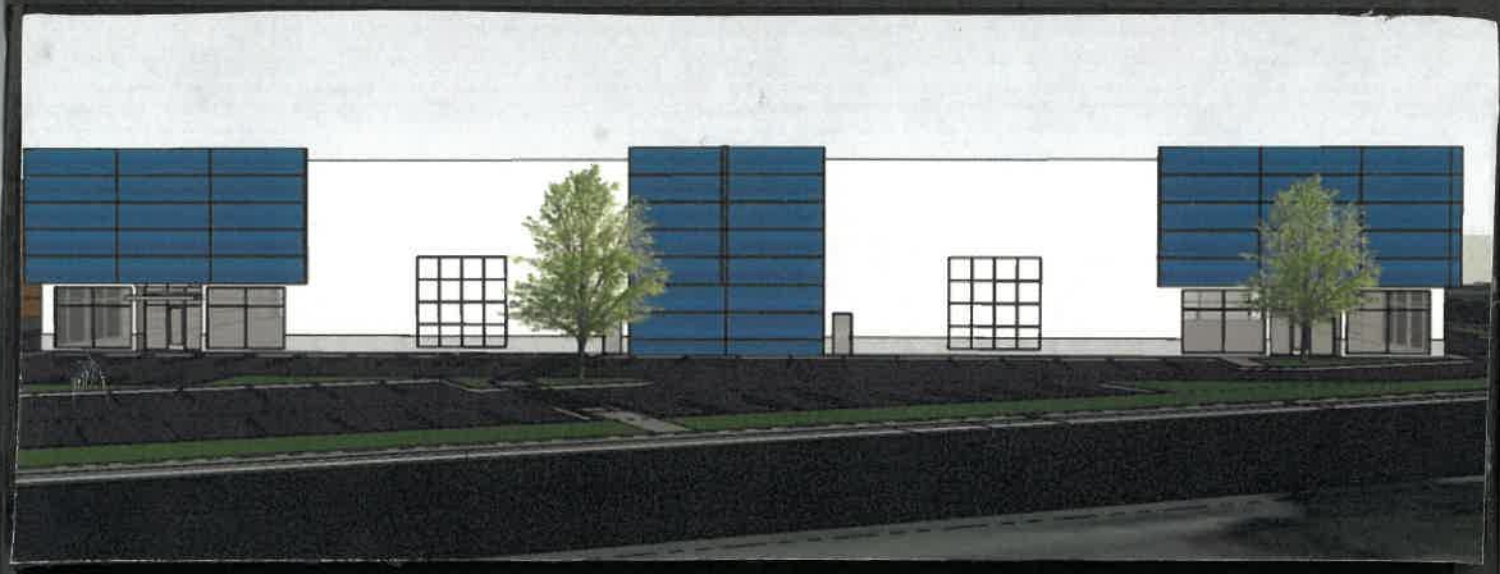
FIXTURE CUT SHEET

SHEET NO.:
E3.1

FILE NAME:



INSULATED METAL PANEL – FIELD

INSULATED METAL PANEL – ACCENT

STOREFRONT

2300 Bert Drive
Hollister, CA. 95023
Exterior Finish Presentation Board
2.08.22 I WRD # 21124

WR&D

Planning Commission
Staff Report
August 25, 2022
Item 3

SUBJECT: **Site and Architectural Review 2021-5** for the construction of a 337,710 SF building for cannabis cultivation uses, an approximately 500 SF security office, and related improvements on a 12.22-acre parcel to be created through a Lot Line Adjustment between three existing parcels.

STAFF PLANNER: Eva Kelly, Interim Planning Manager (831) 636-4360

ATTACHMENTS:

1. Resolution approving Site and Architectural Review 2021-5
2. Felipe 9 Site Plan
3. Felipe 9 Cannabis Cultivation Park Addendum to the Mitigated Negative Declaration with Appendix A, Emissions Analysis, and Appendix B, Acoustical Analysis
4. Felipe 9 Cannabis Cultivation Park Initial Study/Mitigated Negative Declaration (SCH#2019049081)

RECOMMENDATION: Approval with conditions

PROJECT DESCRIPTION:

The Applicant is proposing to construct a 337,710 SF building for cannabis cultivation uses, an approximately 500 SF security office, and related improvements, on a 12.22-acre parcel to be created through a Lot Line Adjustment between three existing parcels. The parcel has a General Plan Designation of North Gateway Commercial, and is located in the North Gateway (NG) Zoning District. The project plans are included as Attachment 2.

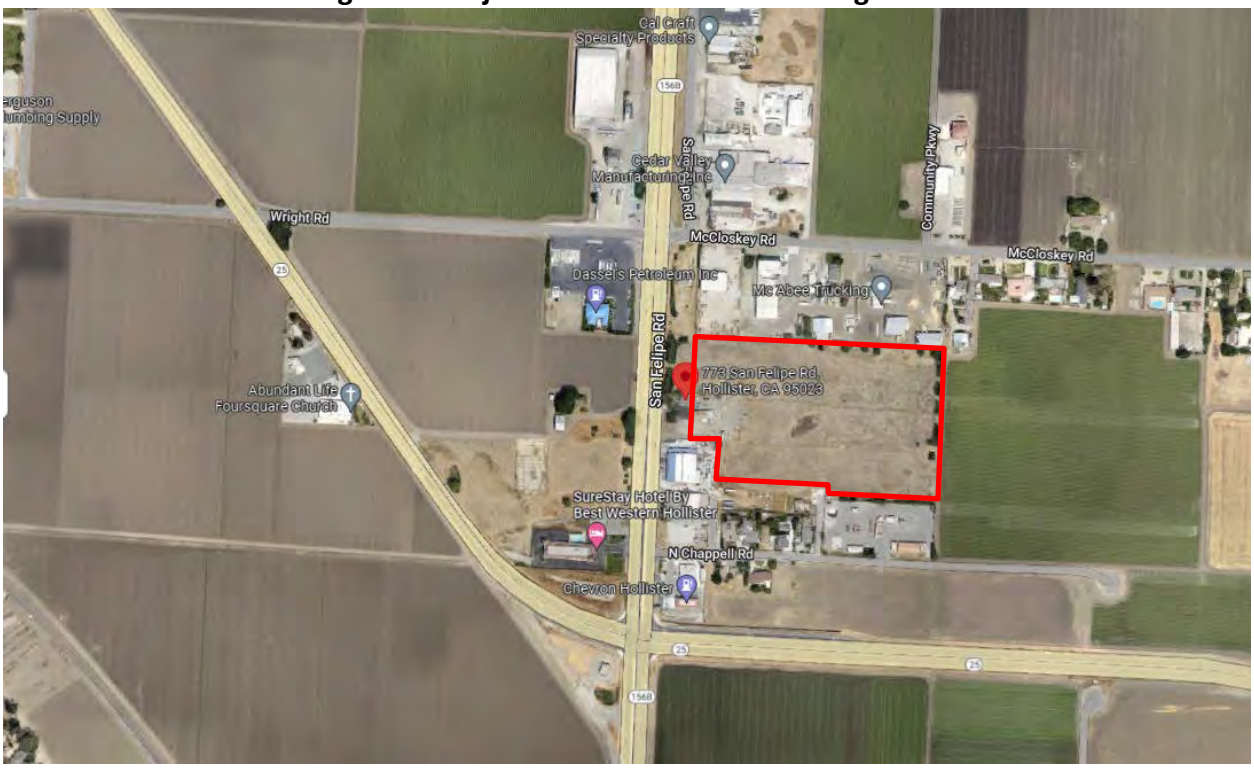
ANALYSIS:

Site Plan:

The Applicant is proposing to construct a 337,710 SF greenhouse building for cannabis uses, located on a vacant parcel, which is proposed to be created through a lot line adjustment between three existing parcels in the area. See Sheet C0.2 for the existing conditions map.

The following aerial photo depicts the location of the project site and the surrounding area.

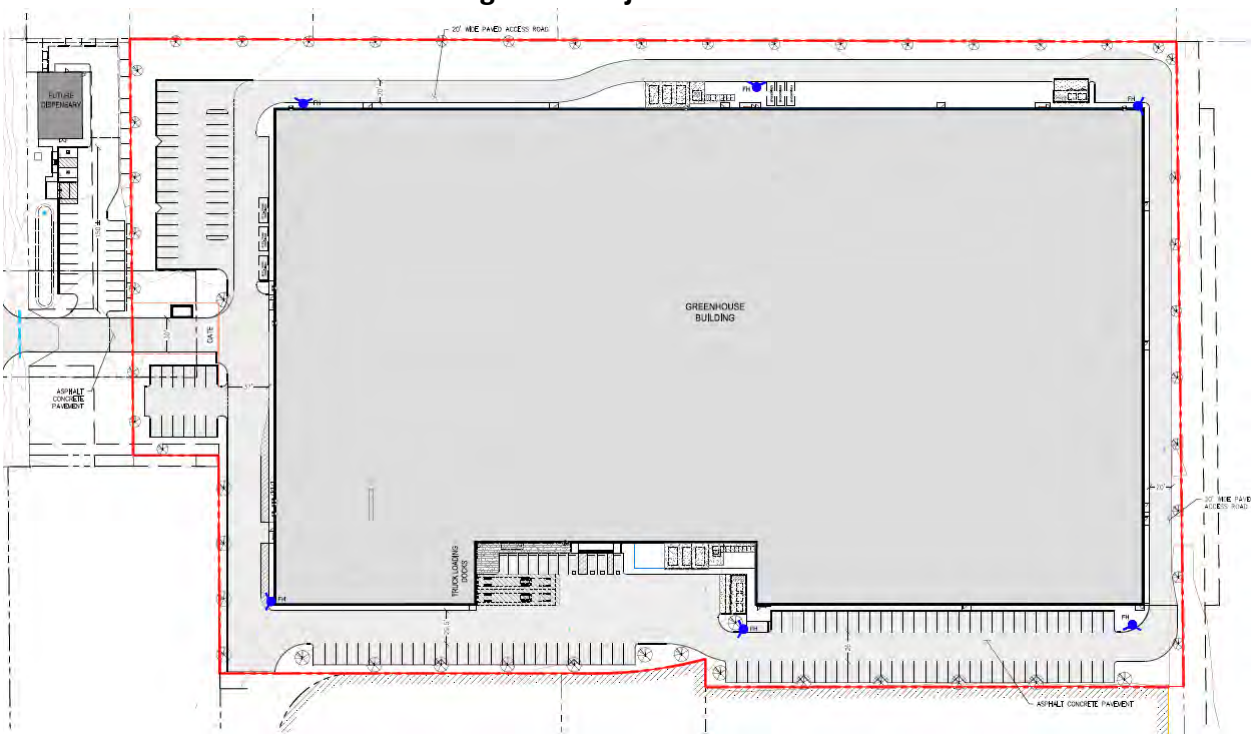
Figure 1: Project Site and the Surrounding Area



The proposed project site dimensions exceed the minimum dimensions for lot size, depth, and width in Section 17.08.020 of the Zoning Ordinance. Section 17.08.020 requires a minimum of 50’ of frontage on a public road for parcels within the North Gateway Zoning District, which the proposed project parcel, as well as the parcels proposed to be adjusted by the Lot Line Adjustment, will not meet. However, the Lot Line Adjustment largely affects the property lines that exist between these existing parcels, and does not change the amount of frontage existing for any of the parcels.

The Planning Commission may make a finding that while the existing parcels are non-conforming, and the proposed Lot Line Adjustment will not affect the reason by which each of the parcels is non-conforming. The Lot Line Adjustment will not add or remove any frontage from the parcels, so those with frontage will not be affected; the subject property will continue to not have any frontage; and the Lot Line Adjustment will also not affect the dimensions of any of the three parcels in the directions that they are already in non-conformance.

Figure 2: Project Site Plan



The proposed site will be accessed through a shared easement across the property to the west, which has access to the San Felipe Frontage Road. This property received entitlements to construct and operate a cannabis dispensary. However, no building permit has been issued for the site, and those entitlements expired on April 11, 2021. This project is conditioned to improve their access driveway as well as the street frontage on the San Felipe Frontage Road as part of the conditions of approval. The project is also conditioned to contribute to their fair share of the adopted San Felipe Beautification and Plan Line project.

The project has no pedestrian access from public right of way. The site is proposed to be located behind security fencing and gates, and the only access point is via the vehicular driveway and gate on the western edge of the property. There are no bicycle parking spaces proposed on site.

The building has been oriented so that the primary entrance is to the south, with parking spaces located on both the west and south side of the property. There are two loading spaces also located on the south side of the building.

On-site circulation, access, parking design, and other requirements have been reviewed by the City's Development Review Committee (DRC) to ensure compliance with City, State, and Federal Regulations. Conditions of Approval related to compliance have also been included in the Project Conditions of Approval.

Architecture (Sheet A3.0):

Front - South Elevation

The South Elevation of the proposed building contains the main entrance to the structure. The building is proposed to be 19'-2" in height, which is consistent with the maximum height established in Section 17.08.020 for the NG Zoning District (50 feet). The façade contains four entrance doors, one of which is proposed to be incorporated into a larger, sliding/roll-up door. The entire building is proposed to be made of polycarbonate panel siding. The building will also have a tempered glass roof. This elevation, as with the entire structure, is not directly visible from the public right-of-way, and therefore enhanced elevations are not required.

Figure 3: South Elevation

Side - East Elevation

The east elevation will face toward an existing parcel that is used for agriculture. This elevation contains several entry doors, and is proposed to be constructed with polycarbonate panel siding. It is not visible from the public right-of-way and does not require enhanced elevations.

Rear - North Elevation

This elevation will face toward existing industrial and residential uses on parcels fronting McCloskey Road. It is not directly fronting onto a public right-of-way and therefore the elevation is not enhanced. This elevation, similarly to the east and south elevations, is proposed to be constructed with polycarbonate panel siding, and a series of entrance and sliding doors.

Side – West Elevation

This portion of the building will face toward an undeveloped parcel which fronts onto the San Felipe Frontage Road. This elevation would be visible from the public right-of-way until such a time as the fronting parcel develops. However, the proposed project also includes chain link fencing with slats which will run along all sides of the property line. See Sheet A3.2 for a conceptual rendering of the project as viewed from San Felipe Frontage Road, and Figure 4, below. What will be able to be viewed from the public right-of-way for this project, will be a limited portion of the top of the walls of the structure and the tempered glass greenhouse roof.

Figure 4. Conceptual Rendering of Project from San Felipe Frontage Road

It is important to note that the project has proposed slatted chain link fencing with barbed wire (See Sheet A1.3 for typical perimeter fence detail. Pursuant to Section 17.16.050(E)(7), "…barbed wire, razor wire, or electrified or similar type fences are prohibited." There are, however, specific requirements for security for cannabis uses. Staff has included the following condition of approval regarding the fences:

> 23. **Fences.** All fences shall comply with Section 17.16.050 of the Hollister Zoning Ordinance, unless otherwise approved by the City of Hollister City Council through the issuance of a Cannabis Use Permit.

Trash Enclosures:

The Applicant has proposed two locations for trash enclosures, one on the south side of the building, and one on the northeast corner of the building. The details of these enclosures can be found on Sheet A1.2. The enclosures will be covered, plumbed to the City's sewer system, and constructed from CMU block painted to match the building, per City and waste provider standards.

Parking:

The plan set indicates inconsistent parking stall counts between "Parking Data" on Sheet C0.1 (102 spaces), and the number of spaces shown on the site plan itself (132 total spaces). There are no identified bicycle parking areas on the plan.

Section 17.18.030, General pedestrian, bicycle and parking regulations, Table 17.18-1 does not identify "cannabis cultivation" in the list of land use types for determining off street parking calculations. The closest industrial land use types to this project and their requirements are listed

in Table 1 below.

Table 1: Parking Requirements

Land Use Type	Vehicle Spaces Required	Bicycle Spaces Required
Manufacturing and industrial, general	Two spaces for each three employees or one space for each 400 sq. ft. of gross floor area, whichever is greater plus one space for each vehicle operated in connection with each on-site use	Five percent of vehicle spaces
Warehousing	One space for each 1,000 sq. ft. of gross floor area plus two spaces for any resident manager	None
Research and Development	Three spaces for each 1,000 sq. ft. of gross floor area	Five percent of vehicle spaces

The proposed total gross floor area of facilities is 337,710 SF. This would require the following number of parking spaces based on the three land use types above:

1. Manufacturing and industrial, general: 844 vehicle spaces and 42 bicycle spaces
2. Warehousing: 337 vehicle spaces and 0 bicycle spaces
3. Research and Development: 1,013 vehicle spaces and 51 bicycle spaces

Pursuant to Section 17.18.060(E), for uses not listed in Table 17.18-1, the Director shall use the requirements of the table as a guide when making a determination on the parking requirements. The project plans do not provide consistent parking and use information that is sufficient for the Director to make a recommendation on a reduced parking ratio.

The minimum number of parking spaces required based in Table 17.18-1 would be 337 vehicle spaces, which is 205-235 (61%) more spaces than is proposed on the site plan. The proposed 132 parking spaces for 337,710 SF of greenhouse space, is an approximate ratio of 1 parking space per 2,558 SF of cannabis greenhouse gross floor area. The Planning Commission must make a finding that a parking ratio of 1 parking space per 2,558 SF of gross floor area for the proposed use of cannabis greenhouse is satisfactory to Section 17.18.060. Note that the acceptance of this parking ratio would limit future uses of this project site, if developed with this finding.

The project proposes two off-street loading spaces on the south side of the building, near the entrance. This meets the minimum requirements of 2 loading spaces per Section 17.18.130 of the Zoning Ordinance.

Building (Tenant) Use:

The allowable uses for the GN Zoning District can be found under Section 17.08.020 of the Zoning Ordinance. The Applicant is proposing to construct a greenhouse for future cannabis cultivation uses. Cannabis Cultivation requires the approval of a Conditional Use Permit approval from the City Council prior to occupancy of the use. The City of Hollister City Council adopted a resolution authorizing the mayor to execute a Cannabis Development Agreement with Felipe Nine, LLC on December 16, 2019 for a previous entitlement application on the same project site (MS 2018-1 and S&A 2018-2); however, the applicant requested changes to the development agreement after the approval and the agreement was never fully executed. As of today, there are no other active cannabis approvals for this project.

Staff has included a condition of approval to ensure that all cannabis uses obtain proper permitting through the Cannabis Affairs Division and City Council prior to occupancy.

Stormwater Facilities (Sheet C1.1):

The applicant has proposed underground stormwater facilities pursuant to Section 17.16.140, Stormwater management, which requires that:

> "(A)(4). Whenever feasible, every effort to design, construct, and install underground stormwater infiltration basins for all new and redevelopment projects instead of utilizing open retention or detention ponds for stormwater management shall be made. If it is infeasible for a development to meet this requirement the development's design engineer shall submit a letter explaining the reason it is infeasible for the city engineer's review and approval consideration."

Conditions of approval have been placed on the project to ensure that all stormwater facilities are consistent with City and State requirements for undergrounding stormwater facilities.

Landscaping (Sheet L1.1):

The Applicant is proposing a variety of landscaping throughout the site. A total of 14% of the site will be landscaped, which is greater than the 5% minimum landscape coverage required by Section 17.08.020, Commercial and Mixed Use Zone land uses and permit requirements.

The landscaping consists of trees and shrubs planted along the interior of the perimeter fencing. The applicant proposed to plant fruitless Olive, Holly Oak, and Sweet Bay trees.

The Preliminary landscape plan does not provide sufficient information (plant spacing, planter box sizes, setbacks from driveways, shade calculations, etc.) to determine whether the project is consistent with Sections 17.08.040(C)(5) and (6), 17.16.080(D) and (E), and 17.18.110(I) of the

Hollister Municipal Code. The Planning Commission must adopt conditions of approval to ensure that the landscaping is in compliance with these code sections.

General Plan Compliance:

The proposed greenhouse building meets the Goals and Policies of the General Plan. While the proposed structure has limited variation and articulation of the architecture, which is a requirement of Land Use Policies LU11.1 and 11.2, the building does not have any frontage on and has limited visibility from the public right-of-way. The Planning Commission may find that the structure does not need to have enhanced elevations because it is not visible from any street, and is therefore compliant with the Land Use design policies.

The project similarly does not have direct access to the public street network. The project will contribute to the San Felipe Beautification and Plan Line project as well as improve the frontage of San Felipe Frontage Road, which will provide the planned infrastructure for multi-modal connections in the area, which is consistent with policies LU4.1, LU4.2, LY4.4, and C2.3 of the General Plan.

California Environmental Quality Act:

A Mitigated Negative Declaration (SCH#2019049081, Attachment 4) was prepared for a prior entitlement for this same property (MS 2018-1 and S&A 2018-2), also for cannabis greenhouse construction. An Addendum to this Mitigated Negative Declaration has been prepared for this project proposal. The project is consistent with the analysis and the mitigation measures that would be implemented by the project ensure that there are no significant environmental effects as a result of the project.

CONCLUSION:

The Applicant is proposing the construction of a 337,710 SF building for cannabis cultivation uses, an approximately 500 SF security office, and related improvements on a 12.22-acre parcel to be created through a Lot Line Adjustment between three existing parcels. The proposed project is consistent with the policies of the General Plan regarding architecture, given that it is largely out of site from the public right-of-way and therefore does not require enhanced elevations and architectural design features. The project use is proposed to be a cannabis cultivation use, pending approval of appropriate entitlements by the City Council. The planning commission must find that the proposed number of parking spaces – 132 – is adequate to serve a 337,710 SF cannabis cultivation use, which is approximately 1 parking space per 2,558 SF of gross floor area. This finding is consistent with Section 17.18.060 of the Hollister Municipal Code, which allows for the Director, or in this case the Planning Commission, to make a determination on an adequate parking ratio for uses not listed in Table 17.18-1. All unsightly uses, including rooftop mounted equipment, electrical meters, fire risers, trash, etc. will be screened form view. The proposed

project, along with the findings and conditions contained in the draft resolution, meets the Goals and Policies of the General Plan and the Zoning Ordinance. Conditions of Approval have been included to ensure that the project will continue to comply with all Hollister regulations, will not impact the surrounding area, and will maintain an attractive site.

PLANNING COMMISSION OPTIONS:

The Planning Commission can choose one of the following options:

1. Adopt a Resolution approving S&A 2021-5, subject to the Conditions of Approval (Attachment 1);

2. Adopt a Resolution approving S&A 2021-5, with Conditions of Approval modified by the Planning Commission;

3. Deny the Proposed Project; or

4. Continue the hearing and direct Staff to provide additional information or clarification.

Staff recommends the Planning Commission select Option 1 for this Item.

GENERAL INFORMATION

APPLICANT: Coats Consulting
P.O. Box 1356
Carmel, CA 93921

PROPERTY OWNER: Felipe Nine, LLC
10 Harris Court, Suite B-1
Monterey, CA 93940

LOCATION: 773 San Felipe Road

ASSESSOR PARCEL NUMBER: APN 051-100-035, 051-100-036, 051-110-046

GENERAL PLAN DESIGNATION: North Gateway Commercial

ZONING DISTRICT: NG (North Gateway)

SURROUNDING USES:

Location	Zoning Designation	General Plan Land Use	Current use of Property
773 San Felipe Rd	NG	North Gateway Commercial	Vacant
North	NG	North Gateway Commercial	Residential/Industrial
South	NG	North Gateway Commercial	Vacant/Residential/Industrial
East	San Benito County	North Gateway Commercial	Agricultural
West	NG	North Gateway Commercial	Vacant

PLANNING COMMISSION RESOLUTION NO. 2022-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER APPROVING A SITE AND ARCHITECTURAL REVIEW (S&A 2021-5) TO CONSTRUCT A NEW 337,710 SQUARE FOOT GREENHOUSE BUILDING FOR CANNABIS USES ON A 12.22-ACRE LOT TO BE CREATED THROUGH A LOT LINE ADJUSTEMENT BETWEEN THREE EXISTING PARCELS IN THE NORTH GATEWAY (NG) ZONING DISTRICT LOCATED AT 773 SAN FELIPE RD
APN 051-100-035-000, 051-100-036-000, AND 051-110-046-000

WHEREAS, the Applicant, Felipe Nine, LLC, has requested approval of a Site and Architectural Review for the construction of a 337,710 square foot greenhouse building for cannabis uses on a 12.22-acre lot to be created through a lot line adjustment between three existing parcels located at 773 San Felipe Road ("the project"); and

WHEREAS, the Applicant has submitted a complete application for the requested entitlement prepared by Whitson Engineers received by the Planning Division on October 14, 2021; and

WHEREAS, under the provisions of Section 17.24.060 of the Hollister Municipal Code, the City Planning Division received the Applicant's plans and forwarded the request to the Development Review Committee (DRC) to assess the proposal for compliance with all relevant regulations; and

WHEREAS, under the provisions of Section 17.24.190 of the Hollister Municipal Code, the Planning Commission is charged with receiving, investigating and taking action on Site and Architectural Review applications; and

WHEREAS, the Development Review Committee considerations were presented to the Planning Commission as part of the Staff Report and the Conditions of Approval for the project; and

WHEREAS, a Staff report was submitted to the Planning Commission of the City of Hollister recommending approval of the proposed Site and Architectural Review; and

WHEREAS, the Planning Commission held a duly noticed public hearing on August 25, 2022 to consider the Applicant's request, review the City Staff report, and receive written and oral testimony for an against the proposal; and

WHEREAS, an Addendum to the previously adopted Felipe 9 Cannabis Cultivation Park Initial Study/Mitigated Negative Declaration (SCH#2019049081) pursuant to the California Environmental Quality Act; and

WHEREAS, after closing the Public Hearing, the Planning Commission determined that the project is consistent with the previously adopted Felipe 9 Cannabis Cultivation Park Initial Study/Mitigated Negative Declaration (SCH#2019049081) on file with the City of Hollister Planning Division, and would not

result in a change to the conclusions of the MND based on the Addendum that was prepared and is on file with the City of Hollister Planning Division; and

WHEREAS, all applicable mitigation measures from the Felipe 9 Cannabis Cultivation Park Initial Study/Mitigated Negative Declaration (SCH#2019049081) have been incorporated into the findings and conditions of the project, and the project will not result in a significant effect on the environment; and

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Hollister does hereby make the following findings and determinations regarding the proposed Site and Architectural Review:

A. The proposed Project, as conditioned, will comply with the policies of the General Plan because:

1. The proposed project is a cannabis cultivation greenhouse building and has a General Plan Land Use Designation of North Gateway Commercial, which permits cannabis cultivation through approval of a Cannabis Use Permit by the City Council.

2. The proposed project is largely surrounded by existing non-conforming industrial and residential uses, and this proposal is a conforming north gateway commercial use. While the proposed building has limited variation and articulation of the architecture, which is required by General Plan Land Use and Community Design (LUCD) Goal 8 and 11, the project site does not have any frontage directly onto a public street and is generally hidden from the public view, which allows for less enhanced building design features.

3. The Planning Commission finds that, in accordance with Section 17.18.060 of the Municipal Code for land uses not listed in Table 17.18-1, a reduced parking ratio of 1 parking space per 2,558 SF of gross floor area for a cannabis cultivation use is sufficient for such a use. Thus the Planning Commission finds that the project has proposed enough parking for the project, consistent with the General Plan.

B. The proposed Project, as conditioned, is consistent with Chapter 17.08, Commercial and Mixed Use Zone land uses and permit requirements, Chapter 17.18, Pedestrian, Bicycle, Parking and Loading Standards and Section 17.16.080, Landscaping Design and Standards because:

1. The proposed project site dimensions exceed the minimum dimensions for lot size, depth, and width in Section 17.08.020 of the Zoning Ordinance. However, the proposed project site does not meet the minimum frontage requirement of 50 feet; the site is proposed to have zero (0) feet of frontage, and the parcels which are proposed to be adjusted by a lot line adjustment as part of this project approval are also not in conformance with Section 17.08.020 for frontage and other minimum lot dimensions. However, the Planning

Commission finds that while the existing parcels are non-conforming, the proposed lot line adjustment will not affect the reason by which each of the parcels is non-conforming. The lot line adjustment will not add or remove any frontage from the parcels, so those with frontage will not be affected; the subject property will continue to not have any frontage; and the lot line adjustment will also not affect the dimensions of any of the three parcels in the directions that they are already in non-conformance.

2. The building will have a maximum height of 19'-2" which is less than the maximum height of 50 feet permitted by the Zoning Ordinance.

3. A total of 14% of the site will be landscaped which is greater than the 5 percent minimum landscape coverage required by the Zoning Ordinance.

4. The proposed building will not be visible from the public-right-of way, and therefore enhanced elevations are not required by the Zoning Ordinance or General Plan.

5. Landscaping has been provided around the perimeter of the project site, within the proposed fences. Conditions of approval have been placed on the project to ensure that all landscaping is in compliance with the City of Hollister Zoning Ordinance and Water Efficient Landscape Ordinance.

6. As conditioned, all rooftop equipment will be required to be shown on the Building Permit plans and are required to be screened from public view as required by Section 17.10.040(K).

7. The proposed use of the building is for cannabis cultivation, which is permitted by issuance of a Cannabis Use Permit approved by the City Council. A condition has been placed on the project to ensure that all appropriate approvals from the Cannabis Affairs Division and City Council are received prior to occupancy of the building, consistent with Section 17.08.020 of the Zoning Ordinance.

C. The proposed Project would not be detrimental to the health, safety, and welfare of persons residing or working in the neighborhood or to the general welfare of the City because:

1. An Addendum was prepared for the project to analyze the proposed use in relation to the adopted Felipe 9 Cannabis Cultivation Park Initial Study/Mitigated Negative Declaration (SCH#2019049081), in accordance with the California Environmental Quality Act. The project has been found to be consistent with the previously approved analysis and no further environmental effects were found as part of this project approval. All Mitigation Measures from the Mitigated Negative Declaration have been incorporated as part of this

project approval, and the project, as conditioned, will not have any significant effects on the environment, or the surrounding properties.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Hollister hereby approves S&A 2021-5 to allow the construction of a new cannabis greenhouse building and related improvements located at 773 San Felipe Road subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL
S&A 2021-5

General Conditions

1. **Approval.** This Site and Architectural Review approval is for 773 San Felipe Road (S&A 2021-5). The proposed development shall be in substantial conformance to the project plans prepared by Whitson Engineers and dated "Received, June 29, 2022" on file with the Planning Division, and other plans, text and diagrams relating to this Site and Architectural Review, except as modified by the following conditions. The elevations and improvements shall strictly adhere to the approved set of plans unless prior approval is granted by Director of Development Services for changes.

2. **Permit Expiration.** In accordance with Section 17.24.130(E)(1) of the Municipal Code, this Site and Architectural Review approval shall expire two (2) years from the date of approval unless a Building Permit is obtained.

3. **Time Extension.** In accordance with Section 17.24.130(E)(2) of the Municipal Code, the Director of Development Services may extend the time for an approved permit to be exercised upon the Applicant(s) written request for an extension of approval at least 30 (thirty) days prior to expiration of the permit together with the filing fee. If the Director determines that the permittee has proceeded in good faith and has exercised due diligence in complying with the conditions in a timely manner, the Director may renew the permit for up to two additional years. For phased developments with three or more buildings, an extension of a third year may be granted if at least one of the buildings has been constructed.

4. **Permit Validity.** This Site and Architectural Review approval shall be valid for the remaining life of the approved structure so long as the operators of the subject property comply with the project's conditions of approval.

5. **Appeal Period.** The building permit plan check package will be accepted for submittal after the completion of the 15-day appeal period for the project, unless the Director of Development Services authorizes the project developer to submit a signed statement acknowledging that the

plan check fees will be forfeited in the event that the approval is overturned on appeal or that the design is significantly changed as a result of the appeal. In no case will a building permit be issued until the appeal period has expired or a final action is taken on appeal.

6. **Revocation of Permit.** The Site and Architectural Review approval shall be revocable for cause in accordance with Section 17.24.350 of the Hollister Municipal Code. Any violation of the terms or conditions of this permit shall be subject to citation.

7. **Indemnification.** The Applicant/Developer shall defend, indemnify, and hold harmless the City of Hollister and its agents, officers, employees, advisory board from any claim, action, or proceeding against the City of Hollister or its agents, officers, or employees to attack, set aside, void or annul an approval of the City of Hollister or its advisory agency, appeal board, Planning Commission, City Council, Director of Development Services or any other department, committee, or agency of the City related to this project to the extent that such actions are brought within the time period required by Government Code Section 66499.37 or other applicable law; provided, however that the Applicant/Developer's duty to so defend, indemnify, and hold harmless shall be subject to the City's promptly notifying the Applicant/Developer of any claim against the City and shall cooperate in the defense.

8. **Clean-up.** The Applicant/Developer shall be responsible for clean-up and disposal of project related trash to maintain a safe, clean and litter free site.

9. **Modifications.** Modifications or changes to this Site and Architectural Review may be considered by the Director of Development Services if the modifications or changes proposed comply with Section 17.24.130(F) of the Municipal Code.

10. **Accessory/Temporary Structures.** The use of any accessory or temporary structures, such as storage sheds or trailer/container units used for storage or for any other purposes shall be subject to review and approval by the Director of Development Services.

11. **Clarification of Conditions.** In the event that there needs to be clarification to the Conditions of Approval, the Director of Development Services and the City Engineer have the authority to clarify the intent of these Conditions of Approval to the Developer without going to a public hearing. The Director of Development Services and City Engineer also have the authority to make minor modifications to these conditions without going to a public hearing in order for the Developer to fulfill needed improvements or mitigations resulting from impacts to this project.

12. **Noise During Construction.** Construction activities on the project site must employ noise suppression devices and techniques and shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturdays and shall be prohibited on

Sundays and federally recognized holidays per Ordinance 1137 of the Hollister Municipal Code. No construction, landscape maintenance or grounds maintenances actives shall occur on federal holidays. Construction equipment and activities shall not use noise suppression devices and techniques.

13. **Overtime Inspections.** Arrangements for overtime inspection services and payment of fees for same shall be made at least 48 hours in advance and are subject to inspection availability and approval by the City Engineer. Alternatively, the Applicant may engage a third-party inspector at its own expense, so long as the identity of such inspector and work is approved in advance in writing by the City. Any work performed without inspection is subject to rejection by the City is in City's reasonable determination.

14. **Fencing/Walls.** Perimeter walls or fences shall be architecturally treated and compatible with the predominant architectural style of the site. In addition, anti-graffiti mechanisms such as landscaping or graffiti coating will be required on all new perimeter walls and fences.

15. **Code Enforcement.** Prior to issuance of a building permit, the applicant shall not be in violation of the City of Hollister Municipal Code involving the project site. More specifically, Section 1.16.100, Refusal to issue permits, license or other entitlements, which states "no department, commission or public employee of the city which is vested with the duty or authority to issue or approve permits, licenses or other entitlements shall issue or approve such permits, licenses or other entitlements where there is an outstanding violation involving the property upon which there is a pending application for such permit, license or other entitlement."

Planning Department - Standard Conditions of Approval

16. **Signage.** Prior to the installation of any signage the Applicant shall apply for and receive approval of a Sign Program from the Planning Division and any permits required from the Building Division in accordance with Chapter 17.20 of the Hollister Municipal Code.

17. **Equipment Screening.** All electrical and or mechanical equipment shall be screened from public view. Air conditioning units, ventilation ducts, vents and all other mechanical equipment shall be screened from public view with the materials compatible to and well integrated into the design of the main building. Any roof-mounted equipment shall be completely screened from view by materials architecturally compatible with the building and to the satisfaction of the Director of Development Services. The Building Permit plans shall show the location of all equipment and screening for review and approval by the Director of Development Services. If installed at grade, units shall be permanently installed on non-moveable materials as reasonably approved by the Building Official and Development Services Director.

18. **Colors.** The exterior paint colors of the building(s) are subject to City review and approval. The Applicant shall submit proposed color samples for the exterior of the building for review and approval by the Planning Division. The Applicant may also be required to paint a portion of the building the proposed colors for review and approval by the Development Services Director prior to painting the building(s).

19. **Trash and Waste Accumulation.** The Applicant or any future owner shall provide and conduct regular maintenance of the site at least once daily, in order to eliminate and control the accumulation of trash, excess waste materials and debris.

20. **Future Modifications.** Any future modifications to the exterior of the building or the landscaping shall require review and approval by the City in a manner determined by the Development Services Director.

21. **Continuous Maintenance.** Prior to occupancy, a plan or agreement for continuous maintenance and management of the building, to include, but not be limited to, paved surfaces, utilities, trash and recycling enclosures, and open space areas such as in the form of Codes Covenants & Restrictions (CC&R's) or a maintenance agreement shall be recorded for building operations and provided to the City. The applicant shall be required to obtain garbage service at the site consistent with approved plans.

22. **Landscape and Property Maintenance.** In the event that any tenants or the property owner ceases or reduces operations on the Property, the Developer and/or the property owner shall continue to comply with Conditions No. 21 through No. 27 related to Landscaping and Condition No. 17 related to Trash and Waste Accumulation.

Planning Department – Project Specific Conditions of Approval

23. **Fences.** All fences shall comply with Section 17.16.050 of the Hollister Zoning Ordinance, unless otherwise approved by the City of Hollister City Council through the issuance of a Cannabis Use Permit.

24. **Cannabis Use Permit.** Prior to occupancy of any structure on the site, the applicant shall receive all necessary permits and approvals from the Cannabis Affairs Division and City Council for cannabis-related uses in accordance with Section 17.08.020 and Chapters 5.42 and 5.43 of the Hollister Municipal Code.

Landscaping – Standard Conditions of Approval

25. **Final Landscape and Irrigation Plans.** Final Landscape and Irrigation Plans, all written documentation and an Application Fee as required by Chapter 15.22, Water Efficient Landscape Ordinance, shall be submitted to the Planning Division in conjunction with an application for a building permit. The Plans shall be prepared and stamped by a State licensed landscape architect or registered engineer shall be submitted for review and approval by the Development Services Director. Plans shall be generally consistent with the conceptual landscape plans prepared by WR&D Architects, LLP received by the Planning Department on July 12, 2022, except as modified by the Conditions listed below or as required by the Director of Development Services. The Plans shall be approved and all landscaping shall be installed prior to Occupancy.

26. **Landscaping.** The Applicant/Development shall construct all landscaping within the site and along the project frontage. The on-site landscaping shall be to the satisfaction of the Director of Development Services. The street trees on the frontage landscaping shall be a minimum of 36" box, their exact tree locations and varieties shall be approved by the Director of Development Services and the City Engineer.

27. **Shrubs.** All shrubs shall be continuously maintained including pruning and regular watering. If at any time the shrubs in the parking lot or throughout the project site are damaged, missing, dead, or dying these shrubs shall be immediately replaced with the same species to the reasonable satisfaction of the Director of Development Services.

28. **Trees.** The Applicant and/or property owner shall continuously maintain all trees shown on the approved Landscape Plans including replacing dead or dying trees with the same species, pruning and regular watering of the trees.

Landscaping – Project Specific

29. **Landscaping Plan Submittal.** The applicant shall ensure that the final landscaping and irrigation plans include all information required by and are in conformance to Sections 17.08.030(G), 17.08.040(C), 17.16.080, and Chapter 15.22 of the Hollister Municipal Code. Changes to the landscaping shall be subject to the review and approval of the Development Services Director, or at the discretion of the Director, the Planning Commission.

Building – Standard Conditions

30. **Building Codes and Ordinances.** All project construction shall conform to all local and State energy and seismic requirements, all applicable Building and Fire Codes and ordinances in effect at the time of building permit.

31. **Building Permits.** Prior to any site improvements or construction, the Applicant shall submit a building permit application and receive a building permit from the City Building Division. The Applicant/Developer will be responsible for obtaining the approvals of all participation non-City agencies prior to the issuance of building permits. All improvements shall strictly adhere to the approved site plan, unless prior approval is granted by the City for changes.

32. **Conditions of Approval.** Each set of plans submitted for a building permit shall have attached an annotated copy of these Conditions of Approval. The notations shall clearly indicate how all Conditions of Approval will or have been complied with. Construction plans will not be accepted without the annotated Conditions of Approval attached to each set of plans.

33. **Code Compliance.** All building permit plans shall conform to all local and State energy and seismic requirements and all applicable Building and Fire Codes.

34. **Additional Approvals.** Prior to building permit issuance, the Applicant shall provide the Building Department with verification that all necessary permits and approvals from the Fire Department and San Benito County Environmental Health Department permits have been obtained.

35. **ADA.** All requirements of the State Architect for handicapped accessibility shall be met, including but not limited to parking, access ramps and building accessibility facilities.

36. **Impact Fees:** Prior to occupancy, all impact fees must be paid to the Building Department and shall be based on those in effect at the time of connection. Development impact fees that apply to the project are listed below:

    a. Water Connection (City of Hollister)
    b. Traffic Impact Fee
    c. Sewer Facilities Development Impact Fee
    d. Sewer Collection
    e. Storm Drainage
    f. Police Impact Fee
    g. Fire Impact Fee
    h. Jail and Juvenile Hall Facilities

    For a complete list of all applicable impact fees, please contact the City of Hollister Engineering Department at 831-636-4340. Such list is also made available on our City website, under Engineering Department.

37. **Developer Fees.** The developer shall pay all fees including, but not limited to, fees required by reimbursement agreements, drainage agreements, improvement plan checking and inspection fees, as well as any applicable fees pursuant to the Public Works Master Plan.

38. **Mechanical Equipment.** Air conditioning units, ventilation ducts, vents and all other mechanical equipment shall be screened from public view with the materials compatible to and well integrated into the design of the main building. If installed at grade, units shall be permanently installed on non-moveable materials as reasonably approved by the Building Official and Director of Development Services.

39. **Demolition Disposal Plan.** Prior to issuance of a building permit or a demolition permit, the developer shall prepare and submit a solid waste diversion plan for review and approval by the Building Department. The diversion plan shall comply with Chapter 15.04.045 of the City of Hollister Municipal Code by establishing criteria and procedures to divert a minimum of 50% of all construction or demolition waste from being disposed at a landfill, subject to review and approval by the City of Hollister. To ensure compliance with the recycling plan, a refundable deposit shall be paid to the City of Hollister equivalent to $50/ton of estimated construction and demolition debris for the project, to be deposited into an interest-bearing escrow account. The construction waste shall be calculated at 11.3 pounds per square foot of demolished area. The City shall return the deposit with any interest generated during the deposit after submittal of verifiable documentation of the required diversions.

Public Works – Standard Conditions

40. **Standards.** All improvements required shall be designed in accordance with City Design Standards and constructed in accordance with the City of Hollister Standard Plans and Specifications and receive approval by the City of Hollister Engineering Department. All applicable codes and ordinances, along with the recommendations of the City Engineer and any required Geological Investigation, are to be adhered to, and all required fees shall be paid.

41. **Grading and Drainage Plan**. Prior to any site development or grading, the applicant shall submit for review and approval by the Engineering Department a grading plan that complies with Chapter 15.24 “Grading and Best Management Practice Control” and Section 17.16.140 “Stormwater Management” of the Hollister Municipal Code and all subsequent amendments to those codes. Low Impact Development (LID) strategies shall be considered and incorporated as part of site planning and design as appropriately feasible.

42. **Site Clearance.** Prior to receiving issuance of a grading permit, the project site shall be properly cleared of all fences, wells, septic tanks, irrigation pipes, fuel tanks and other structures. Certificates from the County Environmental Health Department shall be provided to the City

Engineer for any well or septic tank abandonment, and from the City Fire Department for abandoned fuel tanks.

43. **Water Supply.** Prior to issuance of a building permit, the developer shall provide to the Engineering Department, water calculations based on recent hydrant tests sowing sufficient water supply for domestic & fire suppression use.

44. **Approved Plans.** The developer shall submit three prints of the approved Site and Architectural Review to each of the following utilities: PG&E, Pacific Bell, AT&T, and Charter Cable. The developer shall subsequently provide the City Engineer with each utility's easement needs as part of the initial submittal.

45. **Maintenance of Utilities.** The developer shall be responsible for all maintenance and operation of all utilities and improvements form the time of installation. All utilities are to be privately maintained.

46. **School Impact Fee.** Unless otherwise required by law, all school impact fees shall be paid at the time of building permit issuance.

47. **Final Occupancy Inspection:** A final occupancy shall not be granted unless the Building Inspector can verify the following:

    a. The water conditioning system that has been installed is a City-approved system that can be regenerated offsite and will not discharge waste or waste products into the City's sewage system.
    b. Prior to final occupancy of the building, the applicant shall install new Radio Read Meters. For details, contact the Lead Water Operator with the Utilities Division of the Community Services Department at (831) 636-4377.
    c. The landscaping has been installed in compliance with Water Efficient Landscape requirements.
    d. Runoff from roof gutters shall be directed to landscape swales, rain gardens, and shall not be piped directly to gutters or non-permeable paving.
    e. The development impact fees shall be based on those in effect at the time of connection. Developer must pay all development impact fees due to the City and/or the County on the date of the final inspection, or the date the certificate of occupancy is issued for each residence, whichever occurs first.

48. **Reduced Pressure Principal (RPP).** When the City of Hollister deems it necessary, the applicant shall be required to install an RPP backflow prevention device at their sites which shall meet the following criteria:

a. The RPP shall conform to all AWWA (American Water Works Association) standards and shall be appropriately sized for the specific application on the site.
b. The RPP shall be inspected by a certified California-Nevada AWWA Backflow Prevention Assembly General Tester. The Utility Division shall provide a list of acceptable Assembly Testers within the area.
c. The Utility Division shall receive a copy of the initial RPP inspection report.
d. Any and all RPP defects shall be immediately repaired or replaced prior to the Utility Division reestablishing water service to the sites. The owner/operators shall have the RPP inspected/tested each year thereafter, with all reports forwarded to the Utility Division.
e. Should the RPP fail to pass any inspection or test, the device shall be immediately repaired or replaced, with all repair and/or replacement reports forwarded to the Utility Division.
f. The RPP shall be installed according to AWWA standards, in regards to concrete padding and surrounding landscape/RPP height requirements.
g. The RPP shall be installed inside a wire-mesh cage enclosure, preferably green in color, with a hinge on one end and a locking hasp device on the other to prevent vandalism and unauthorized entries.
h. The RPP shall be installed at a site between the City's water meter and the building inside the property line where the RPP can be readily observed and be easily accessible for future inspections.

49. **Sewer Mains and Laterals**. Prior to burial, the Engineering Department shall inspect all building laterals, the project's main sanitation collection system, the connection to the City's main sanitary collection system, and the interceptor installation. The owner/developer shall contact the Engineering Department at least 24 hours prior to all necessary inspections.

50. **Water Mains and Services:** Prior to connection and burial of services and mains, the Engineering Department shall inspect all water services, mains, meters, and meter boxes. At the time of the service inspection, a lay length spacer pipe shall be set in place of the meter which shall be drilled with holes that have a minimum diameter of ¼", as approved the City inspector. The owner/developer shall contact the Engineering Department at least 24 hours prior to all necessary inspections.

51. **Water Valves.** The applicant shall place a valve on each leg of a water line tee or cross. The maximum distance between valves shall be 800 ft.

52. **Storm Drain Facilities.** Prior to burial or connection of storm drain fallibilities, the Engineering Department shall inspect the installation and connection of such facilities to assure compliance

with the City's standards. The owner/developer shall contact the Engineering Department at least 24 hours prior to all necessary inspections.

53. **Water Meter Applications:** The Engineering Department shall process applications for new water meters and meter boxes for irrigation and potable water systems. The owner/developer may contact the Engineering Department (831) 636-4340 for information.

54. **Fire Hydrants.** Prior to final occupancy, the applicant shall coordinate with the Fire Chief at 831-636-4325 for the placement of fire hydrants and provide an approved plan to the Engineering Department.

55. **Slurry Seal.** Prior to the City's Final Occupancy, the subdivision roads and vicinity roads shall be in a good state of repair as determined by the City Engineering Department. Roads on the project site and vicinity determined not to be in a good state of repair by the City Engineering Department, or that have utility trench cuts, shall be repaired curb to curb by the applicant using Type II slurry seal or by an alternate method approved by the City of Hollister. Upon the overlay, all pavement legends and striping shall be placed and/or redone. Thermoplastic material shall be used for the road markings.

56. **On-Site Drainage.** The developer shall be responsible to maintain all on-site drainage facilities, including underground chambers, bio-filtration basins and conduit (pipe).

57. **Post Construction Requirements.** A deed restriction shall be recorded prior to occupancy for all on-site post construction requirements including, but not limited to, bio-filtration basin chambers and pipe. This will guarantee maintenance of drainage features.

58. **Encroachment Permit.** An encroachment permit shall be issued in addition to the grading permit for the work within the City of Hollister right-of-way or public easements within the property. This includes improvements such as: driveway approaches, water line connection for domestic water or fire services, sewer lateral installations and any other improvements on right-of-way. Encroachment Permits are issued at the Engineering Department located at 339 Fifth Street, in Hollister Ca.

59. **Standing Water.** All standard requirements regarding storm drainage shall be followed. There shall be no standing water for more than five days, nor shall any types of bodies of water, including bio retention swales, be allowed to form with any type of improvement on site in order to avoid attraction of birds in the vicinity of the airport that can interfere with aircraft. For details, please contact the Airport Manager at 831-636-4365.

60. **Grading and Subdivision Improvement Work.** Prior to issuance of a grading permit, applicant shall provide approved surety in the amount of 100% of the Engineers Estimate for Performance surety and Labor and Material surety, pay all applicable fees, provide a work schedule, as well as insurance certificates as required per City Standards and Municipal Code sections 15.24.120 and 15.24.315.

61. **AutoCAD and GIS.** An electronic copy of the approved design improvements shall be submitted to the Development Services Department in both AutoCAD and GIS format, prior to recording of the map, as applicable. An electronic copy of the map shall be submitted to the Development Services Department in both AutoCAD and GIS format, prior to the recording of the map, as applicable.

62. **Addresses.** Prior to building permit issuance, address requests shall be submitted to the Engineering Department along with an AutoCAD file with line work showing the property lines, curb, gutter, and sidewalk.

63. **Setbacks.** No buildings, trees, bushes, other structures or materials shall be placed within ten feet (10') of the meters, water lines or sanitary sewer connections and laterals.

64. **Construction Equipment.** All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator. All non-road diesel construction equipment shall at a minimum meet Tier 3 emission standards listed in the Code of Federal Regulations Title 40, Part 89, Subpart B, 89.112.

65. **Hazardous Materials.** Prior to the issuance of a demolition permit or of a grading permit that involves demolition of existing structures, the developer shall contract with a certified asbestos/lead paint consultant to perform an asbestos and lead paint inspection prior to the demolition of regulated structures. Should the inspection identify the presence of asbestos and/or lead paint, the developer shall contract for material abatement. Removal or disturbance of asbestos and lead paint requires adherence to the California Division of Occupational Safety and Health and California Department of Public Health regulations. Should the asbestos and lead paint inspection indicate the presence of the significant levels of asbestos, the developer shall contract a California State registered and licensed asbestos abatement contractor to perform the asbestos work. The asbestos and lead paint inspection and evidence of abatement of any identified lead-based paint and regulated asbestos containing materials shall be presented to the city prior to issuance of a grading and/or demolition permit.

66. **Damages.** The property owner/developer shall replace any street or sidewalk improvements or utility services that are removed or damaged during the construction of the project as

determined by the City Engineer. This could include, but is not limited to, permeable paving, PCC curbs, gutters, sidewalks; street lighting; signing and striping; all underground utilities including, but not limited to, sanitary sewer, gas, electrical, telephone, and water and fire services lines; and all other improvements to bring the right-of-way into full conformance with applicable City standards. All construction in the right-of-way shall be completed prior to final building approval.

67. **Backflow.** The developer shall install a backflow prevention device on the existing sewer lateral between the building and the City's sanitary sewer main. The device shall be maintained and operated by the owners and shall periodically tested by the owners to ensure the device is working properly.

68. **Trash Enclosures.** The trash enclosure shall be designed by a California licensed architect and a California structural engineer, shall be located on the site served and shown on the engineering plans. The trash enclosure shall include a solid roof to prevent pollutant discharge and runoff during a rain event. The size and dimensions of the trash enclosures shall be based on the required number and size of containers for trash, recyclables, and organic waste/composting. The applicant shall contact Recology to confirm quantity and size of bins/containers in order to properly size the trash enclosure(s). The trash enclosure floor shall be designed to slope to an interior P-trapped area floor drain and connected to a grease, oil and sand interceptor before plumbing to the sanitary sewer system per the city's latest engineering standard specifications and details. The floor shall be designed to contain all interior run off and not allow outside storm runoff from entering the trash enclosure. A sign shall be posted on the front of the trash enclosure prohibiting the dumping of hazardous materials into the sanitary sewer system. The sign shall be 12 inches wide by 18 inches tall, made of rust proof aluminum, and read "No Hazardous Waste Dumping" in red letters with white background. The sign shall be reviewed and approved by the Engineering Department.

a. Design Criteria:
    i. The design of the trash enclosure shall be architecturally compatible with the primary building on site to provide a coordinated design.
    ii. The exterior materials and colors of the enclosure walls shall match the building walls.
    iii. Chain link fencing with or without wooden/plastic slats is prohibited.
    iv. All trash enclosures shall have solid metal or wood gates with latches and be secured in the open/closed positions with cane bolts. Latch shall be no higher than five feet.
    v. Roofs shall be painted with rust-inhibitive paint.

69. **Parking Lot Maintenance.** Every two years, or longer if deemed appropriate by the City Code Enforcement Officer, the applicant shall maintain and re-stripe the parking stalls so that they will always be clean and visible to employees and customers.

70. **Wheel Stops.** Wheel stops shall be installed in parking areas where needed to maintain proper pedestrian movements or to protect landscaping.

71. **As-Built Plans.** Developer must provide the City Engineering Department with an electronic pdf and AutoCAD copy of the final as-built plans as well as one Mylar print and one reproduction copy. The final as-built must be updated with all changes made during construction such as additions and deletions, including changes that were made to reflect actual site conditions.

72. **Construction Dust and Emissions:** To reduce dust emissions from demolition, grading, and construction activities on the project site, the following language shall be included in all grading and construction plans for the project prior to issuance of demolition or grading permits:

    a. Dust control measures shall be employed to reduce visible dust leaving the project site. The following measures or equally effective substitute measures shall be used:
    b. Use recycled water to add moisture to the areas of disturbed soils twice a day, every day, to prevent visible dust from being blown by the wind;
    c. Apply chemical soil stabilizers or dust suppressants on disturbed soils that will not be actively graded for a period of four or more consecutive days;
    d. Apply non-toxic binders and/or hydro seed disturbed soils where grading is completed, but on which more than four days will pass prior to paving, foundation construction, or placement of other permanent cover;
    e. Cover or otherwise stabilize stockpiles that will not be actively used for a period of four or more consecutive days, or water at least twice daily as necessary to prevent visible dust leaving the site, using raw or recycled water when feasible;
    f. Maintain at least two feet of free board and cover all trucks hauling dirt, sand, or loose materials;
    g. Install wheel washers at all construction site exit points, and sweep streets if visible soil material is carried onto paved surfaces;
    h. Stop grading, and earth moving if winds exceed 15 miles per hour;
    i. Pave roads, driveways, and parking areas at the earliest point feasible within the construction schedule;
    j. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours of receiving the complaint. The phone number of the Monterey Bay Air Resources District shall also be visible to ensure compliance with Rule 402 (Nuisance);
    k. Limit the area under construction at any one time; and

l. Construction equipment shall use alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel whenever possible.

73. **Utilities.** The developer shall make arrangements for PG&E, AT&T, or any other utilities authorized to operate in the City of Hollister. All such utility work shall be done in accordance with Joint Utility requirements as well as the City of Hollister Specifications and Details.

74. **Plan Submittal.** The improvement plans shall be required to indicate all public and private rights-of-way for streets including a 10 ft. minimum P.U.E. as deemed necessary by the City Engineering Department as well as a one-foot non-vehicular access strip along all streets terminating at the project boundary and at any property phase line.

75. **Public and Private Easements.** If a Final Map is not recorded, the development shall be required to indicate all public and private easements necessary to serve the project by a separate instrument. These easements shall include the following: utility, water, sewer, telephone, storm drainage, fiber optic conduit, cable, T.V., tree planting and maintenance, etc.

76. **Approved Resolution.** A complete hard copy of the approved signed resolution shall be included with the submittal of the parcel map to the City Engineer.

77. **Water Line Improvements**. The water system improvements shall be subject to the review and approval of the City of Hollister and shall meet the following requirements:

a. All water system improvements shall be installed in accordance with the City of Hollister's standards that are in effect at the time of improvement plan approval.
b. Any offsite waterlines necessary to be installed under proposed pavements shall be installed at the time of the roadway improvements.

78. **Improvements Prior to Occupancy.** In order to assure access for emergency response vehicles and water supply for fire suppression, no issuance of a building permit shall be granted until such improvements are constructed and approved by the City of Hollister Engineering Department.

79. **Temporary Barricades.** All streets temporarily ending at property lines shall be barricaded in accordance with City Standards. A sign shall be posted stating that the road will be extended.

80. **Commercial Fencing.** Prior to occupancy, commercial fencing shall be installed or replaced along the commercial boundary, in accordance with City standards. Commercial fencing shall be approved by the City Engineering Department and Planning Division prior to installation. Double Fencing shall not be allowed.

81. **Soils report.** As part of the S&A approval, a geotechnical soils report shall be submitted to comply with the current building code in accordance with the provisions of the City Subdivision Ordinance.

82. **Storm Water Pollution Prevention Plan (SWPPP):** Prior to any site development or grading permit issuance, the applicant shall provide evidence of the State issued permit and add the WDID number to the grading plan.

83. **Post-construction Stormwater Control Plans (SWCP):** Prior to any site development or grading, the applicant shall submit a SWCP for review and approval by the Engineering Department. The SWCP shall meet the requirements of the California Regional Water Quality Control Board Central Coast Region, Resolution No. R3-2013-0032 dated July 12, 2013 (PCRs), entitled Post-Construction Storm Water Management Requirements for Development Projects in the Central Coast Region, as applicable and shall address all required post-construction stormwater runoff BMP control measures, as applicable. The applicant shall submit the SWCP as part of the plan, for City review and approval. The applicant is advised that the Engineer of Record shall inspect and provide certification to the City of Hollister that all stormwater post-construction improvements are properly installed and comply with the approved civil design plans.

84. **Drainage Report.** A drainage report shall be submitted for review and approval by the City Engineer. The drainage report shall include, but is not limited to, depiction of all tributary areas on and to the site, and shall provide all information pertinent to the capability of the proposed drainage facilities to handle the expected post-construction storm water management (LID, runoff control and reduction, water quality treatment, etc.), and flood control measures as required for the site. Additionally, the report shall include or incorporate the grading plan, CSCP, SWCP, and landscape plan for the project.

85. **Storm Water and Grading Permit.** Prior to 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.

86. **Off-Site Improvements.** Improvement plans for the entire subdivision, including any off-site improvements shall be approved to the satisfaction of the Public Works Department, Utilities Department, and Fire Department prior to map recordation. Off-site improvements may include but are not limited to roadways, sewer mains, water mains, recycled water mains, and storm drain improvements. Off-site improvements may include off-site access roadways, transportation improvements, and utility system improvements.

87. **Existing Improvements.** The improvement plans shall clearly show all existing structures, site improvements, utilities, water wells, septic tanks, leach fields, gas and wire services, etc. The plan shall include any pertinent off-site water well and private waste disposal systems that are located within regulated distances to the proposed drainage and utility improvements. The plan shall include the proposed disposition of the improvements and any proposed phasing of their demolition and removal.

88. **Easements.** The map and improvement plans shall show and clarify the extent of all existing public and private easements. The developer shall provide any additional clarification regarding the use and disposition of any water wells. Any private water well service piping that crosses or is proposed to cross an existing or future public right-of-way shall be approved by the City and shall be covered by an Encroachment Agreement to be recorded in a format approved by the City. The developer shall provide any additional clarifications, amendments, and/or quit-claims on any outstanding private easement agreements, as necessary.

89. **Truck Circulation Plan.** A truck circulation plan and construction management and staging plan shall be included with any demolition, stockpile, grading, or improvement plan submittal. General truck routes shall be submitted for review and acceptance by the City. The engineer of record shall provide a summary of the extent of cut and fill with estimates on the yards of import and export material. The summary shall include rough grading, utility trench construction, road construction, AC paving, concrete delivery, and vertical construction loading estimates on the existing City of Hollister roadways. The developer shall either: 1) complete roadway deflection testing before and after construction to the satisfaction of the City Engineer and shall complete repairs to the pre-construction condition, or 2) shall pay a roadway maintenance fee in accordance with City Engineering Standards and guidelines, or 3) shall propose a pavement repair/replacement program satisfactory to the City Engineer. The roadway impacts analysis and mitigation strategy shall be approved prior to commencing with grading or construction.

90. **Overhead Wire Utilities.** The public improvement plan submittal shall show all existing and proposed overhead wire utilities. Any existing overhead primary and secondary wiring within the tract boundary shall be undergrounded in conjunction with the project. Unless otherwise specifically approved, pole relocation in lieu of undergrounding is not permitted. Off-site service drops shall be eliminated. The new service feeds for the project shall be completed by underground wiring without a net increase in utility poles. Terminal end utility poles shall be located off-site unless otherwise approved by the City.

91. **Undergrounding Utilities.** Any widening of streets with existing overhead wire utilities shall include the undergrounding of the existing wiring. The City Engineer may require replacement streetlights per City Standards where streetlights exist on wood poles.

92. **Undergrounding Overhead Utilities.** The developer shall exhaust all reasonable efforts to eliminate or underground the existing overhead wiring located along the project site. The elimination and/or undergrounding shall consider existing services and/or utilization equipment to remain. The plan to eliminate, reduce, or underground the existing services shall be approved to the satisfaction of the City, Caltrans, PG&E, and billboard easement grantee. Undergrounding service to any existing or proposed water well shall consider standard farming operations and the depth of deep ripping. Any proposal for partial undergrounding, waiver, or deferral shall be subject to the approval of the Director of Development Services.

93. **Preliminary Undergrounding Plans.** Preliminary undergrounding plans for the entire project shall be processed through PG&E and any respective wire utility companies in conjunction with public improvement plan submittal. The preliminary PG&E plans/memo shall be provided to the engineer of record and the City for review and approval prior to commencing with the PGE final handout package. The final PGE handout package shall be approved by the engineer of record and City prior to commencing with construction.

94. **Community Facilities District No. 4.** If determined by the City of Hollister, prior to the issuance of a building permit, the applicant shall cooperate with the City to facilitate the annexation of the entire site to the Community Facilities District No. 4. The entire site shall be included within the boundaries of the community facilities district formed pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (California Government Code 53311 et esq.) and be subject to a special tax levied hereunder. The special tax shall be in an amount that will be updated with the annual CPI per unit per year, subject to an annual increase in accordance with the designated consumer price index as of January of each year. The property owner shall cooperate with the City to accomplish the inclusion of the project in the community facilities district, either through annexation to an existing district, or through the formation of a new district. Such cooperation shall include, but is not limited to, executing and filing with the City Clerk, in a form acceptable to the City Attorney, any approval, consent, or waiver required by the City in order to expedite the inclusion of the project in such a district.

95. **Fire Department Access.** Fire Department access shall be provided for each building construction phase to the satisfaction of the Fire Chief. Phased street construction shall consider and provide suitable Fire Department hydrant access, circulation routes, passing lanes, and turn-around areas in accordance with current City codes and standards.

Public Works – Project-Specific Conditions

96. **Frontage Improvements.** The applicant shall dedicate, improve, and guarantee by bond full rights-of-way for the following road improvements, including but not limited to sanitary and storm sewers, gas, electrical, telephone, cable TV, fiber optic conduits, and water lines; and all

other improvements necessary to bring the following rights-of-way into full conformance with all applicable City standards.

a. **San Felipe Road Improvements.** The east side of San Felipe Road, along the frontage, shall have full road improvements, including, but not limited to sidewalk, curb, gutter, lighting, undergrounding of any existing overhead utilities, irrigation, and landscaping as determined by the City Engineer.

97. **Driveway Approach.** Upon improvement of the driveway approach from San Felipe Road, the applicant shall repair, improve, and replace the existing culvert to the standards required by the City Engineer and Management Services Department.

Fire Department - Standard Conditions

98. **Construction and Design Provisions.** The construction and design provisions of the fire code shall apply as follows:

a. Structures, facilities and conditions arising after the adoption of this code.
b. Existing structures, facilities and conditions not legally in existence at the time of adoption of this code.
c. Existing structures, facilities and conditions when identified in specific sections of this code.
d. Existing structures, facilities and conditions, which, in the opinion of the Fire Code Official, constitutes a distinct hazard to life and property.
e. Existing Structures, alterations and repairs:
    i. All new work performed in alterations and/or repairs to existing structures shall comply with the current provisions of this Chapter.
    ii. When alterations and/or repairs result in the removal, alteration, modification, replacement and/or repair of fifty percent or more of the external walls of a building, or result in the removal, alteration, modification, replacement and/or repair of fifty percent or more of the existing internal structural and/or non-structural framework, independently or in combinations thereof, within a five-year period, the entire building shall be made to conform to the current provisions of this Chapter.
    iii. Calculations of linear wall measurements shall be shown on all plans submitted for building permits, on the cover page in the project description of said plans. The determination under this section of the requirements for upgrading any existing structure to full conformance with current provisions of this Chapter shall be at the sole discretion of the Fire Code Official.

99. **Change of Use or Occupancy**. A change of occupancy shall not be made unless the use or occupancy is made to comply with the requirements of this code and the California Existing Building Code, provided that the new or proposed use or occupancy is less hazardous, based on life and fire risk, than the existing use or occupancy.

Exception: Where approved by the fire code official, a change of occupancy shall be permitted without complying with the requirements of this code and the California Existing Building Code, provided that the new or proposed use or occupancy is less hazardous, based on life and fire risk, than the existing use or occupancy.

100. **Occupancy Prohibited Before Approval**. The building or structure shall not be occupied prior to the fire code official issuing a permit and conducting associated inspections indicating the applicable provisions of this code have been met.

101. **Construction Document Submittals.** Construction documents and supporting data shall be submitted in two or more sets with each application for a permit and in such form and detail as required by the Fire Code Official. The construction documents shall be prepared by a registered design professional where required by the statutes of the jurisdiction in which the project is to be constructed.

102. **Information on Construction Documents.** Construction documents shall be drawn to scale on suitable material. Electronic media documents are allowed to be submitted where approved by the Fire Code Official. Construction documents shall be of sufficient clarity to indicate the location, nature and extent of the work proposed and show in detail that it will conform to the provisions of this code and relevant laws, ordinances rules and regulations as determined by the Fire Code Official.

103. **Fire Protection System Shop Drawings.** Shop drawings for the fire protection system(s) shall be submitted to indicate compliance with this code and the construction documents, and shall be approved prior to the start of installation. Shop drawings shall contain all information as required by the referenced installation standards found in Chapter 9 of the California Fire Code.

104. **Vegetation.** Weeds, grass, vines, or other growth that is capable of being ignited and endangering property shall be cut down and removed by the owner or occupant of the premises. Vegetation clearance requirements in urban-wildland interface areas shall be in accordance with Chapter 49 of the California Fire Code.

105. **California Code of Regulations, Title 19, Division 1, §3.07(b) Clearances.** The space surrounding every building or structure shall be maintained in accordance with the following:

Any person that owns, leases, controls, operates, or maintains any building or structure in, upon, or adjoining any mountainous area or forest-covered lands, brush covered lands, or grass-covered lands, or any land which is covered with flammable material, shall at all times do all of the following:

a. Maintain around and adjacent to such building or structure a firebreak made by removing and clearing away, for a distance of not less than 30 feet on each side thereof or to the property line, whichever is nearer, all flammable vegetation or other combustible growth. This section does not apply to single specimens of trees, ornamental shrubbery, or similar plants which are used as ground cover, if they do not form a means of rapidly transmitting fire from the native growth to any building or structure.
b. Maintain around and adjacent to any such building or structure additional fire protection or firebreak made by removing all bush, flammable vegetation, or combustible growth which is located from 30 feet to 100 feet from such building or structure or to the property line, whichever is nearer, as may be required by the enforcing agency if he finds that, because of extra hazardous conditions, a firebreak of only 30 feet around such building or structure is not sufficient to provide reasonable fire safety. Grass and other vegetation located more than 30 feet from such building or structure and less than 18 inches in height above the ground may be maintained where necessary to stabilize the soil and prevent erosion.

106. **Buildings and Facilities**. Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

107. **Additional Access**. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

108. **High-piled Storage.** Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions of Chapter 32 of the California Fire Code.

109. **Fire Department Access and Egress**. Required access roads from every building to a public street shall be all-weather hard-surfaced (suitable for use by fire apparatus) right-of-way not less than 20 feet in width. Such right-of-way shall be unobstructed and maintained only as access to the public street. Fire apparatus access roads shall have an unobstructed width of not less than 20

feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches.

110. **Fire Apparatus Roads.** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches.

111. **Grade.** The grade of fire apparatus access roads shall be no greater than fifteen percent unless specifically approved by the Fire Code Official.

112. **Paving.** All fire apparatus access roads over eight percent (8%) shall be paved with a minimum of .17 feet of asphaltic concrete on 0.34 feet of aggregate base. All fire apparatus access roads over fifteen percent (15%) where approved shall be paved with perpendicularly grooved concrete.

113. **Marking.** Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

114. **Address Identification.** New and existing buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall construct with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out. Each character shall be not less than 4 inches (102 mm) high with a minimum stroke width of $^{1}/_{2}$ inch (12.7 mm). Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response. Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address identification shall be maintained

115. **KNOX BOX**. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the fire code official is authorized to require a key box or other approved emergency access device to be installed in an approved location. The key box or other approved emergency access device shall be of an approved type and shall contain keys or other information to gain necessary access as required by the fire code official. Where a key box is used, it shall be listed in accordance with UL 1037. This jurisdiction utilizes the **KNOX Box and Security Systems.**

116. **Fire flow.** Fire-flow requirements for buildings or portions of buildings and facilities shall be determined by an approved method.

117. **Fire Hydrants**. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

118. **Hydrant for Standpipe Systems**. Buildings equipped with a standpipe system installed in accordance with Section 905 shall have a fire hydrant within 100 feet (30 480 mm) of the fire department connections.

119. **Hydrant Obstruction**. Unobstructed access to fire hydrants shall be maintained around the circumference of the fire hydrant at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants.

120. **Clear Space Around Hydrants**. A 3-foot (914 mm) clear space shall be maintained around the circumference of fire hydrants, except as otherwise required or approved.

121. **Hydrant Protection**. Where fire hydrants are subject to impact by a motor means shall comply with Section 312 of the International Fire Code.

122. **Identification**. Fire protection equipment shall be identified in an approved manner. Rooms containing controls for air-conditioning systems, sprinkler risers and valves, or other fire detection, suppression or control elements shall be identified for the use of the fire department. Approved signs required to identify fire protection equipment and equipment location shall be constructed of durable materials, permanently installed and readily visible.

123. **Utility Identification.** Where required by the fire code official, gas shutoff valves, electric meters, service switches and other utility equipment shall be clearly and legibly marked to identify the unit of space that it serves. Identification shall be made in an approved manner, readily visible and shall be maintained.

124. **Emergency Responder Radio Coverage in New Buildings.** All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

125. **Occupancy**. It shall be unlawful to occupy any portion of a building or structure until the

required fire detection, alarm and suppression systems have been tested and approved.

126. **Approved Automatic Sprinkler Systems.** Approved automatic sprinkler systems shall be provided in all new buildings and structures constructed, moved into or relocated within the jurisdiction.

Exceptions:

1. Structures not classified as Group R occupancies and not more than 500 square feet in total floor area.
2. Detached agricultural buildings, as defined by this code, located at least one hundred feet (100) from aby other structure or the property line, whichever is closer.
3. Accessory structures associated with existing non-sprinklered R-3 occupancies (one- and two- family dwellings) and less than one thousand five hundred (1500) square feet in total fire area.
4. Where an insufficient water supply exists to provide for an automatic fire sprinkler system and where the Fire Code Official permits alternate protection.

127. **Monitoring**. Alarm, supervisory and trouble signals shall be distinctly different and shall be automatically transmitted to an approved central station, remote supervising station or proprietary supervising station as defined in NFPA 72, or, when approved by the fire code official, shall sound an audible signal at a constantly attended location. The fire alarm system installed to transmit such signals shall be considered a building fire alarm system.

Exceptions:

1. Underground key or hub valves in roadway boxes provided by the municipality or public utility are not required to be monitored.
2. Backflow prevention device test valves located in limited area sprinkler system supply piping shall be locked in the open position. In occupancies required to be equipped with a fire alarm system, the backflow preventer valves shall be electrically supervised by a tamper switch installed in accordance with NFPA 72 and separately annunciated.

128. **A Fire Alarm System.** A fire alarm system shall be installed in accordance with the provisions of this code and NFPA 72 shall be provided in new buildings and structures in accordance with this code. Fire alarm box shall be installed at a location~~s~~ approved by the enforcing agency.

129. **Monitoring**. Fire alarm systems, whether required by this chapter or the California Building Code or voluntarily installed, shall be monitored by an approved supervising station in accordance with NFPA 72 and this section.

130. **Carbon Dioxide Enrichment Systems.** A gas detection system shall be provided in rooms and

indoor areas in which carbon dioxide enrichment processes are located in accordance with Section 5307.3.2. (This requirement addresses the use of carbon dioxide in cannabis growing operations).

131. **FDC Location.** With respect to hydrants, driveways, buildings and landscaping, fire department connections shall be so located that fire apparatus and hose connected to supply the system will not obstruct access to the buildings for other fire apparatus. The location of fire department connection(s) shall be approved by the fire code official.

132. **Visible location.** Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved by the fire code official.

133. **Locking Fire Department Connection Caps**. The fire code requires locking caps on fire department connections for water-based fire protection systems where the responding fire department carries appropriate key wrenches for removal. This jurisdiction utilizes the **KNOX Box and Security Systems.**

134. **Clear Space Around Connections**. A working space of not less than 36 inches (914 mm) in width, 36 inches (914 mm) in depth and 78 inches (1981 mm) in height shall be provided and maintained in front of and to the sides of wall-mounted fire department connections and around the circumference of free-standing fire department connections, except as otherwise required or approved by the fire code official.

135. **Physical Protection**. Where fire department connections are subject to impact by a motor vehicle, vehicle impact protection shall be provided in accordance with Section 312 of the International Fire Code.

136. **Signs.** A metal sign with raised letters not less than 1 inch (25 mm) in size shall be mounted on all fire department connections serving automatic sprinklers, standpipes or fire pump connections. Such signs shall read: AUTOMATIC SPRINKLERS or STANDPIPES or TEST CONNECTION or a combination thereof as applicable. Where the fire department connection does not serve the entire building, a sign shall be provided indicating the portions of the building served.

137. **Backflow Protection**. The potable water supply to automatic sprinkler and standpipe systems shall be protected against backflow as required by the Health and Safety Code Section 13114.7.

138. **Access for Firefighting.** Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of

temporary or permanent fire department connections. Vehicle access shall be provided capable of supporting vehicle loading under all weather conditions. Hollister Fire Department requires all weather hard paved roadway.

139. **Maintenance of Egress.** Required means of egress and required accessible means of egress shall be maintained during construction and demolition, remodeling or alterations and additions to any building.

Exception: Approved temporary means of egress and accessible means of egress systems and facilities.

140. **Water Supply for Fire Protection.** An approved water supply for fire protection, either temporary or permanent, shall be made available as soon as combustible material arrives on the site.

141. **Portable Fire Extinguishers.** Structures under construction, alteration, or demolition shall be provided with not less than one approved portable fire extinguisher in accordance with Section 906 of the International Fire Code and sized for not less than ordinary hazard as follows:

a. At each stairway on all floor levels where combustible materials have accumulated.
b. In every storage and construction shed.
c. Additional portable fire extinguishers shall be provided where special hazards exist, including, but not limited to, the storage and use of flammable and combustible liquids.

142. **Hazard Identification Signs**. Unless otherwise exempted by the fire code official, visible hazard identification signs as specified in NFPA 704 for the specific material contained shall be placed on stationary containers and above- ground tanks and at entrances to locations where hazardous materials are stored, dispensed, used or handled in quantities requiring a permit and at specific entrances and locations designated by the fire code official. Top corner of building below address markings.

143. **Carbon Dioxide (CO2) Systems.** (USED IN BEVERAGE DISPENSING APPLICATIONS) Emergency alarm system. An emergency alarm system shall comply with all of the following: Continuous gas detection shall be provided to monitor areas where carbon dioxide can accumulate. Activation of the emergency alarm system shall initiate a local alarm within the room or area in which the system is installed.

144. **Carbon Dioxide Enrichment Systems.** The design, installation and maintenance of carbon dioxide enrichment systems with more than 100 pounds (45.4kg) of carbon dioxide, and carbon dioxide enrichment systems with any quality of carbon dioxide having a remote fill connection,

shall comply with Sections 5307.4.1 through 5307.4.7.

145. **Access road width with a Hydrant**. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet.

146. **Gates.** Gates providing access from a road to a driveway shall be located at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Gate entrances shall be at least the width of the traffic lane but in no case less than 12 feet wide. Where a one-way road with a single traffic lane provides access to a gated entrance, a 40-foot turning radius shall be used. Where gates are to be locked, the installation of a key box, lock or Knox key switch is required.

147. **Aerial Fire Apparatus Access Roads.** Aerial Fire Apparatus Access Roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of the building or portion thereof.

148. **Proximity to Building**. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.

149. **Addresses for buildings**. All buildings shall be issued an address in accordance with jurisdictional requirements. Each occupancy, except accessory buildings, shall have its own permanently posted address. When multiple occupancies exist within a single building, each individual occupancy shall be separately identified by its own address. Letters, numbers, and symbols for addresses shall be a minimum of 12-18-inch height t, 1/2-inch stroke, contrasting with the background color of the sign, and shall be Arabic. Address signs shall be and visible from both directions of travel along the road. In all cases, the address shall be posted at the beginning of construction and shall be maintained thereafter. Permanent address numbers shall be posted prior to requesting final clearance. Address numbers shall be placed on the upper Left/Right of address side of building per AHJ.

150. **Water Systems.** Water systems shall be installed and made serviceable prior to the time of construction. Water systems constructed, extended or modified to serve a new development, a change of use, or an intensification of use, shall be designed to meet, in addition to average daily demand, the standards to meet the local Jurisdiction per NFPA Standard 1142, or other adopted standards. The quantity of water required pursuant to this chapter shall be in addition to the domestic demand and shall be permanently and immediately available.

151. **Fire Hydrants and Valves**. A fire hydrant or fire valve is required. The hydrant or fire valve shall be 18 inches above grade, 8 feet from flammable vegetation, no closer than 4 feet nor further than 12 feet from a roadway, and in a location where fire apparatus using it will not block the

roadway. The hydrant serving any building shall be not less than 50 feet and by road from the building it is to serve. **More restrictive hydrant requirements may be applied by the Reviewing Authority**. Each hydrant/valve shall be identified with a reflectorized blue marker, with minimum dimensions of 3 inches, located on the driveway address sign, non-combustible post or fire hydrant riser.

152. **Standard Defensible Space Requirements.** Combustible vegetation shall be removed from within a minimum of 100 feet or to the property line from structures, whichever is closer.

153. **Final Fire Inspection.** To schedule a final fire life safety inspection and pay associated fees please call (831) 636-4325.

Police Department – Standard Conditions

154. **Lighting.** Prior to occupancy, the Applicant shall provide evening lighting, which is unobtrusive for neighboring parcels, on the project site. All light sources should be fully shielded from off-site view. All lights are to be downcast except where it can be proven to not adversely affect other parcels.

155. **Security Contact.** Prior to occupancy, the applicant shall provide three security contact persons to the City Police Department every two years. Please provide this to the Community Services Officer (831) 636-4330.

156. **Graffiti.** The Applicant shall maintain a clean facility and keep walls, fencing, signage, etc. free from graffiti. All graffiti must be removed or painted over within 48 hours of it appearing.

Airport – Standard Conditions

157. **ALUC.** Prior to the building permit issuance, the applicant must receive land use consistently from the Airport Land Use Commission. For more information, please contact the San Benito County Council of Governments at (831) 637-7665.

158. **FAA Requirements.** Prior to building permit issuance for any site improvements, the applicant must notify the City of Hollister Airport Director of any dates that a crane would be used on site. If the crane exceeds 80 feet in height, the applicant must complete an airspace analysis with the FAA (https://oeaaa.faa.gov/oeaaa/external/portal.jsp). If the crane is less than 80 feet in height, the Airport Director will file the required NOTAM with the FAA. The crane will be required to display an orange and white checkered aircraft flag at its highest point, if the crane is left elevated at night, it must also have a flashing red beacon. For more information please contact the Hollister Airport Manager at (831) 636-4365.

159. Prior to occupancy of any building permit issued, the applicant shall submit a site plan to the City of Hollister Airport Manager and obtain approval for project lighting. For more information, contact the Airport Manager at (831) 636-4365.

160. All standard requirements regarding storm drainage shall be followed. There shall be no standing water for more than five days, nor shall any types of bodies of water, including bio retention swales, be allowed to form with any type of improvement on site in order to avoid attraction of birds in the vicinity of the airport that can interfere with aircraft. For details, please contact the Airport Manager at (831) 636-4365.

PASSED AND ADOPTED, at a regular meeting of the Planning Commission of the City of Hollister on this 25th day of August 2022, by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

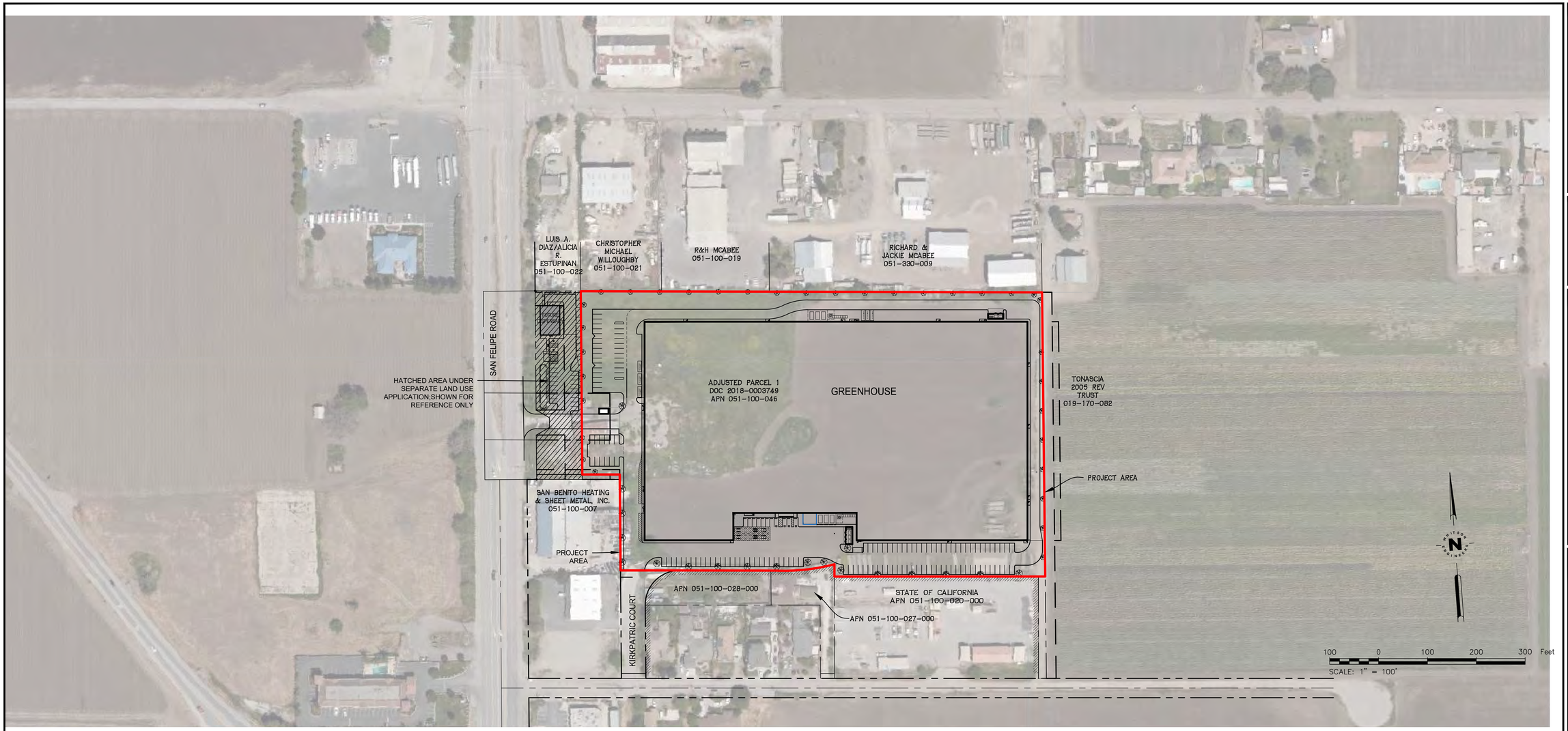
_____
Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

_____
Adrianna Ortiz, Secretary

PLEASE NOTE

It is the sole responsibility of the project applicant to comply with the conditions as approved, modified, or added by the Planning Commission. It is recommended that the applicant review these conditions carefully and if any questions arise as to compliance with the conditions to contact the staff planner. Also, if the applicant does not agree with the proposed conditions, there is an opportunity to present your case to the Planning Commission at their meeting. In addition, the City provides for a 15-day appeal period.



PROJECT TEAM

OWNER
FELIPE NINE, LLC
10 HARRIS COURT, SUITE B-1
MONTEREY, CA 93940

P (831) 649-0220
PATRICK OROSCO
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CIVIL ENGINEER
WHITSON ENGINEERS
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ANDREW HUNTER, RCE 67730

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LANDSCAPE ARCHITECT
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GEOTECHNICAL ENGINEER
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P (559) 271-9700

ELECTICAL ENGINEER
MIRACLES UNLIMITED
PO BOX 1808
APTOS, CA 95001

P (831) 818-5339

DEVELOPMENT NOTES

PROJECT NAME
FELIPE NINE

DESCRIPTION OF USE
THE CONSOLIDATED NEW PARCEL WILL CONTAIN ONE (1) NEW INDOOR CANNABIS CULTIVATION, DISTRIBUTION, AND MANUFACTURING FACILITY.
-NEW BUILDING A WILL BE AN INDOOR CULTIVATION STRUCTURE (U/F1 OCCUPANCY) WTIH A 337,710 SF FOOTPRINT
-NEW SECURITY OFFICE +/-500 SF (ACCESSORY STRUCTURE) AT THE PRIMARY ENTRY SALLY PORT AREA
-TOTAL: 338,210 SF

PROPERTY DATA

ASSESSOR'S PARCEL NO.:	051-100-035, -036, -046
EXISTING PARCEL SIZE:	12.40 AC
GENERAL PLAN DESIGNATION:	NORTH GATEWAY COMMERCIAL
EXISTING ZONING:	NORTH GATEWAY NG

PROJECT AREA

AREA:	12.22 AC
PROPOSED LOTS:	1 LOT (BY LOT LINE ADJUSTMENT, SEE C4.0)
LOT 1:	12.22 AC

PROPOSED BUILDING SIZE: 337,710± SF

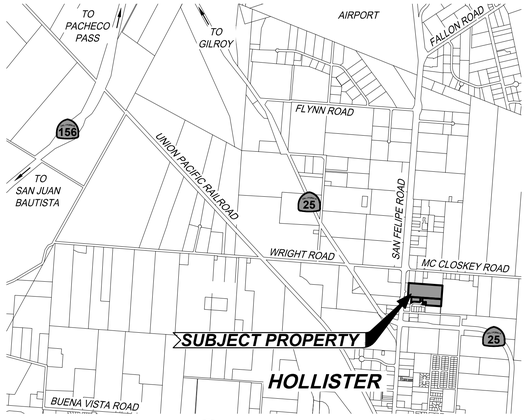
LOT COVERAGE:

BUILDING AREA:	63%
PAVED/CONCRETE AREA: (INCLUDES ACCESS RD)	23%
LANDSCAPE AREA:	14%

PARKING DATA

TOTAL PARKING STALLS:	102
NUMBER OF ADA STALLS:	4

NOTE: TYPICAL PARKING STALLS ARE 10' x 19'



VICINITY MAP
SCALE: 1" = 2000'

SHEET INDEX

C0.1	COVER SHEET AND AERIAL SITE PLAN
C0.2	EXISTING CONDITIONS MAP
C1.1	CONCEPTUAL GRADING AND DRAINAGE PLAN
C1.2	CONCEPTUAL GRADING AND DRAINAGE DETAILS
C2.1	CONCEPTUAL UTILITY PLAN
C3.1	TURNING ANALYSIS - SMALL DELIVERY TRUCK
C3.2	TURNING ANALYSIS - FIRE TRUCK
C3.3	TURNING ANALYSIS - LARGE DELIVERY
C4.0	LOT LINE ADJUSTMENT
C5.0	EASEMENT AND RIGHT-OF-WAY ABANDONMENT/RELOCATION
L1.1	CONCEPTUAL LANDSCAPE PLAN
A1.1	ARCHITECTURAL SITE PLAN
A1.2	SITE DETAILS
A1.3	SITE DETAILS
A2.1	BUILDING FLOOR PLAN
A2.3	BUILDING ROOF PLAN
A3.0	EXTERIOR ELEVATIONS
A3.1	CONCEPTUAL RENDERING
A3.2	CONCEPTUAL RENDERING
E1.0	PHOTOMETRIC SITE PLAN
E1.1	PARTIAL PHOTOMETRIC SITE PLAN
E1.2	PARTIAL PHOTOMETRIC SITE PLAN
E1.3	PARTIAL PHOTOMETRIC SITE PLAN
E1.4	PARTIAL PHOTOMETRIC SITE PLAN
E3.1	LIGHT FIXTURE CUTSHEET/SPECS

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Whitson ENGINEERS

REGISTERED PROFESSIONAL ENGINEER ANDREW P. HUNTER No. 67730 CIVIL STATE OF CALIFORNIA
DRAFT

SUBMITTAL / REVISION

1	6/28/2022	AMENDED SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORMWATER FACILITIES
	CW	

FELIPE NINE - 773 SAN FELIPE ROAD
HOLLISTER, CALIFORNIA
APN: 051-100-031

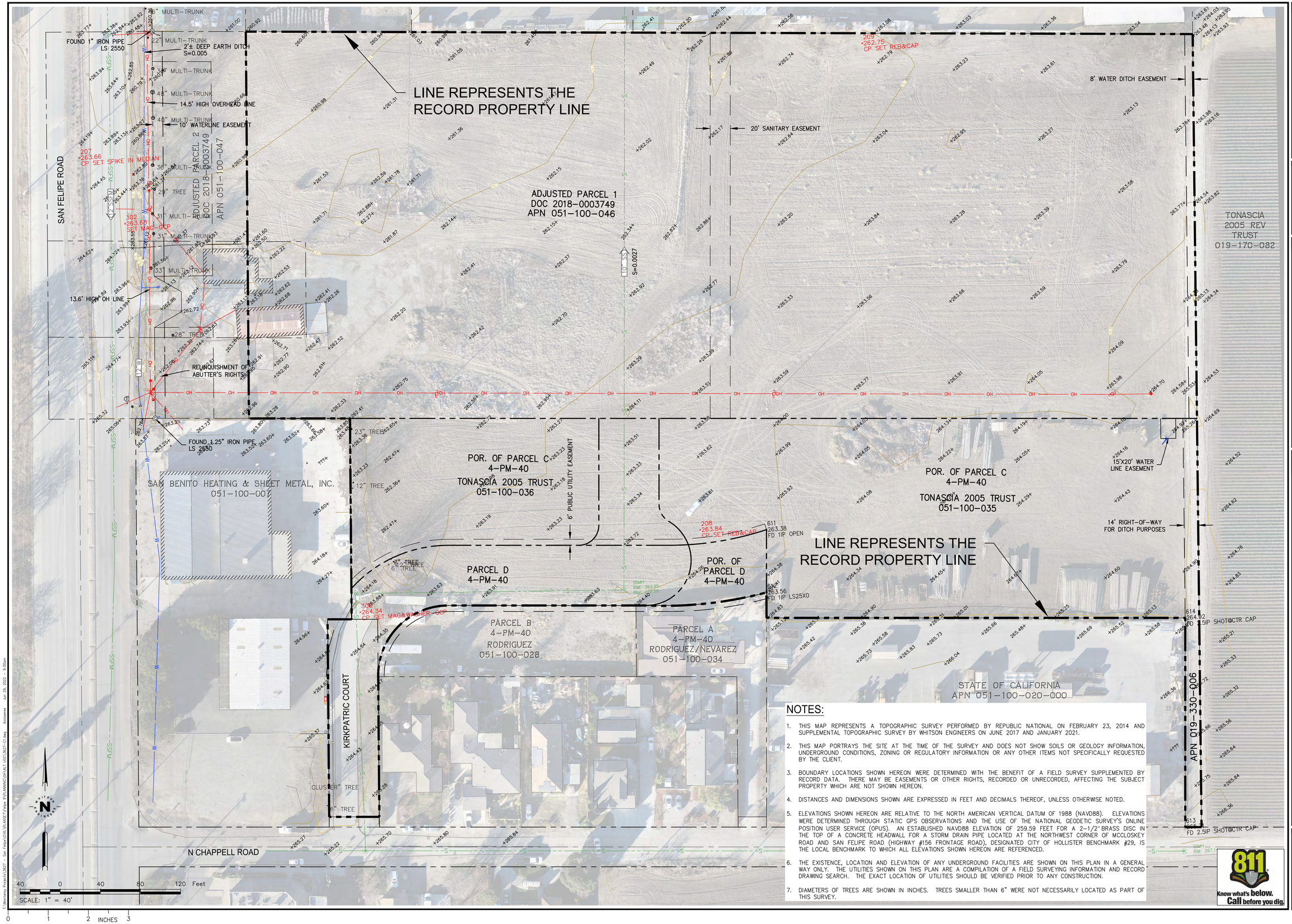
COVER SHEET AND AERIAL SITE PLAN

SCALE: 1" = 100'
DRAWN: CW
JOB No.: 3627.00
SHEET C0.1 OF 10

PLANNING SUBMITTAL 6/28/2022

T:\Monterey Projects\3627 - San Felipe\CIVIL\PLANSET\Felipe 9\PLANNING\DATA LT UCS\3627-C0.dwg Jun 29, 2022 - 8:43am lbolsterre

0 1 2 INCHES 3



NOTES:

1. THIS MAP REPRESENTS A TOPOGRAPHIC SURVEY PERFORMED BY REPUBLIC NATIONAL ON FEBRUARY 23, 2014 AND SUPPLEMENTAL TOPOGRAPHIC SURVEY BY WHITSON ENGINEERS ON JUNE 2017 AND JANUARY 2021.
2. THIS MAP PORTRAYS THE SITE AT THE TIME OF THE SURVEY AND DOES NOT SHOW SOILS OR GEOLOGY INFORMATION, UNDERGROUND CONDITIONS, ZONING OR REGULATORY INFORMATION OR ANY OTHER ITEMS NOT SPECIFICALLY REQUESTED BY THE CLIENT.
3. BOUNDARY LOCATIONS SHOWN HEREON WERE DETERMINED WITH THE BENEFIT OF A FIELD SURVEY SUPPLEMENTED BY RECORD DATA. THERE MAY BE EASEMENTS OR OTHER RIGHTS, RECORDED OR UNRECORDED, AFFECTING THE SUBJECT PROPERTY WHICH ARE NOT SHOWN HEREON.
4. DISTANCES AND DIMENSIONS SHOWN ARE EXPRESSED IN FEET AND DECIMALS THEREOF, UNLESS OTHERWISE NOTED.
5. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). ELEVATIONS WERE DETERMINED THROUGH STATIC GPS OBSERVATIONS AND THE USE OF THE NATIONAL GEODETIC SURVEY'S ONLINE POSITION USER SERVICE (OPUS). AN ESTABLISHED NAVD88 ELEVATION OF 259.59 FEET FOR A 2-1/2" BRASS DISC IN THE TOP OF A CONCRETE HEADWALL FOR A STORM DRAIN PIPE LOCATED AT THE NORTHWEST CORNER OF MCCLOSKEY ROAD AND SAN FELIPE ROAD (HIGHWAY #156 FRONTAGE ROAD), DESIGNATED CITY OF HOLLISTER BENCHMARK #29, IS THE LOCAL BENCHMARK TO WHICH ALL ELEVATIONS SHOWN HEREON ARE REFERENCED.
6. THE EXISTENCE, LOCATION AND ELEVATION OF ANY UNDERGROUND FACILITIES ARE SHOWN ON THIS PLAN IN A GENERAL WAY ONLY. THE UTILITIES SHOWN ON THIS PLAN ARE A COMPILATION OF A FIELD SURVEYING INFORMATION AND RECORD DRAWING SEARCH. THE EXACT LOCATION OF UTILITIES SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION.
7. DIAMETERS OF TREES ARE SHOWN IN INCHES. TREES SMALLER THAN 6" WERE NOT NECESSARILY LOCATED AS PART OF THIS SURVEY.

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REGISTERED PROFESSIONAL ENGINEER ANDREW J. HUNTER No. 57750 CIVIL STATE OF CALIFORNIA

PRELIMINARY

SUBMITTAL / REVISION

	DATE	DESCRIPTION
1	6/28/2022	AMENDED SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORMWATER FACILITIES
	CW	

FELIPE 9 - 773 SAN FELIPE ROAD

Hollister, California

APN: 051-100-031

EXISTING CONDITIONS MAP

SCALE:	1" = 40'
DRAWN:	
JOB No.:	3627.00
SHEET	C0.2
	OF 6

PLANNING SUBMITTAL 12/1/2021

T:\Monterey Projects\3627 - San Felipe\CIVIL\PLANSET\Felipe #9\PLANNING\SHEETS\3627-C1.dwg Bobbierose Jun 29, 2022 - 9:00am

LUIS A. DIAZ/ALICIA R. ESTUPINAN
051-100-022

CHRISTOPHER MICHAEL WILLOUGHBY
051-100-021

R&H MCABEE
051-100-019

RICHARD & JACKIE MCABEE
051-330-009

EXISTING BUILDING

EXISTING BUILDING

EXISTING BUILDING

EXISTING BUILDING

OUTLET PIPE; SEE C1.2 FOR DETAILS

SDMH OUTFLOW PUMPS; SEE NOTES BELOW FOR DETAILS

(260.9 FG)

(262.0 FG)

(263.0 FG)

(263.5 FG)

STORMWATER UGC SYSTEM

2'± DEEP EARTH DITCH S=0.005

FUTURE DISPENSARY 2,400 SF

FF 263.6
P 262.6

EXISTING ROADSIDE DITCH

SAN FELIPE ROAD

10' WATERLINE EASEMENT

HATCHED AREA UNDER SEPARATE LAND USE APPLICATION

EX 18"SD CULVERT TO BE REPLACE INKIND

EXISTING ROADSIDE DITCH

EX CONCRETE

SAN BENITO HEATING & SHEET METAL, INC.
051-100-007

EXISTING BUILDING

EXISTING BUILDING

EXISTING BUILDING

EX DI

261.2 FG

S=0.29%

MAX SLOPE
S=0.79%
(4" PER 42')

MAX SLOPE
S=0.29%
(1/2" PER 14')

S=0.60%

ADJUSTED PARCEL 1
DOC 2018-0003749
APN 051-100-046

GREENHOUSE BUILDING
SEE STRUCTURAL PLANS FOR FOUNDATION DETAILS
GROW AREAS: 4" CONC/6" AB
CENTER SERVICE AISLES: 5" CONC/7" AB
WATER TANK STORAGE AREAS: 12" CONC/7" AB

PG&E BUS DUCT AND TRANSFORMER #1

TRASH #2

265.9 FG

8' WATER DITCH EASEMENT

TONASCIA 2005 REV TRUST
019-170-082

15'X20' WATER LINE EASEMENT

263.4 FG

PRIMARY ENTRANCE

PRIMARY ENTRANCE WITH ROLL-UP DOOR

TRUCK LOADING ZONE ROLL-UP DOOR

263.6 FG

262.5 FG

PG&E BUS DUCT AND TRANSFORMER #1

264.9 FG

265.1 FG

POR. OF PARCEL C
4-PM-40
TONASCIA 2005 TRUST
051-100-035

267.2 FG

TRASH #1

(264.2 FG)

(263.9 FL)

(265.1 FG)

PROVIDE DRAINAGE DITCH TO DIRECT EXISTING OFF-SITE WATER

STATE OF CALIFORNIA
APN 051-100-020-000

EX ASPHALT

STORMWATER DESIGN CRITERIA:

1. THE ON-SITE STORMWATER SYSTEM WILL BE DESIGNED TO MEET THE FOLLOWING REQUIREMENTS:
   (1) POST CONSTRUCTION STORMWATER MANAGEMENT REQUIREMENTS (PCR'S) FOR DEVELOPMENTS IN THE CENTRAL COAST REGION , CENTRAL COAST REGIONAL WATER QUALITY CONTROL BOARD RESOLUTION NO. R3-2013-2013-0032
   (2) CITY OF HOLLISTER'S STORMWATER MANAGEMENT POST CONSTRUCTION REQUIREMENTS
   (3) THE PROJECTS CONDITIONS OF APPROVAL.
2. THE PROJECT WILL BE REQUIRED TO MEET THE POST CONSTRUCTION REQUIREMENTS (PCR'S) 1, 2, 3, 4.
5. THE FINAL DETAILS OF THE MEASURE USED TO MEET PCR 2 (WATER QUALITY TREATMENT) WILL BE FINALIZED DURING THE CONSTRUCTION DOCUMENTS. BIO-FILTRATION TREATMENT OR SECONDLY A NON-RETENTION BASED TREATMENT METHOD (SUCH AS AN ADS BARRICUDA UNIT OR SIMILAR MAY BE USED.
6. THE ON-SITE STORMWATER SYSTEM WILL BE DESIGNED WITH AN UNDERGROUND CHAMBER SYSTEM. THE UNDERGROUND CHAMBER SYSTEM WILL BE SIZED TO RETAIN RUN-OFF FROM THE 95TH PERCENTILE RAINFALL EVENT #3 AND PROVIDE PEAK MANAGEMENT (PCR 4).
7. THE SYSTEM WILL BE DESIGNED WITH A TWO PUMP STRUCTURE TO RELEASE STORM WATER AT THE 10-YEAR PRE-DEVELOPMENT FLOW RATE,THE 2-YEAR PRE-DEVELOPMENT FLOW RATE, AND 90% OF THE PRE-DEVELOPMENT 100-YEAR DESIGN STORM.
8. ANY PRE-TREATMENT BIO-FILTRATION AREAS WILL BE DESIGNED TO NOT HOLD STANDING WATER AFTER STORM EVENTS SO AS TO NOT ATTRACT BIRDS. BASIN PUMPS SHALL BE SIZED AND PROGRAMMED ACCORDINGLY TO DRAIN WITHIN 24 HOURS.

KEYNOTES: (00)

1. EGRESS DOOR – FULLY ACCESSIBLE WITH ACCESSIBLE PATH OF TRAVEL TO ACCESSIBLE PARKING AREA.
2. ROLL-UP DOOR/LOADING DOCK – EXTERIOR PAVEMENT SHALL BE FLUSH TO ACCOMMODATE LOADING AND UNLOADING ACTIVITIES (10' @ 2% MAX).
3. EGRESS DOOR – PROVIDE ACCESSIBLE LANDING ONLY.
4. 26' WIDE MINIMUM PAVED ACCESS ROAD AROUND BUILDING PERIMETER.
5. 20' WIDE MINIMUM PAVED ACCESS ROAD AROUND BUILDING PERIMETER.
6. STORMWATER PRETREATMENT DEVICE (SUCH AS ADS BARRICUDA OR CONTECH CDS), SEE STORMWATER DESIGN CRITERIA NOTES THIS SHEET.
7. STORMWATER UNDERGROUND CHAMBER FOOTPRINT, SEE SHEET C1.2 FOR TYPICAL DETAILS.

LEGEND

DESCRIPTION	PROPOSED	EXISTING
STORM DRAIN MAIN	SD	24" SD
DIRECTION OF FLOW		
STORM DRAIN INLET		
STORM DRAIN OUTFALL		
STORM DRAIN MANHOLE (SDMH)		
ALL WEATHER SURFACE		
AC PAVEMENT		
BUILDING		

40 0 40 80 120 Feet

SCALE: 1" = 40'

811 Know what's below. Call before you dig.

0 1 2 INCHES 3

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REGISTERED PROFESSIONAL ENGINEER ANDREW P. HUNTER No. 87730 CIVIL STATE OF CALIFORNIA

SUBMITTAL / REVISION

	DATE	BY	
1	6/28/2022	CW	AMENDED SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORMWATER FACILITIES

FELIPE NINE - 773 SAN FELIPE ROAD
HOLLISTER, CALIFORNIA
APN: 051-100-031

CONCEPTUAL GRADING AND DRAINAGE PLAN

PLANNING SUBMITTAL 6/28/2022

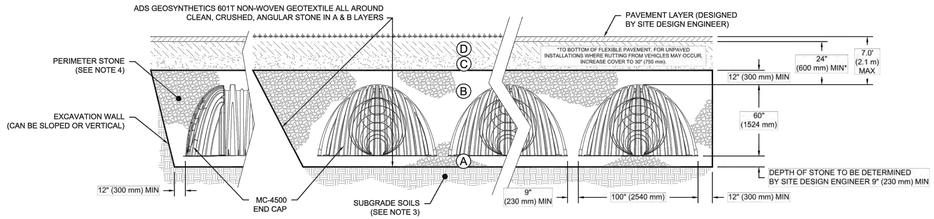
SCALE:	1" = 40'
DRAWN:	CW
JOB No.:	3627.00

SHEET C1.1 OF 10

ACCEPTABLE FILL MATERIALS: STORMTECH MC-4500 CHAMBER SYSTEMS

MATERIAL LOCATION		DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 4	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 4	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE[2,3]

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.



*FOR COVER DEPTHS GREATER THAN 7.0' (2.1 m) PLEASE CONTACT STORMTECH

NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418-16a, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101
2. MC-4500 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT AS DEFINED IN SECTION 6.2.8 OF ASTM F2418 SHALL BE GREATER THAN OR EQUAL TO 500 LBS/IN/IN. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

MC-4500
STANDARD CROSS SECTION
DATE: 05-10-19 | DRAWN: KR | CHECKED: KR | PROJECT #:
DESCRIPTION | DATE | DRWN. | CHKD

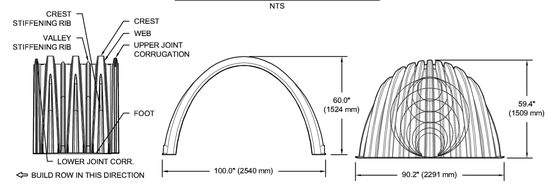
StormTech
70 MAXESS ROAD, SUITE 3 | HOOKY HILL, CT | 06437
800-555-8199 | 888-892-2694 | WWW.STORMTECH.COM

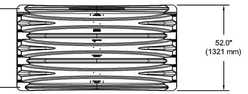
DS
4640 TRUEMAN BLVD
HILLIARD, OH 43026
ADVANCED DRAINAGE SYSTEMS, INC.

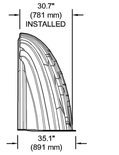
THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADS UNDER THE DIRECTION OF THE SITE DESIGN ENGINEER OR OTHER PROJECT REPRESENTATIVE. THE SITE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE SITE DESIGN ENGINEER TO ENSURE THAT THE OVERALL SITE DESIGN COMPLIES WITH ALL APPLICABLE REGULATIONS.

SHEET 1 OF 1

MC-4500 TECHNICAL SPECIFICATION
NTS







NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	100.0" X 60.0" X 48.3"	(2540 mm X 1524 mm X 1227 mm)
CHAMBER STORAGE	106.5 CUBIC FEET	(3.01 m³)
MINIMUM INSTALLED STORAGE*	162.6 CUBIC FEET	(4.60 m³)
WEIGHT	130.0 lbs.	(59.0 kg)

NOMINAL END CAP SPECIFICATIONS

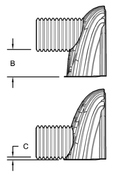
SIZE (W X H X INSTALLED LENGTH)	90.2" X 59.4" X 30.7"	(2291 mm X 1509 mm X 781 mm)
END CAP STORAGE	35.7 CUBIC FEET	(1.01 m³)
MINIMUM INSTALLED STORAGE*	108.7 CUBIC FEET	(3.08 m³)
WEIGHT	135.0 lbs.	(61.2 kg)

*ASSUMES 12" (305 mm) STONE ABOVE, 9" (229 mm) STONE FOUNDATION AND BETWEEN CHAMBERS, 12" (305 mm) STONE PERIMETER IN FRONT OF END CAPS AND 40% STONE POROSITY.

STUBS AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
STUBS AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"

PART #	STUB	B	C
MC4500REPE06T	6" (150 mm)	42.54" (1.081 m)	---
MC4500REPE06B		---	0.86" (22 mm)
MC4500REPE08T	8" (200 mm)	40.50" (1.029 m)	---
MC4500REPE08B		---	1.01" (26 mm)
MC4500REPE10T	10" (250 mm)	38.37" (975 mm)	---
MC4500REPE10B		---	1.33" (34 mm)
MC4500REPE12T	12" (300 mm)	35.69" (907 mm)	---
MC4500REPE12B		---	1.55" (39 mm)
MC4500REPE15T	15" (375 mm)	32.72" (831 mm)	---
MC4500REPE15B		---	1.70" (43 mm)
MC4500REPE18TC	18" (450 mm)	29.36" (746 mm)	---
MC4500REPE18BC		---	1.97" (50 mm)
MC4500REPE24TC	24" (600 mm)	23.05" (585 mm)	---
MC4500REPE24BC		---	2.26" (57 mm)
MC4500REPE30BC	30" (750 mm)	---	2.95" (75 mm)
MC4500REPE36BC	36" (900 mm)	---	3.25" (83 mm)
MC4500REPE42BC	42" (1050 mm)	---	3.55" (90 mm)

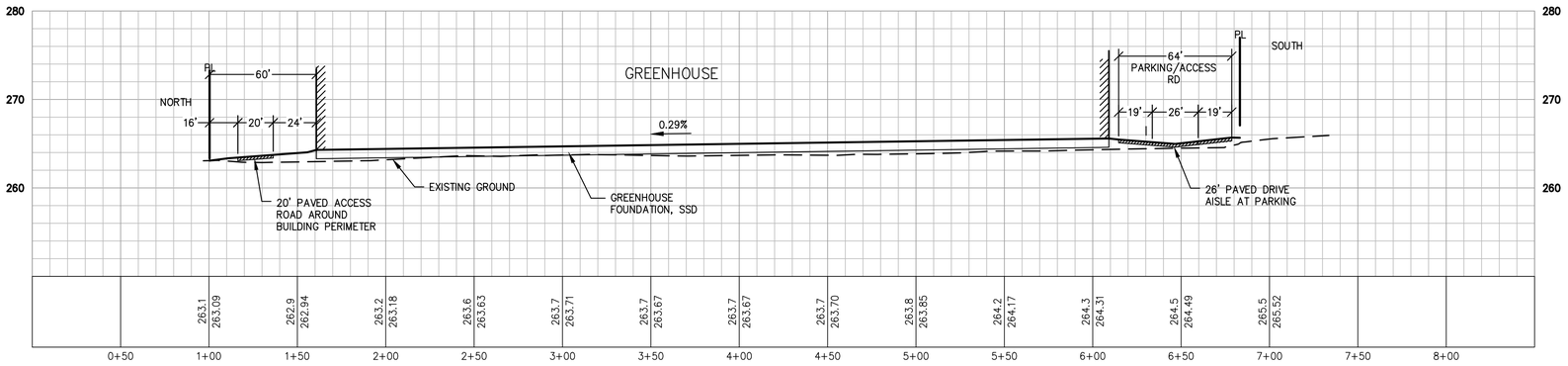
NOTE: ALL DIMENSIONS ARE NOMINAL



CUSTOM PRECORED INVERTS ARE AVAILABLE UPON REQUEST. INVENTORIED MANIFOLDS INCLUDE 12-24" (300-600 mm) SIZE ON SIZE AND 15-48" (375-1200 mm) ECCENTRIC MANIFOLDS.
CUSTOM INVERT LOCATIONS ON THE MC-4500 END CAP CUT IN THE FIELD ARE NOT RECOMMENDED FOR PIPE SIZES GREATER THAN 10" (250 mm)
THE INVERT LOCATION IN COLUMN 'B' ARE THE HIGHTEST POSSIBLE FOR THE PIPE SIZE.

PRELIMINARY STORMWATER CALCULATIONS

AREA DESCRIPTION	ESTIMATED AREA BREAKDOWN (SF)
PERVIOUS AREA	69,360 (1.59 ACRES)
IMPERVIOUS AREA	463,181 (10.63 ACRES)
TOTAL	532,541 (12.22 ACRES)
PERCENT IMPERVIOUS	87%
WATER MANAGEMENT ZONE	1
ASSUMED SOIL TYPE	C (SORRENTO, SILTY CLAY LOAM)
95TH PERCENTILE 24-HOUR RAINFALL DEPTH	1.2 IN
2-YEAR PRE-DEVELOPMENT FLOW	2.21 CFS
10-YEAR PRE-DEVELOPMENT FLOW	5.29 CFS
ASSUMED INFILTRATION RATE	0.01 IN/HR
TOTAL REQUIRED VOLUME	±1.9 AF
TOTAL VOLUME PROVIDED	±2.4 AF



A C1.2 UNDERGROUND CHAMBER DETAILS
NOT TO SCALE

B C1.2 GRADING SECTION NORTH-SOUTH
NOT TO SCALE

40 0 40 80 120 Feet
SCALE: 1" = 40'

1

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SUBMITTAL / REVISION

1	6/28/2022	AMENDED SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORMWATER FACILITIES
	CW	

FELIPE NINE - 773 SAN FELIPE ROAD
HOLLISTER, CALIFORNIA
APN: 051-100-031

CONCEPTUAL GRADING AND DRAINAGE DETAILS

SCALE:	1" = 40'
DRAWN:	CW
JOB No.:	3627.00
SHEET	C1.2
	OF 10

PLANNING SUBMITTAL 6/28/2022

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0 1 2 INCHES 3

OUTLET PIPE; SEE C1.2 FOR DETAILS

SDMH OUTFLOW PUMPS; SEE NOTES BELOW FOR DETAILS

EX SSMH
RIM: 261.45
INV: 251.00

S=0.0027

1 CONNECT TO EXISTING SEWER MAIN

STORMWATER UGC SYSTEM

2'± DEEP EARTH DITCH
S=0.005

FUTURE DISPENSARY
2,400 SF
FF 263.6
P 262.6

EXISTING ROADSIDE DITCH

STORMWATER UGC SYSTEM

SAN FELIPE ROAD

10' WATERLINE EASEMENT

HATCHED AREA UNDER SEPARATE LAND USE APPLICATION

EX 18"SD CULVERT TO BE REPLACE INKIND

STORMWATER UGC SYSTEM

EXISTING ROADSIDE DITCH

EXISTING BUILDING

CONNECT TO EXISTING SEWER MAIN 1

PG&E BUS DUCT AND TRANSFORMER #1

TRASH #2

8' WATER DITCH EASEMENT

1 EX SEWER MAIN TO BE REALIGNED

PG&E BUS DUCT AND TRANSFORMER #1

15'X20' WATER LINE EASEMENT

PRIMARY ENTRANCE

PRIMARY ENTRANCE WITH ROLL-UP DOOR

TRUCK LOADING ZONE ROLL-UP DOOR

1 EX SEWER MAIN TO BE REALIGNED

TRASH #1

UTILITY KEYNOTES: (00)

1. EXISTING SEWER MAIN TO BE RE-ALIGNED. SEE SHEET C5.0 FOR DETAILS.
2. CONNECT TO EXISTING WATER MAIN FOR DOMESTIC WATER, FIRE WATER AND LANDSCAPE SERVICE. INSTALL METER AND BACKFLOW DEVICES.
3. STORM DRAIN PIPE TO CONNECT BETWEEN BASINS.
4. STUB STORM DRAIN FOR GREENHOUSE ROOF DOWNSPOUT CONNECTIONS.
5. STUB SEWER FOR GREENHOUSE FLOOR DRAIN CONNECTION.
6. STORMWATER PRE-TREATMENT AND UNDERGROUND CHAMBER SYSETM; SEE SHEET C1.2 FOR TYPICAL DETAILS.

GENERAL NOTES:

1. SEE CONCEPTUAL GRADING AND DRAINAGE PLAN SHEETS C1.1 AND C1.2 FOR PRELIMINARY STORMWATER CALCULATIONS AND TYPICAL UNDERGROUND CHAMBER DETAILS.

LEGEND

DESCRIPTION	PROPOSED	EXISTING
WATER MAIN	W	10" W
IRRIGATION MAIN	W-IRR	
FIRE MAIN	F	
STORM DRAIN MAIN	SD	24" SD
SANITARY SEWER MAIN	SS	S
FIRE HYDRANT		
WATER METER		
WATER VALVE		
STORM DRAIN INLET (DI)		
STORM DRAIN OUTFALL		
STORM DRAIN MANHOLE (SDMH)		
CLEANOUT (CO)		
BUILDING POINT OF CONNECTION		

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40 0 40 80 120 Feet
SCALE: 1" = 40'

0 1 2 INCHES 3

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	DATE	
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	CW	

FELIPE NINE - 773 SAN FELIPE ROAD

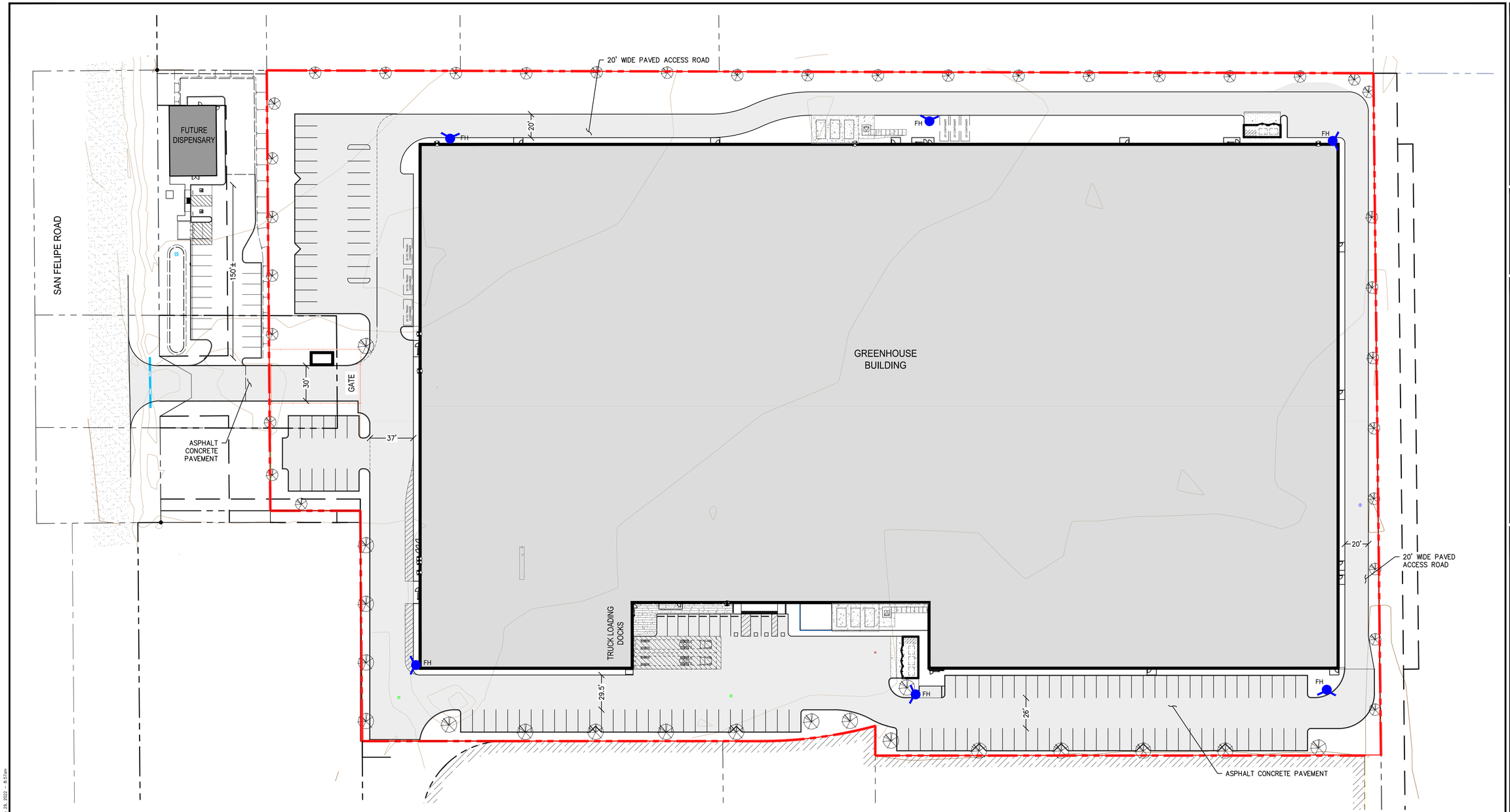
HOLLISTER, CALIFORNIA APN: 051-100-031

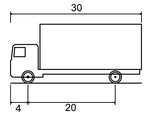
CONCEPTUAL UTILITY PLAN

SCALE:	1" = 40'
DRAWN:	CW
JOB No.:	3627.00

SHEET
C2.1
OF 10

PLANNING SUBMITTAL 6/28/2022





SU-30 - Single Unit Truck

Overall Length	30 ft
Overall Width	8 ft
Overall Body Height	13.5 ft
Min Body Ground Clearance	1.367 ft
Track Width	8 ft
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	41.8 ft

40 0 40 80 120 Feet

SCALE: 1" = 40'

0 1 2 INCHES 3

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	CW	

FELIPE NINE - 773 SAN FELIPE ROAD

HOLLISTER, CALIFORNIA

APN: 051-100-031

TURNING ANALYSIS - SMALL DELIVERY

SCALE:	1" = 40'
DRAWN:	CW
JOB No.:	3627.00

SHEET C3.1 OF 10

PLANNING SUBMITTAL 6/28/2022

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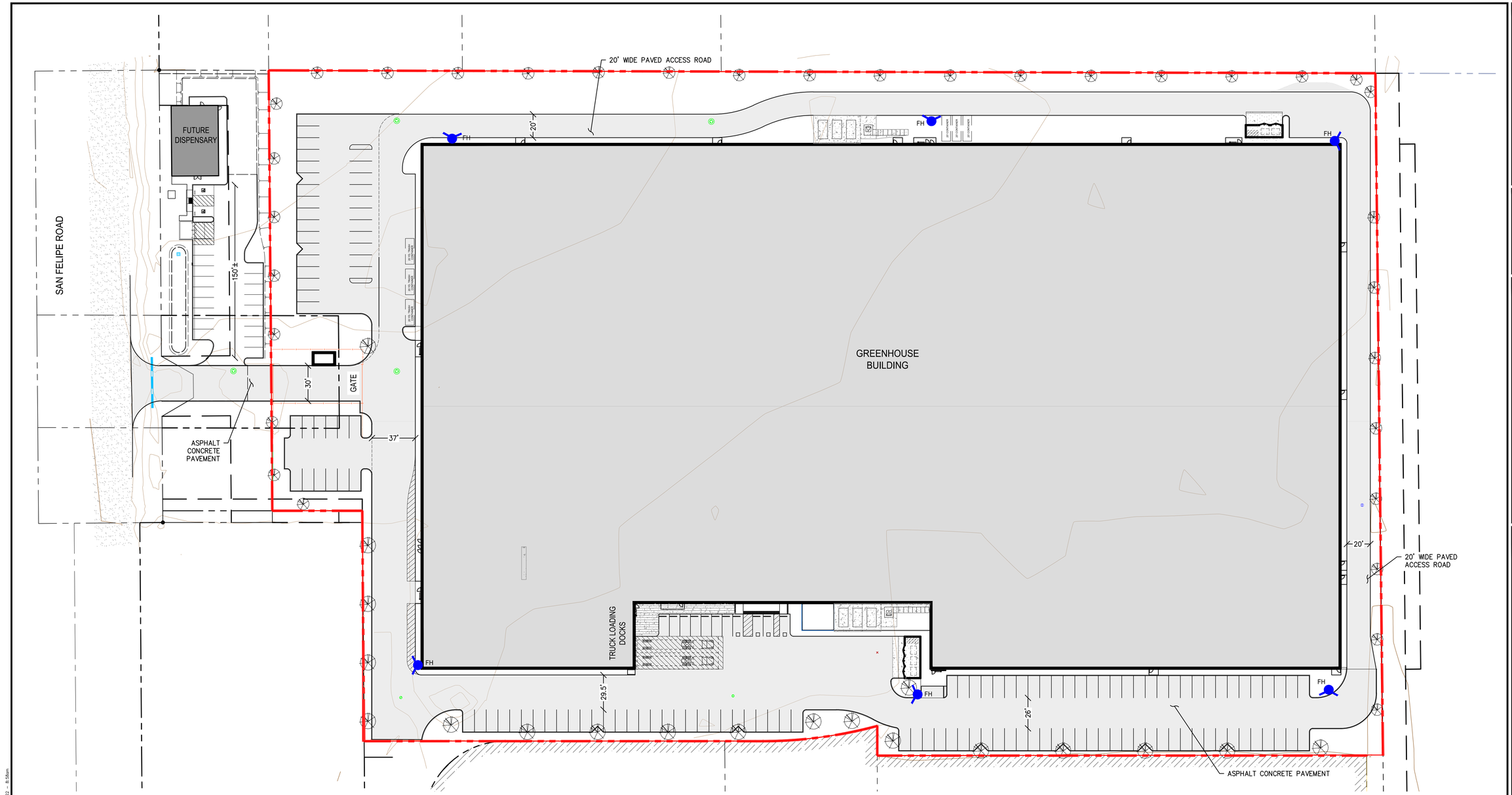

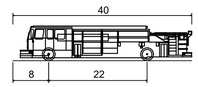

Pumper Fire Truck

Overall Length	40 ft
Overall Width	8.167 ft
Overall Body Height	7.745 ft
Min Body Ground Clearance	0.656 ft
Track Width	8.167 ft
Lock-to-lock time	5.00 s
Max Wheel Angle	45.00°

40 0 40 80 120 Feet

SCALE: 1" = 40'

0 1 2 INCHES 3

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FELIPE NINE - 773 SAN FELIPE ROAD

HOLLISTER, CALIFORNIA

APN: 051-100-031

TURNING ANALYSIS - FIRE TRUCK

SCALE:	1" = 40'
DRAWN:	CW
JOB No.:	3627.00

SHEET C3.2 OF 10

PLANNING SUBMITTAL 6/28/2022

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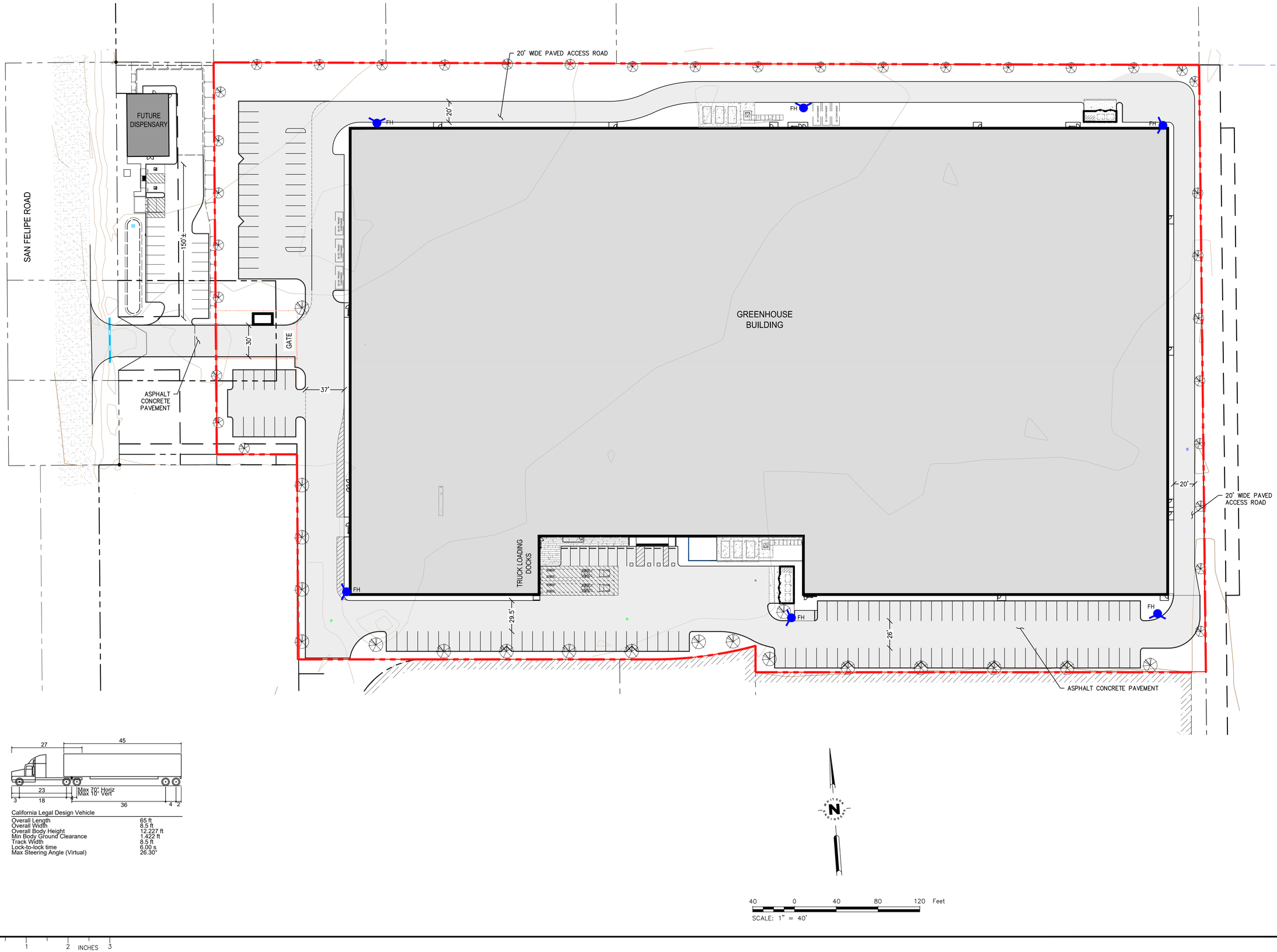

California Legal Design Vehicle

Overall Length	65 ft
Overall Width	8.5 ft
Overall Body Height	12.227 ft
Min Body Ground Clearance	1.422 ft
Track Width	8.5 ft
Lock-to-lock time	6.00 s
Max Steering Angle (Virtual)	26.30°

40 0 40 80 120 Feet

SCALE: 1" = 40'

0 1 2 INCHES 3

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FELIPE NINE - 773 SAN FELIPE ROAD

HOLLISTER, CALIFORNIA

APN: 051-100-031

TURNING ANALYSIS - LARGE DELIVERY

SCALE:	1" = 40'
DRAWN:	CW
JOB No.:	3627.00

SHEET C3.3 OF 10

PLANNING SUBMITTAL 6/28/2022

I:\Monterey Projects\3627 - San Felipe\CIVIL\PLANNING\SHALT LOT\3627-C3.dwg kaldearse Jun 29, 2022 - 8:58am

LUIS A. DIAZ/ALICIA R. ESTUPINAN
051-100-022

CHRISTOPHER MICHAEL WILLOUGHBY
051-100-021

R&H MCABEE
051-100-019

RICHARD & JACKIE MCABEE
051-330-009

SAN FELIPE ROAD

100.71'

843.17'

375.72'

582.20'

TONASCIA 2005 REV TRUST
019-170-082

ADJUSTED PARCEL 1
DOC 2018-0003749
APN 051-100-046

1

20' SEWER EASEMENT TO BE QUITCLAIMED AND REDEDICATED

PROPOSED LOT LINE (TYP)

AREA TO BE RELINQUISHED
769 SF

LOT LINE TO BE ADJUSTED (TYP)

76.92'

10.00'

10.00'

113.10'

SAN BENITO HEATING &
SHEET METAL, INC.
051-100-007

LAND TO BE ACQUIRED
4588 SF

PROPOSED LOT LINE (TYP)

EXISTING PUE TO BE QUITCLAIMED

186.53'

POR. OF PARCEL C
4-PM-40

TONASCIA 2005 TRUST
051-100-036

CITY R.O.W.

POR. OF PARCEL C
4-PM-40

TONASCIA 2005 TRUST
051-100-035

PARCEL D
4-PM-40

POR. OF PARCEL D
4-PM-40

2

407.37'

1.42'

13.78'

120.42'

197.43'

R=403'

R=20'

25.33'

417.42'

13.90'

PARCEL B
4-PM-40

PARCEL A
4-PM-40

3

EXISTING 50'
NON-EXCLSIVE ROAD
EASEMENT TO REMAIN

KIRKPATRIC COURT

140.20'

50.00'

10.20'

189.80'

208.63'

208.64'

16.24'

STATE OF CALIFORNIA
APN 051-100-020-000

N CHAPPELL ROAD

LEGEND

- PROJECT AREA BOUNDARY
- BOUNDARY OF SUBJECT PROPERTY TO BE ADJUSTED
- PROPOSED LOT LINE
- EXISTING LOT LINE TO BE ADJUSTED
- EXISTING R.O.W. LOT LINE
- EXISTING LOT LINE
- EXISTING EASEMENT TO BE QUITCLAIMED
- EXISTING COUNTOUR (110)
- LOT NUMBER (#)

PROJECT DATA

DESCRIPTION	EXISTING (±)	PROPOSED (±)
LOT 1 : PROJECT SITE	8.33 ACRES	12.22 ACRES
LOT 2: SAN BENITO HEATING AND SHEET METAL	1.89 ACRES	1.79 ACRES
PARCEL C:	3.07 ACRES	-
PARCEL C CITY R.O.W.:	0.19 ACRES	-
PORTION OF PARCEL D:	0.11 ACRES	-
LOT 3 PARCEL D: KIRKPATRIC R.O.W.:	0.69 ACRES	0.27 ACRES
TOTAL:	14.28 ACRES	14.28 ACRES

40 0 40 80 120 Feet
SCALE: 1" = 40'

0 1 2 INCHES 3

T:\Monterey Projects\3627 - San Felipe\LDVL\PLANSET\Felipe 9\PLANNING\DATA\T 1\DC\3627-C2.dwg Jun 29, 2022 - 9:05am lbobierre

Civil Engineering
Land Surveying
6 Harris Court
Monterey, California
831-649-5225
whitsonengineers.com

Whitson ENGINEERS

REGISTERED PROFESSIONAL ENGINEER
ANDREW R. HUNTER
No. 87750
CIVIL
STATE OF CALIFORNIA

SUBMITTAL / REVISION

1	6/29/2022	AMENDED SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORMWATER FACILITIES
	CW	

FELIPE NINE - 773 SAN FELIPE ROAD

HOLLISTER, CALIFORNIA

APN: 051-100-031

LOT LINE ADJUSTMENT

SCALE:	1" = 40'
DRAWN:	CW
JOB No.:	3627.00

SHEET
C4.0
OF 10

PLANNING SUBMITTAL 12/1/2021

LUIS A. DIAZ/ALICIA R. ESTUPINAN
051-100-022

CHRISTOPHER MICHAEL WILLOUGHBY
051-100-021

R&H MCABEE
051-100-019

RICHARD & JACKIE MCABEE
051-330-009

FD 1 IN IP LS 2550
610
250.58

EX-SSMH
RIM: 261.45
INV: 251.00

SSMH
RIM: 262.33
INV: 251.22

SAN FELIPE ROAD

FUTURE DISPENSARY

STORMWATER BASIN

10" SS

PROPOSED SANITARY SEWER MAIN RELOCATION 268 LF

PROPOSED 20' SEWER EASEMENT

PROPOSED 20' SEWER EASEMENT

20' SEWER EASEMENT TO BE QUITCLAIMED AND REDEDICATED

8' WATER DITCH EASEMENT TO REMAIN

PROPOSED 50' R.O.W. RELOCATION

10' WATERLINE EASEMENT TO REMAIN

ADJUSTED PARCEL 1
DOC 2018-0003749
APN 051-100-046

GREENHOUSE BUILDING

TONASCIA 2005 REV TRUST
019-170-082

PROPOSED SANITARY SEWER MAIN RELOCATION 520 LF

PROPOSED 10' UTILITY EASEMENT

STORMWATER BASIN

60' ORIGINALLY PROPOSED R.O.W. TO BE RELOCATED

LOT LINE ADJUSTMENT; AREA TO BE DEDICATED TO SAN BENITO HEATING AND SHEET METAL

15'x20' WATERLINE EASEMENT TO REMAIN

SAN BENITO HEATING & SHEET METAL, INC.
051-100-007

LOT LINE ADJUSTMENT; RIGHT-OF-WAY TO BE ACQUIRED FROM SAN BENITO HEATING AND SHEET METAL

CITY R.O.W.

POR. OF PARCEL C
4-PM-40

TONASCIA 2005 TRUST
051-100-036

POR. OF PARCEL C
4-PM-40

TONASCIA 2005 TRUST
051-100-035

PROPOSED 50' R.O.W. RELOCATION

PARCEL D
4-PM-40

SANITARY SEWER MAIN TO BE RELOCATED

EX-SSMH
RIM: 263.95
INV: 252.59

POR. OF PARCEL D
4-PM-40

EXISTING R.O.W. TO BE QUITCLAIMED BY CITY OF HOLLISTER

PARCEL B
4-PM-40

PARCEL A
4-PM-40

STATE OF CALIFORNIA
APN 051-100-020-000

EXISTING 50' NON-EXCLSIVE ROAD EASEMENT TO REMAIN

KIRKPATRIC COURT

EXISTING SANITARY SEWER MAIN TO REMAIN

N CHAPPELL ROAD

LEGEND

- PROJECT AREA
- PROPOSED RIGHT-OF-WAY RELOCATION
- ORIGINALLY PROPOSED RIGHT-OF-WAY TO BE RELOCATED
- PROPOSED 20' SEWER EASEMENT RELOCATION
- EXISTING SANITARY SEWER EASEMENT, TO BE RELOCATED
- PROPOSED SANITARY SEWER MAIN RELOCATION
- EXISTING 10" SANITARY SEWER MAIN TO REMAIN
- 10" SANITARY SEWER MAIN TO BE ABANDONED
- RIGHT-OF-WAY TO BE RELINQUISHED
- EXISTING LOT LINE TO BE ADJUSTED

0 1 2 INCHES 3

40 0 40 80 120 Feet
SCALE: 1" = 40'

Civil Engineering
Land Surveying
6 Harris Court
Monterey, California
831-649-5225
whitsonengineers.com

Whitson ENGINEERS

REGISTERED PROFESSIONAL ENGINEER
ANDREW J. HUNTER
No. 87730
CIVIL
STATE OF CALIFORNIA

SUBMITTAL / REVISION

1	6/28/2022	AMENDED SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORMWATER FACILITIES
	CW	

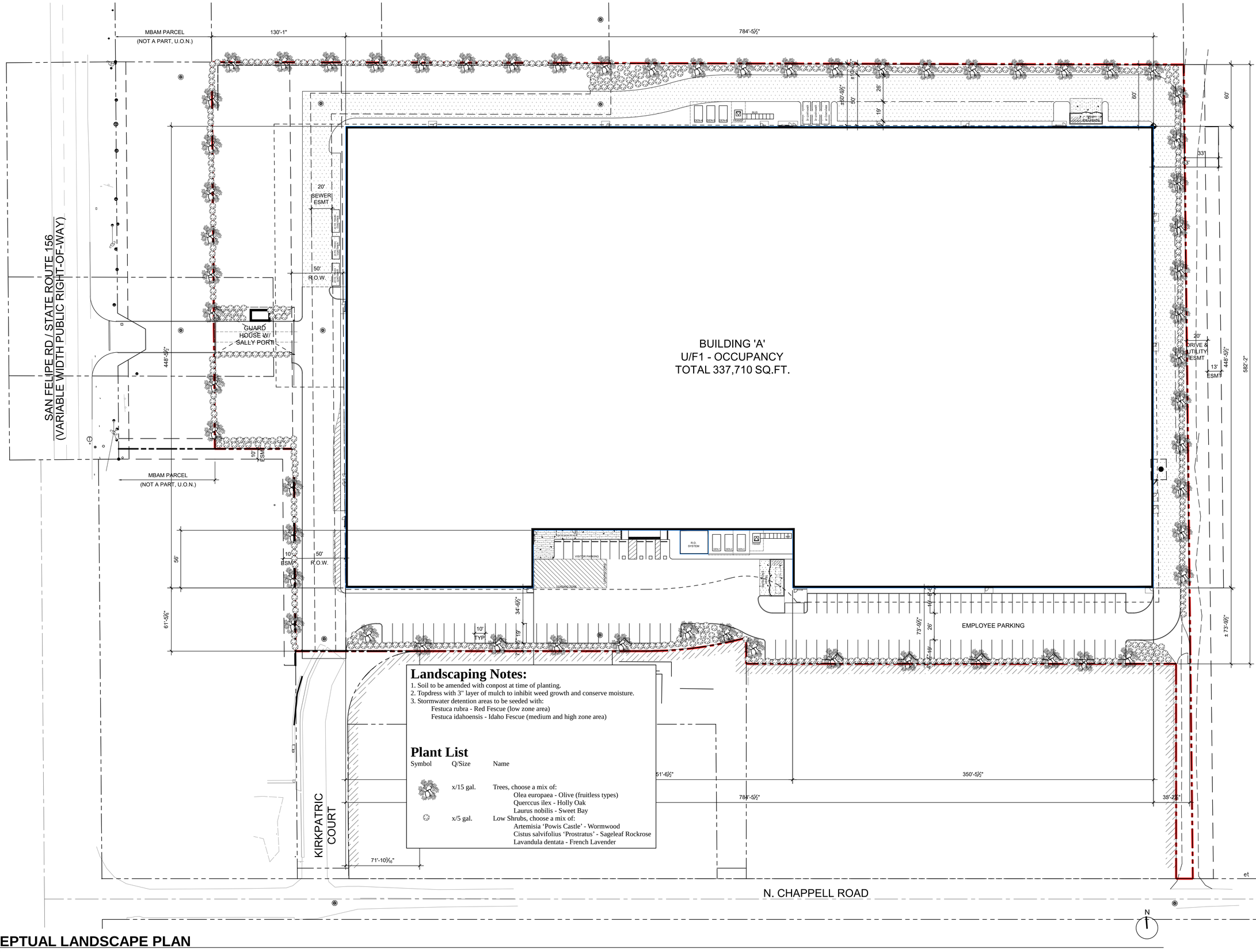
FELIPE NINE - 773 SAN FELIPE ROAD
HOLLISTER, CALIFORNIA
APN: 051-100-031

EASEMENT & RIGHT-OF-WAY ABANDONMENT

SCALE:	1" = 40'
DRAWN:	CW
JOB No.:	3627.00
SHEET	C5.0
	OF 10

PLANNING SUBMITTAL 12/1/2021

I:\Monterey Projects\3627 - San Felipe\DWG\PLANSET\Felipe #VIEWING\DRVALT 1\GCS\3627-C2.dwg kadeserve Jun 29, 2022 - 9:06am



Landscaping Notes:

1. Soil to be amended with conpost at time of planting.
2. Topdress with 3" layer of mulch to inhibit weed growth and conserve moisture.
3. Stormwater detention areas to be seeded with:
   Festuca rubra - Red Fescue (low zone area)
   Festuca idahoensis - Idaho Fescue (medium and high zone area)

Plant List

Symbol	Q/Size	Name
	x/15 gal.	Trees, choose a mix of: Olea europaea - Olive (fruitless types) Querccus ilex - Holly Oak Laurus nobilis - Sweet Bay
	x/5 gal.	Low Shrubs, choose a mix of: Artemisia 'Powis Castle' - Wormwood Cistus salvifolius 'Prostratus' - Sageleaf Rockrose Lavandula dentata - French Lavender

CONCEPTUAL LANDSCAPE PLAN

SCALE: 1"= 40'

Coats Consulting
PO Box 1356
Carmel, CA 93921
831-250-7192

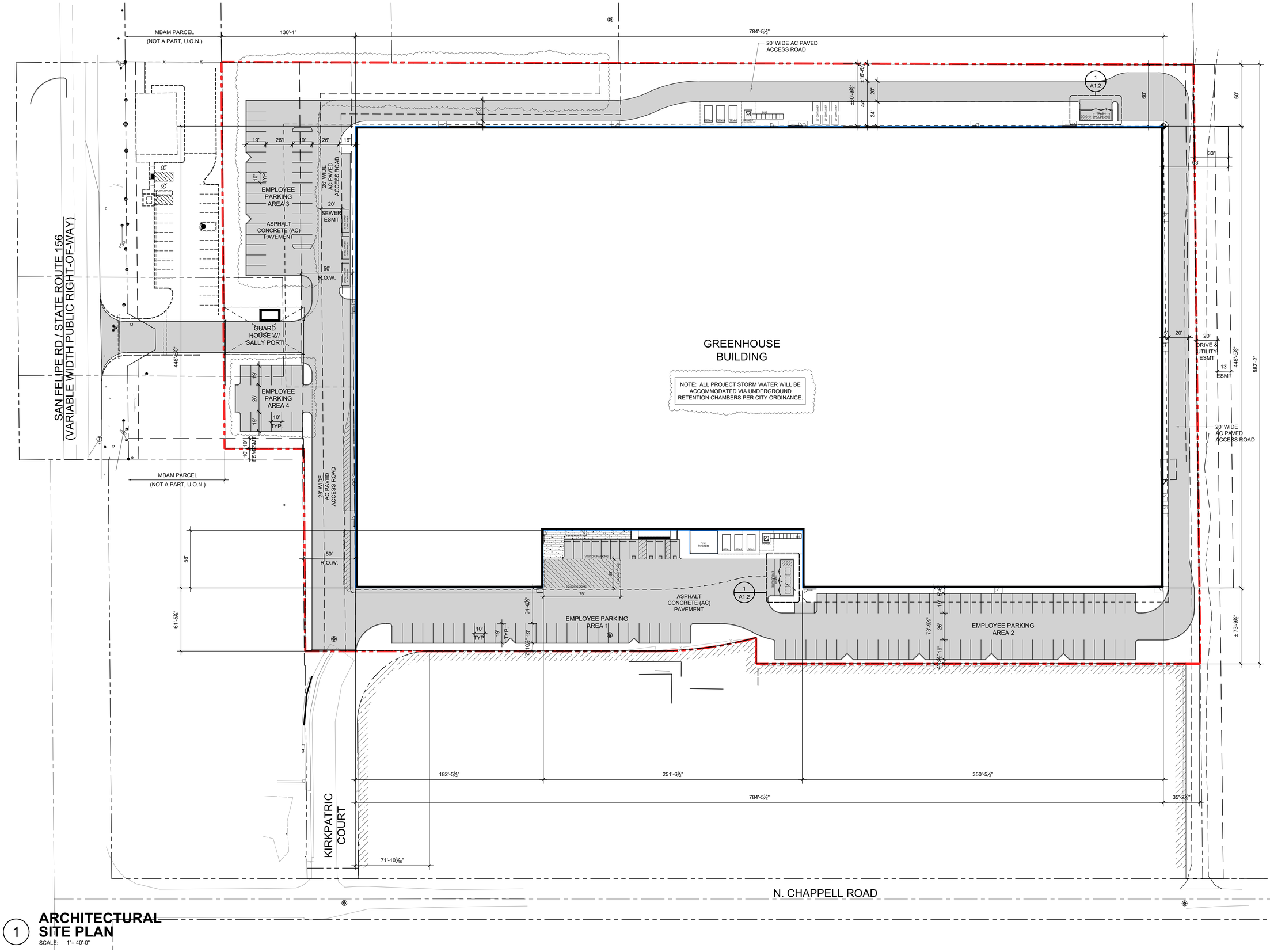
Conceptual Landscape Plan

Scale: 1" = 40' Date: 6/28/2022 REV#1
Description: Amend Site & Arch Submittal
Incorporating Underground Storm Water Facilities

FELIPE NINE LLC
733 San Felipe Road
Hollister, CA 95023

APNs: 051-100-035, 051-100-036, 051-100-046, & 019-330-006

SHEET
L1.1



N

1 **ARCHITECTURAL SITE PLAN**
SCALE: 1"= 40'-0"

NOT FOR CONSTRUCTION

Coats Consulting
PO Box 1356
Carmel, CA 93921
831-250-7192

ARCHITECTURAL SITE PLAN

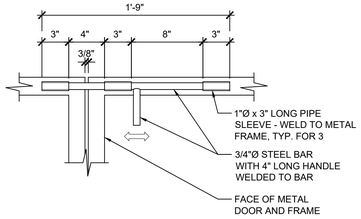
REV #	DATE:	DESCRIPTION:
REV 1	6/28/22	AMEND SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORM WATER FACILITIES

FELIPE NINE LLC

773 SAN FELIPE ROAD
HOLLISTER, CA 95023

APN: 051-100-035, 051-100-036
051-100-046, 019-330-006

SHEET
A1.1

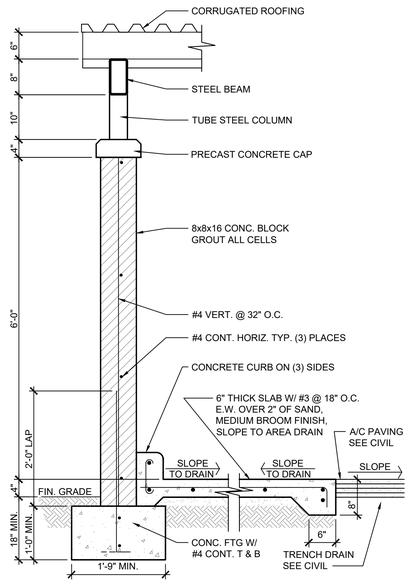


6 TRASH ENCLOSURE SLIDING BAR LATCH

SCALE: 1-1/2" = 1'-0"

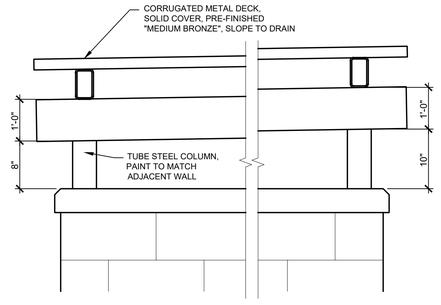
5 TRASH ENCLOSURE DOOR DETAIL

SCALE: 1-1/2" = 1'-0"



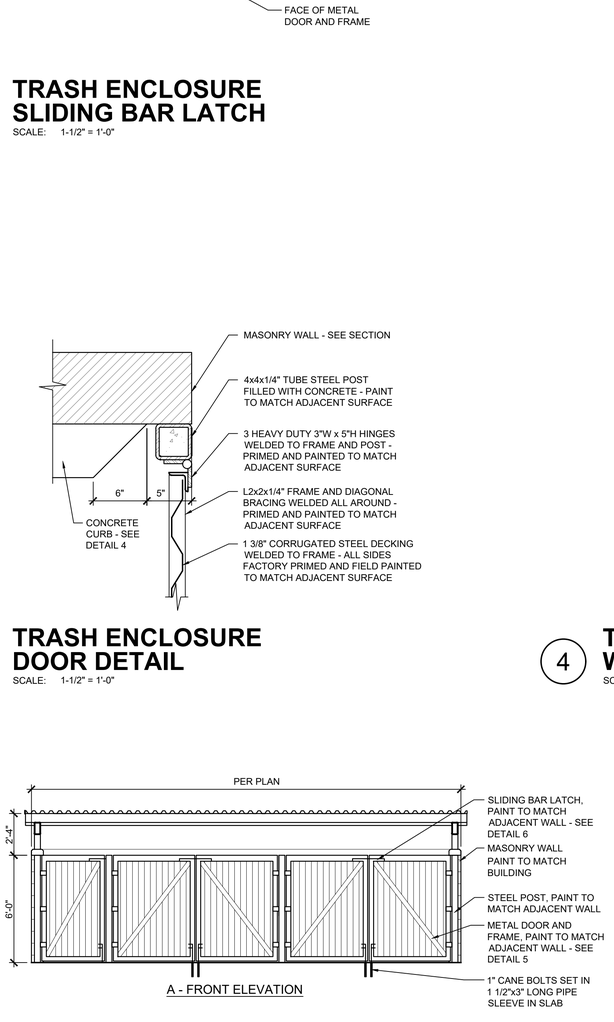
4 TRASH ENCLOSURE WALL SECTION

SCALE: 3/4" = 1'-0"



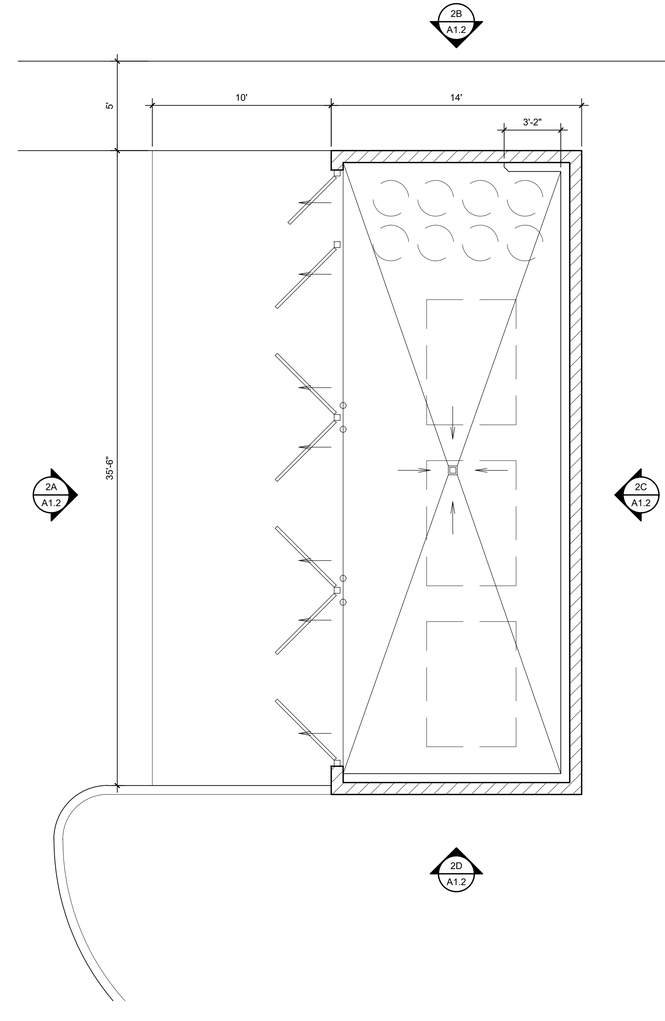
3 TRASH ENCLOSURE ROOF DETAIL

SCALE: 1" = 1'-0"



2 TRASH ENCLOSURE EXTERIOR ELEVATIONS

SCALE: 1/4" = 1'-0"



N

1 TYP. TRASH ENCLOSURE FLOOR PLAN

SCALE: 1/4" = 1'-0"

NOT FOR CONSTRUCTION

Coats Consulting
PO Box 1356
Carmel, CA 93921
831-250-7192

SITE DETAILS

REV #:	DATE:	DESCRIPTION:
REV 1	6/28/22	AMEND SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORM WATER FACILITIES

FELIPE NINE LLC

773 SAN FELIPE ROAD
HOLLISTER, CA 95023

APN: 051-100-035, 051-100-036
051-100-046, 019-330-006

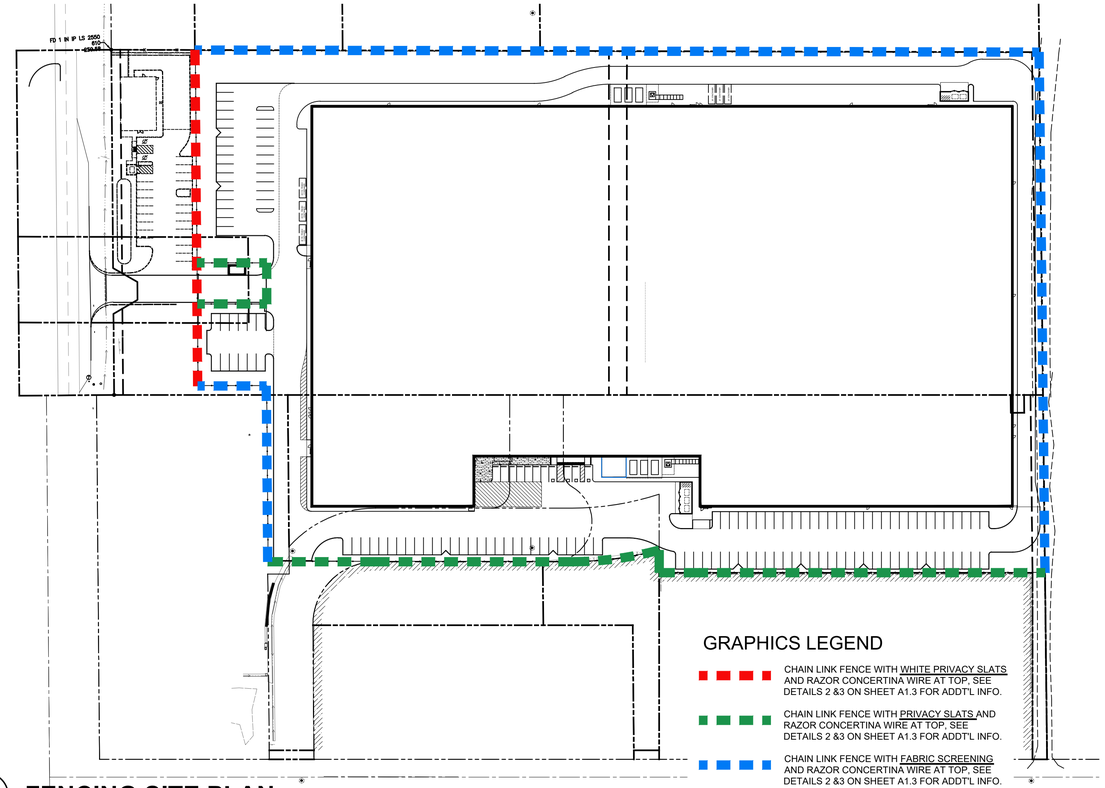
SHEET
A1.2

IMAGE 3A (PRIVACY SLAT COLOR PER PLAN 1/A1.3)

IMAGE 3B (PRIVACY SLAT COLOR PER PLAN 1/A1.3)

3 TYPICAL PERIMETER SECURITY FENCE PHOTO

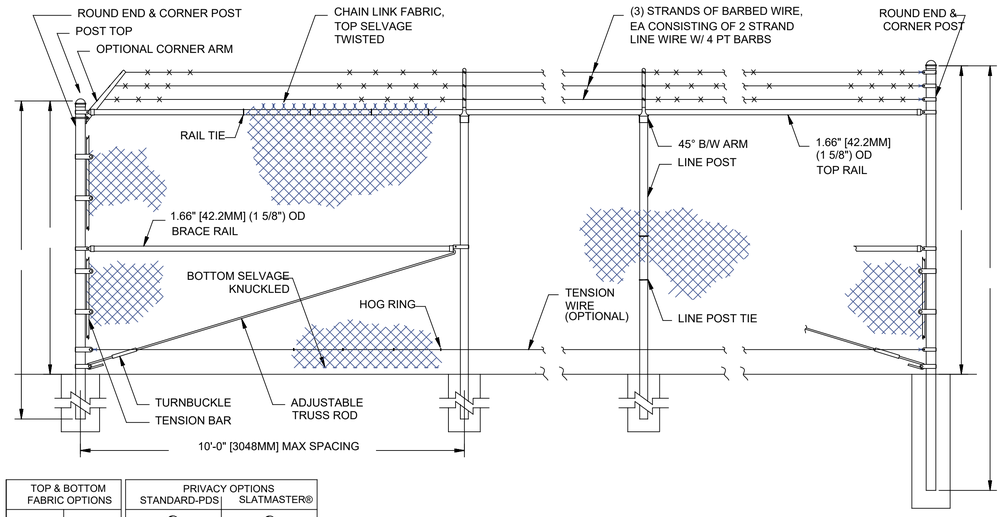
SCALE:

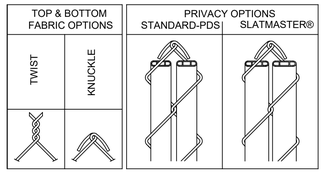


N

1 FENCING SITE PLAN

SCALE: 1"= 80'-0"





FENCE SECTION ELEVATION - ROUND END POSTS

NOTES:
1. METRIC DIMENSIONS ARE NOMINAL EQUIVALENTS TO U.S. DIMENSIONS.
2. SPECIFICATIONS SHOWN CAN BE CHANGED BY MASTER HALCO ONLY.
3. FOOTING WIDTH TO BE (4)X POST WIDTH. MINIMUM DEPTH 36" [914MM].

2 TYPICAL HIGH FENCE ROUNDED END POSTS W/ TOP RAIL & W/ RAZOR CONCERTINA WIRE

SCALE: 1" = 1'-0"

NOT FOR CONSTRUCTION

Coats Consulting
PO Box 1356
Carmel, CA 93921
831-250-7192

SITE DETAILS

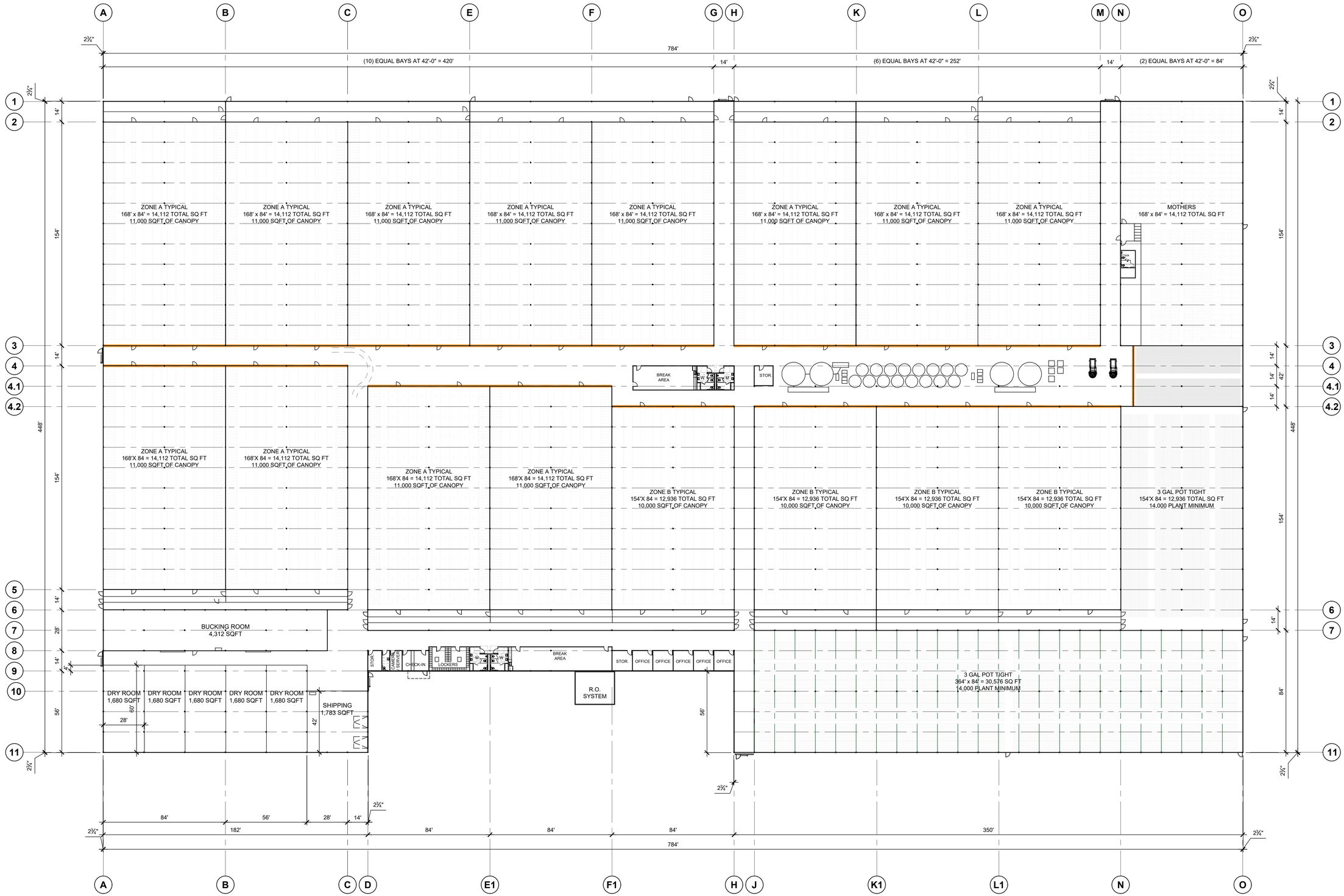
REV #	DATE:	DESCRIPTION:
REV 1	6/28/22	AMEND SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORM WATER FACILITIES

FELIPE NINE LLC

773 SAN FELIPE ROAD
HOLLISTER, CA 95023

APN: 051-100-035, 051-100-036
051-100-046, 019-330-006

SHEET
A1.3



1 **FLOOR PLAN**
SCALE: 1"=30'-0"

ROLL-UP WALLS BELOW, SHOWN FOR REFERENCE ONLY

NOT FOR CONSTRUCTION

Coats Consulting
PO Box 1356
Carmel, CA 93921
831-250-7192

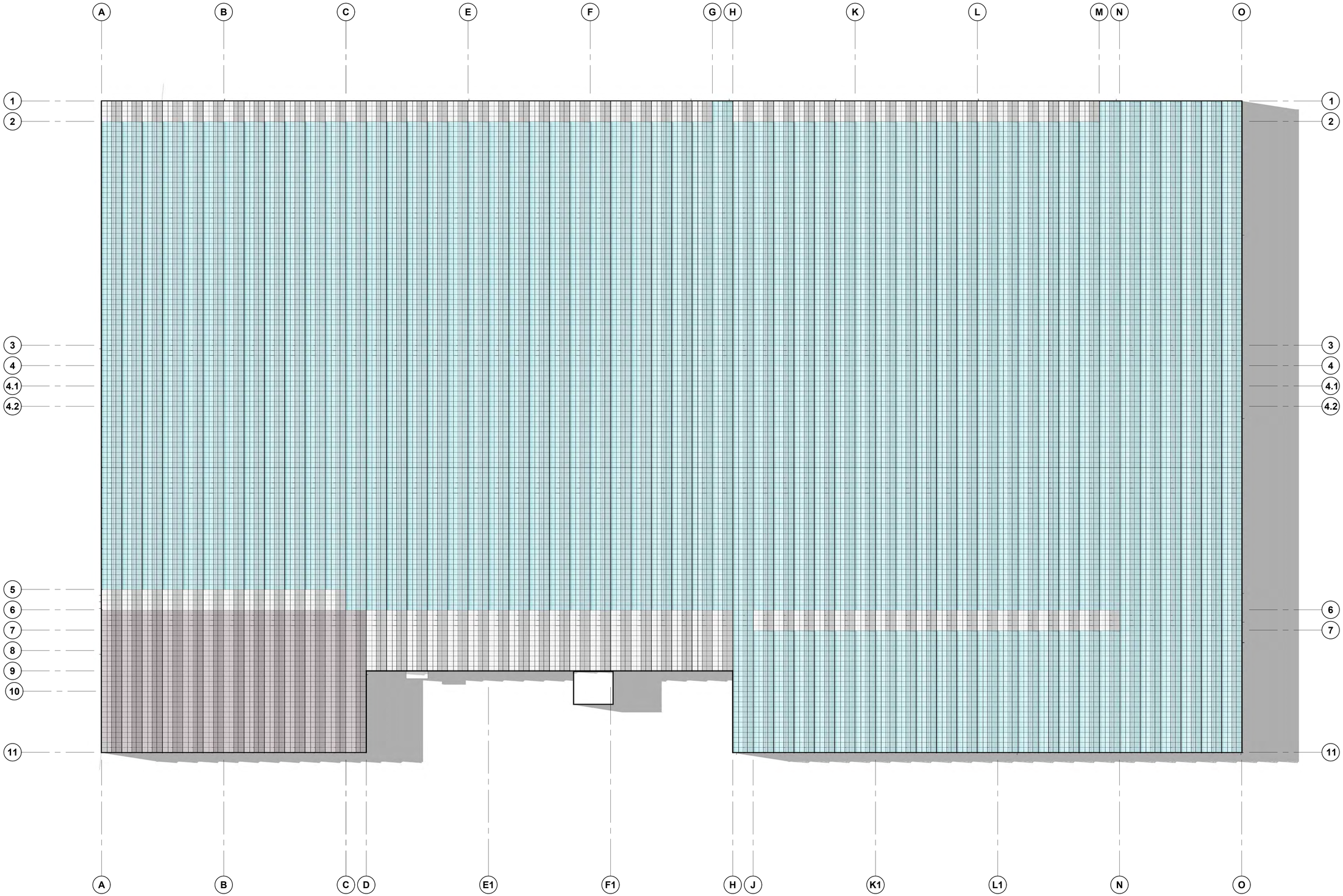
BUILDING FLOOR PLAN

REV #	DATE:	DESCRIPTION:
REV 1	6/28/22	AMEND SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORM WATER FACILITIES

FELIPE NINE LLC
773 SAN FELIPE ROAD
HOLLISTER, CA 95023

APN: 051-100-035, 051-100-036
051-100-046, 019-330-006

SHEET
A2.1



ROOF MATERIAL LEGEND

- 8mm POLY CARBONATE WBW
- 3mm TEMPERED GLASS
- 4" STEEL INSULATED PANELS

1 **ROOF PLAN**
SCALE: 1"=30'-0"

NOT FOR CONSTRUCTION

Coats Consulting
PO Box 1356
Carmel, CA 93921
831-250-7192

BUILDING ROOF PLAN

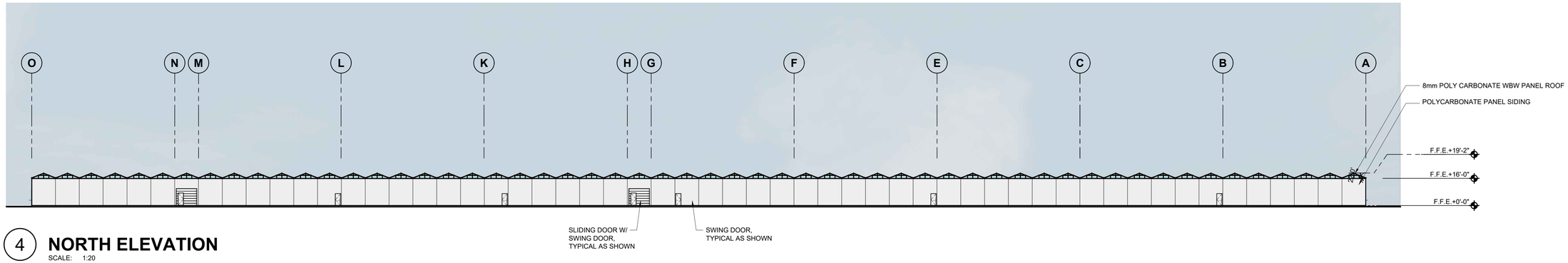
REV #:	DATE:	DESCRIPTION:
REV 1	6/28/22	AMEND SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORM WATER FACILITIES

FELIPE NINE LLC

773 SAN FELIPE ROAD
HOLLISTER, CA 95023

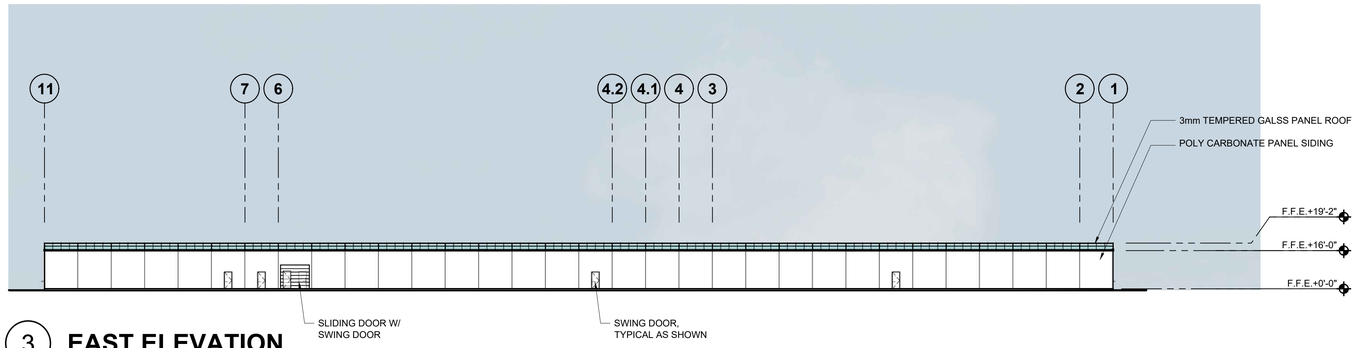
APN: 051-100-035, 051-100-036
051-100-046, 019-330-006

SHEET
A2.3



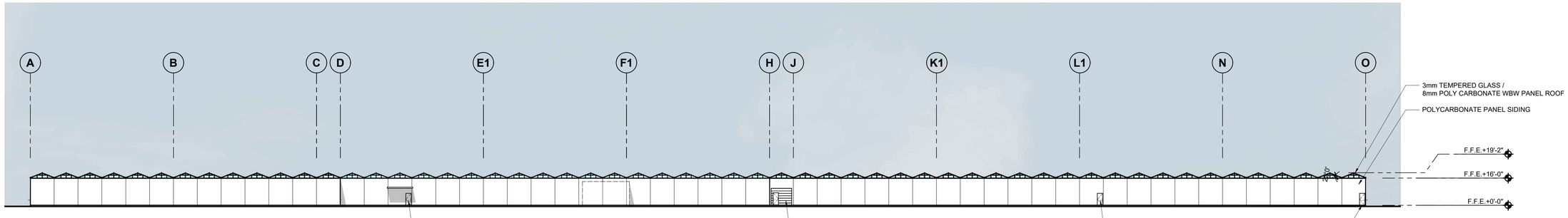
4 NORTH ELEVATION

SCALE: 1:20



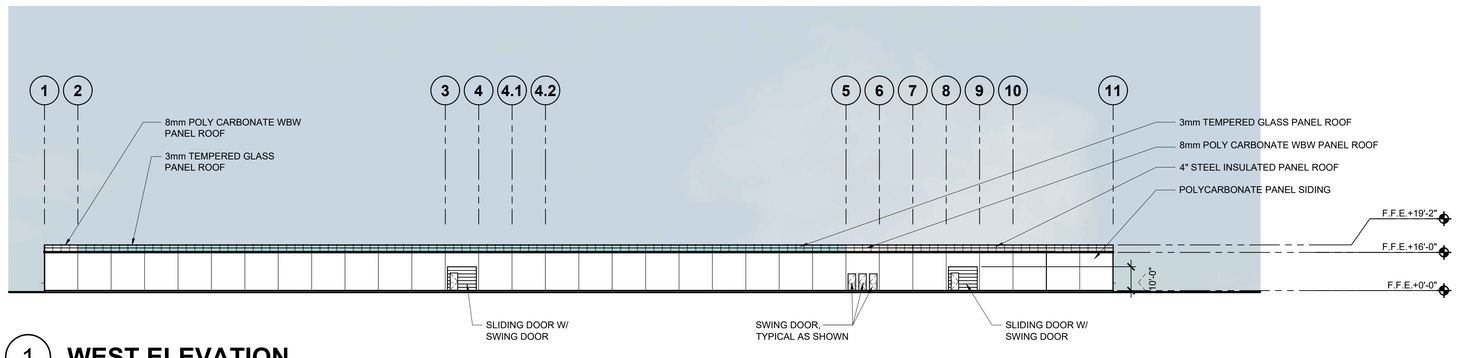
3 EAST ELEVATION

SCALE: 1:20



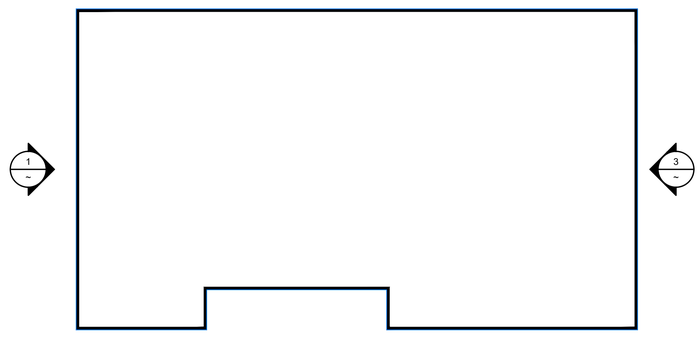
2 SOUTH ELEVATION

SCALE: 1:20



1 WEST ELEVATION

SCALE: 1:20



KEY PLAN

SCALE: 1"=100'"

NOT FOR CONSTRUCTION

Coats Consulting
PO Box 1356
Carmel, CA 93921
831-250-7192

EXTERIOR ELEVATIONS

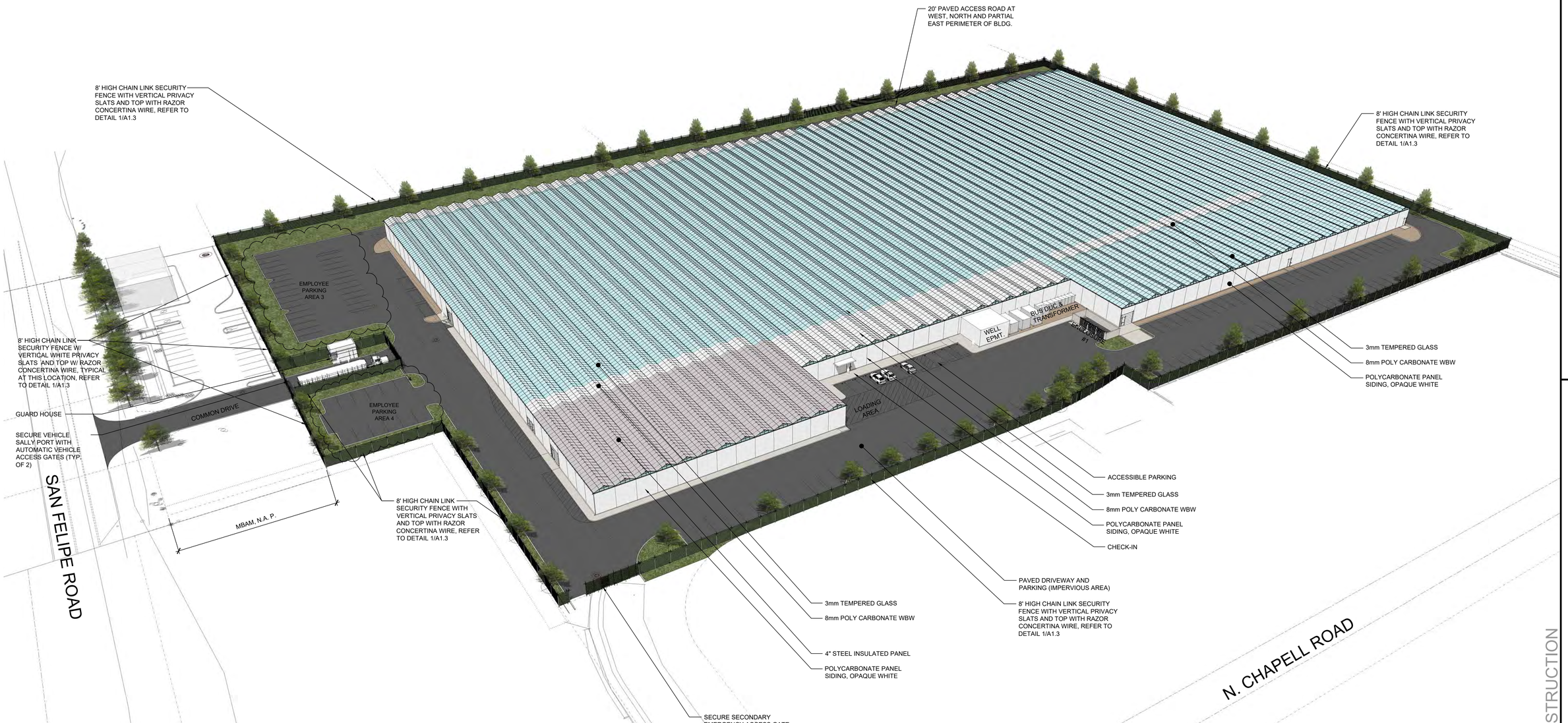
REV #:	DATE:	DESCRIPTION:
REV 1	6/28/22	AMEND SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORM WATER FACILITIES

FELIPE NINE LLC

773 SAN FELIPE ROAD
HOLLISTER, CA 95023

APN: 051-100-035, 051-100-036
051-100-046, 019-330-006

SHEET
A3.0



1 CONCEPTUAL 3D
BIRD'S EYE PERSPECTIVE
SCALE: N.T.S.

CONCEPTUAL RENDERING

REV #:	DATE:	DESCRIPTION:
REV 1	6/28/22	AMEND SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORM WATER FACILITIES

Coats Consulting
PO Box 1356
Carmel, CA 93921
831-250-7192

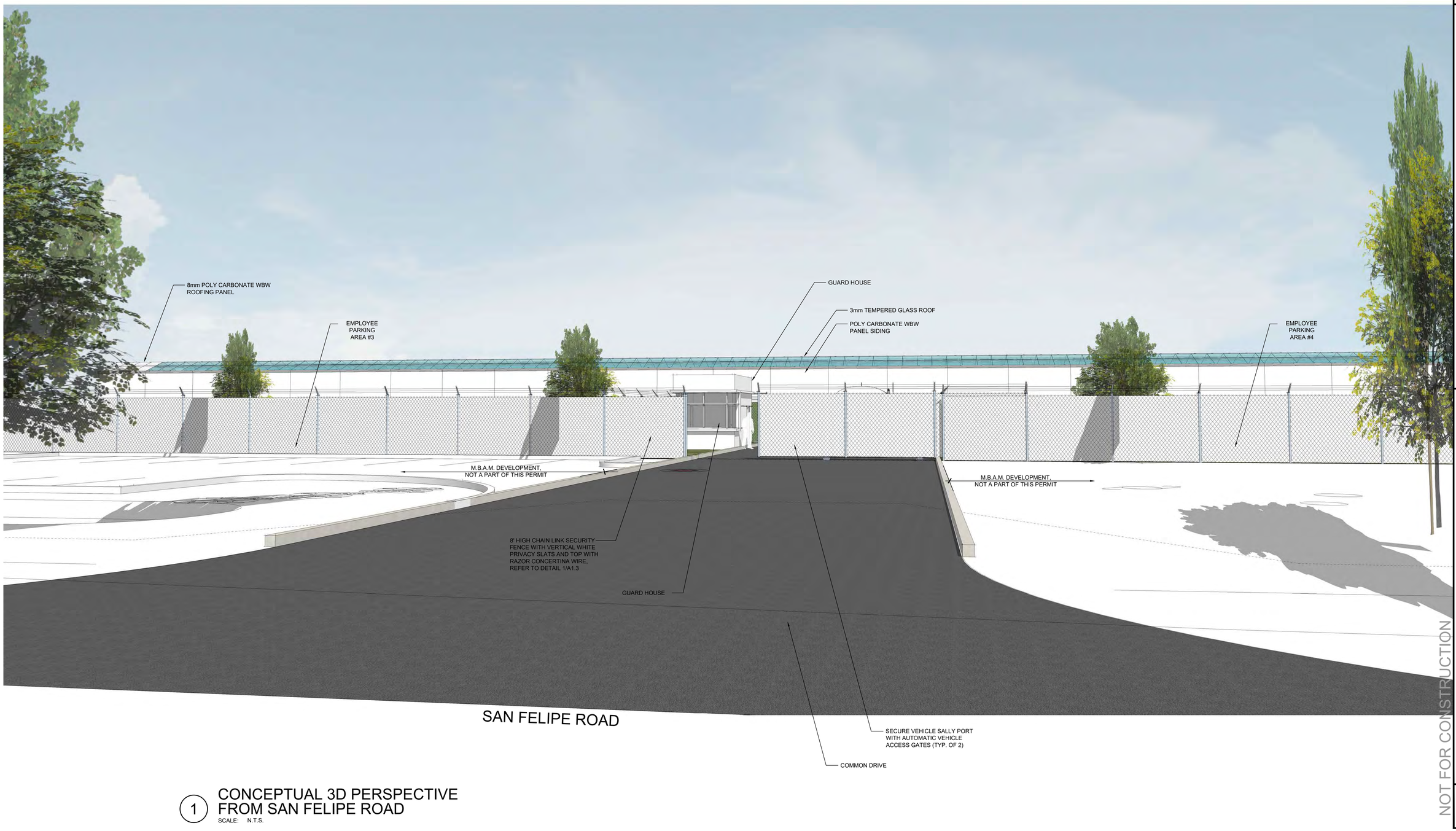
FELIPE NINE LLC
773 SAN FELIPE ROAD
HOLLISTER, CA 95023

APN: 051-100-035, 051-100-036
051-100-046, 019-330-006

SHEET
A3.1

NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION



1 CONCEPTUAL 3D PERSPECTIVE FROM SAN FELIPE ROAD
SCALE: N.T.S.

NOT FOR CONSTRUCTION

CONCEPTUAL RENDERING

REV #:	DATE:	DESCRIPTION:
REV 1	6/28/22	AMEND SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORM WATER FACILITIES

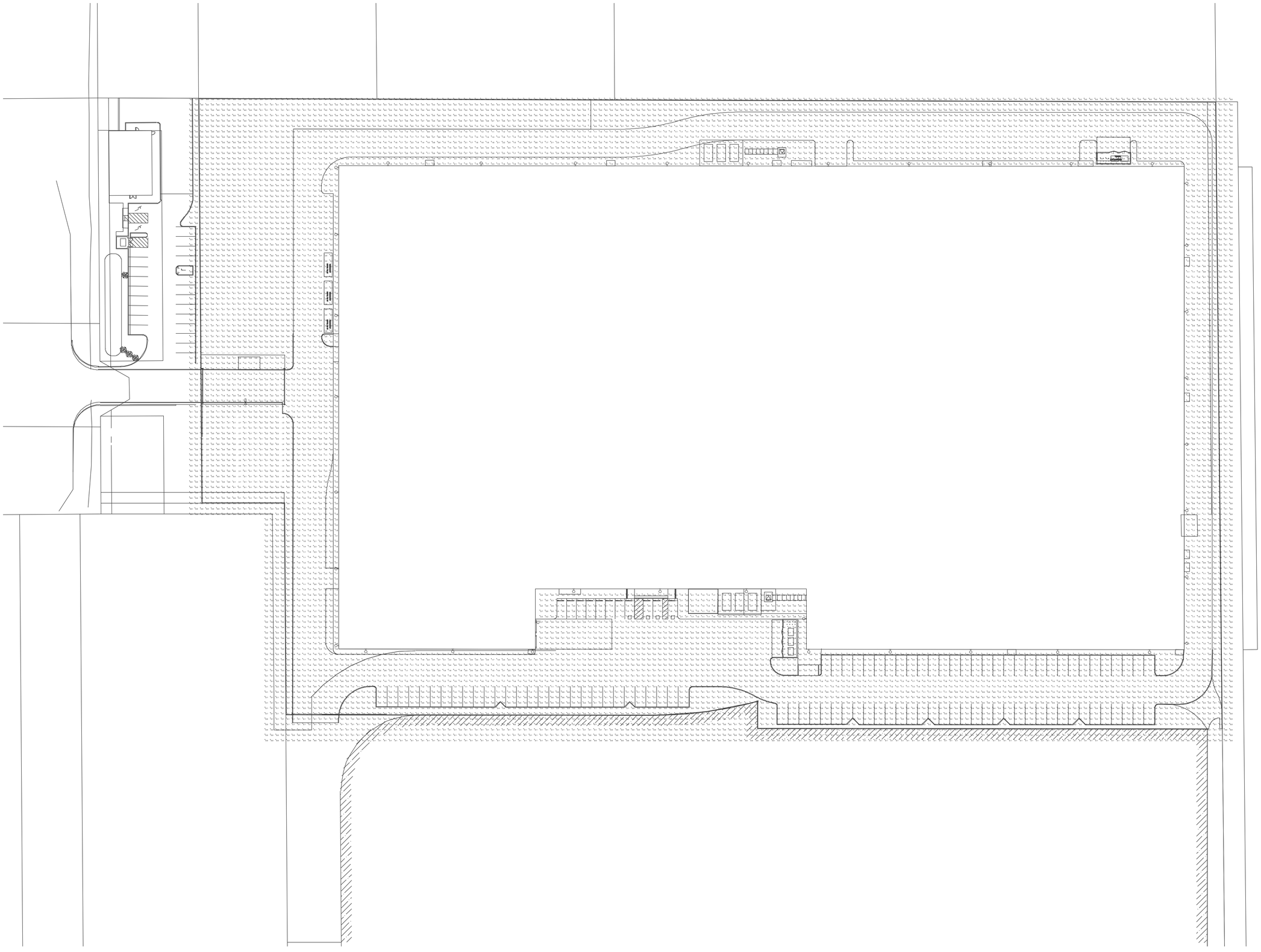
Coats Consulting
PO Box 1356
Carmel, CA 93921
831-250-7192

FELIPE NINE LLC
773 SAN FELIPE ROAD
HOLLISTER, CA 95023

APN: 051-100-035, 051-100-036
051-100-046, 019-330-006

SHEET
A3.2

NOT FOR CONSTRUCTION



01 PHOTOMETRIC SITE PLAN
SCALE: 1" = 40' - 0"

REVISIONS

REV #: REV #1

DATE: 6/28/22

DESCRIPTION:
AMEND SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORM WATER FACILITIES

MIRACLES UNLIMITED, INC.
ELECTRICAL ENGINEERING
P. O. BOX 1808
APTOS, CA 95001
(831) 688-8013

JOB NO.: 21022

FELIPE NINE
773 SAN FELIPE RD.
HOLLISTER, CA

APN:051-100-031-000

PHOTOMETRIC SITE PLAN

DATE 03/19/21

SCALE: AS NOTED

JOB 21022

SHEET
E1.0

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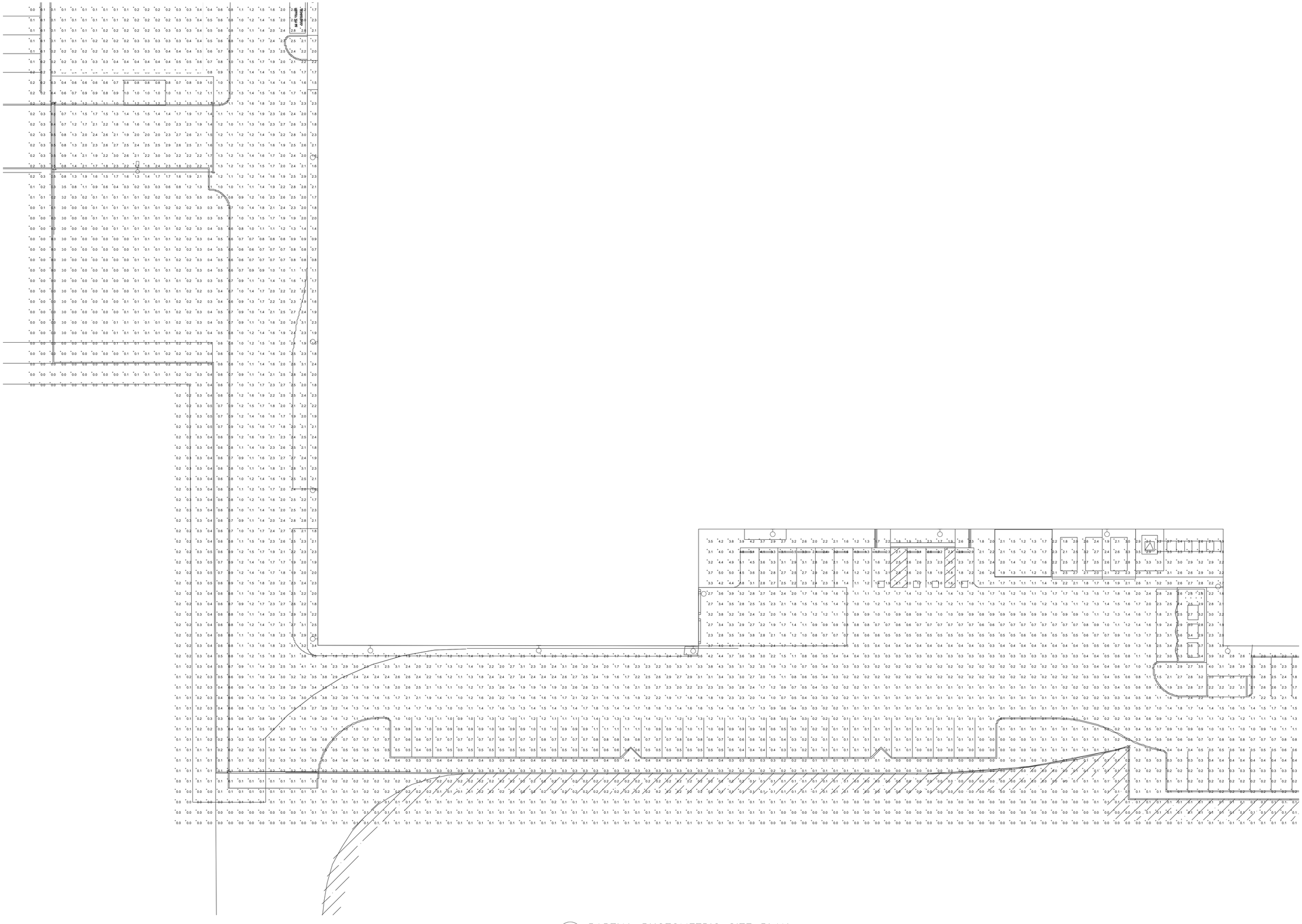

01 PARTIAL PHOTOMETRIC SITE PLAN
SCALE: 1" = 20' - 0"

REVISIONS

REV #: REV #1

DATE: 6/28/22

DESCRIPTION:
AMEND SITE & ARCH SUBMITTAL INCORPORATING UNDERGROUND STORM WATER FACILITIES

MIRACLES UNLIMITED, INC.
ELECTRICAL ENGINEERING
P. O. BOX 1808
APTOS, CA 95001
(831) 688-8013

JOB NO.: 21022

FELIPE NINE
773 SAN FELIPE RD.
HOLLISTER, CA

APN:051-100-031-000

PARTIAL PHOTOMETRIC SITE PLAN

DATE 03/19/21

SCALE: AS NOTED

JOB 21022

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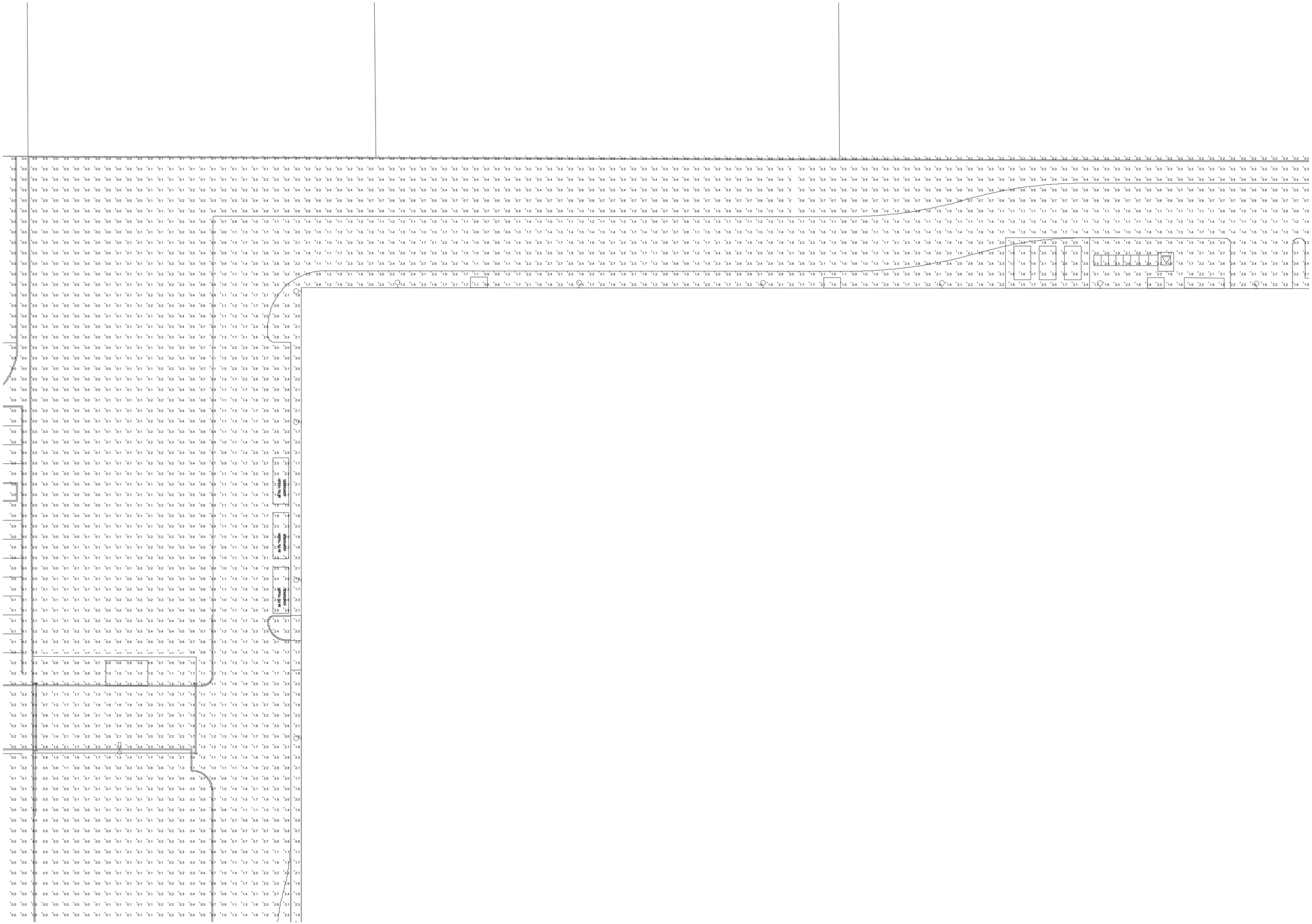

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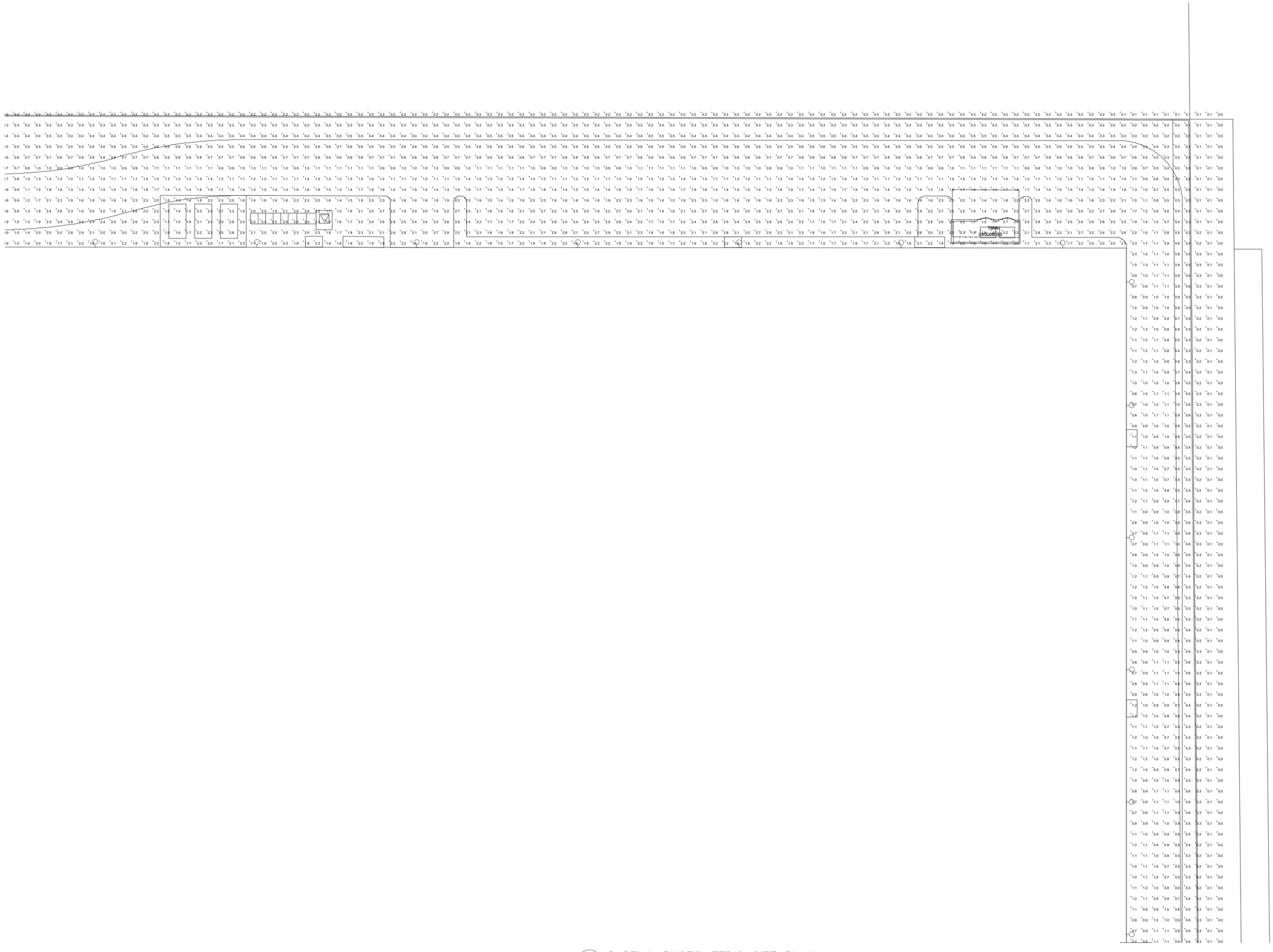

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SCALE: AS NOTED

JOB 21022

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Cree Edge™ Series

LED Area/Flood Luminaire

Product Description

The Cree Edge™ Series has a slim, low profile design. Its rugged cast aluminum housing minimizes wind load requirements and features an integral, weathertight LED driver compartment and high performance aluminum heat sinks. Various mounting choices: Adjustable Arm, Direct Arm, Direct Arm Long, or Side Arm (details on page 2). Includes a leaf/debris guard.
Applications: Parking lots, walkways, campuses, car dealerships, office complexes, and internal roadways

Performance Summary

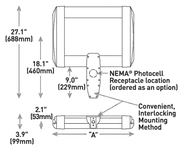
- Patented NanoOptic® Product Technology
- Made in the U.S.A. of U.S. and imported parts
- **CRI:** Minimum 70 CRI
- **CCT:** 4000K (+/- 300K), 5700K (+/- 500K) standard
- **Limited Warranty*:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

* See http://lighting.cree.com/warranty for warranty terms

Accessories

Field-Installed	
Bird Spikes XA-BIRDSPK **Hand-Held Remote** XA-SENSREM - For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required	**Backlight Control Shields** XA-DBLS-4 - Four-pack - Unpainted stainless steel

DA Mount



LED Count (x10)	Dim. "A"	Weight
02	12.1" (306mm)	21 lbs. (10kg)
04	12.1" (306mm)	24 lbs. (11kg)
06	14.1" (357mm)	27 lbs. (12kg)
08	16.1" (408mm)	28 lbs. (13kg)
10	18.1" (459mm)	32 lbs. (15kg)
12	20.1" (510mm)	34 lbs. (15kg)
14	22.1" (560mm)	37 lbs. (17kg)
16	24.1" (611mm)	41 lbs. (19kg)

AA/DL/SA Mount - see page 22 for weight & dimensions

Ordering Information

Example: ARE-EDG-2M-AA-12-E-UL-SV-350

					E				
Product	**Optic**			**Mounting***	**LED Count (x10)**	**Series**	**Voltage**	**Color Options**	**Drive Current**	**Options**
ARE-EDG	**2M** Type II Medium **2MB** Type II Medium w/BLS **2MP** Type II Medium w/Partial BLS **3M** Type III Medium	**3MB** Type III Medium w/BLS **3MP** Type III Medium w/Partial BLS **4M** Type IV Medium **4MB** Type IV Medium w/BLS	**4MP** Type IV Medium w/Partial BLS **5M** Type V Medium **5S** Type V Short	**AA** Adjustable Arm **DA** Direct Arm **DL** Direct Long Arm	**02** **04** **06** **08** **10** **12** **14** **16**	**E**	**UL** Universal 120-277V **UN** Universal 347-480V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**350** 350mA **525** 525mA **700** 700mA - Available with 20-60 LEDs	**DIM 0-10V Dimming** - Control by others - Refer to Dimming spec sheet for details - Can't exceed specified drive current **F Fuse** - Refer to ML spec sheet for availability with ML options - Available with UL voltage only - Available for U.S. applications only - When code dictates fusing, use time delay fuse **HL HiLow (Dual Circuit Input)** - Refer to HL spec sheet for details - Sensor not included **ML Multi-Level** - Refer to ML spec sheet for details - Intended for downlight applications at 0° tilt **P Photocell** - Refer to ML spec sheet for availability with ML options - Available with UL voltage only **PML Programmable Multi-Level, 20-40' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **PML2 Programmable Multi-Level, 10-20' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **R NEMA® Photocell Receptacle** - Intended for downlight applications with maximum 45° tilt - Photocell by others - Refer to ML spec sheet for availability with ML options **40K 4000K Color Temperature** - Minimum 70 CRI - Color temperature per luminaire
FLD-EDG	**25** 25° Flood **40** 40° Flood	**70** 70° Flood **SN** Sign	**N6** NEMA® 6	**AA** Adjustable Arm **SA** Side Arm - Available with 20-60 LEDs						

* Reference EPA and pole configuration suitability data beginning on page 19
NOTE: Price adder may apply depending on configuration

Rev. Date: V6 12/07/2017

US: lighting.cree.com T (800) 236-6800 F (262) 504-5415

Canada: www.cree.com/canada T (800) 473-1234 F (800) 890-7507

FIXTURE TYPE A, A1, B, C
POLE MOUNTED FIXTURE HEAD AT 21'
WALL MOUNTED FIXTURE HEAD

AVERAGE FOOT CANDLES 1.2 FC

REVISIONS

REV #: REV #1

DATE: 6/28/22

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JOB NO.: 21022

FELIPE NINE
773 SAN FELIPE RD.
HOLLISTER, CA

APN:051-100-031-000

FIXTURE CUT SHEETS

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City of Hollister

Felipe 9 Cannabis Cultivation Park

Addendum to the Mitigated Negative Declaration

SCH No. 2019049081

Planning Application No. _____

Prepared for
City of Hollister
Development Services Department
375 Fifth Street
Hollister, CA 95023

Prepared by
Kimley-Horn and Associates
10 S. Almaden Boulevard Ste. 1250
San Jose, CA 95113

October 2021

Kimley»Horn

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Appendices

A. Felipe 9 Cannabis Cultivation Park Air Quality and Greenhouse Emissions Analysis (Kimley-Horn and Associates, July 2021)

B. Felipe 9 Cannabis Cultivation Park Project Acoustical Analysis (Kimley-Horn and Associates, July 2021)

Attachment

A. Felipe 9 Cannabis Cultivation Park Initial Study and Mitigated Negative Declaration (Draft and Final documents)

List of Figures

Figure 1: Felipe 9 Approved Site Plan

Figure 2: Project Location Map

Figure 3: Site Photos - Project Expansion Area

Figure 4: Site Plan Comparison

Figure 5: Proposed Site Plan

Figure 6: Conceptual Grading and Drainage Plan

Figure 7: Conceptual Utility Plan

Figure 8: Lot Line Adjustment

Figure 9: Conceptual Landscape Plan

Figure 10: Site Details – Fencing

Figure 11: Building Elevations

Figure 12: Conceptual Rendering

Figure 13: Conceptual Rendering – Perspective from San Felipe Road

Note: All figures are attached at the end of the document.

Felipe 9 Cannabis Cultivation Park

Addendum to the Mitigated Negative Declaration – Summary of Findings and Conclusions

Project Description Summary

The proposed project is an expansion of the previously approved Felipe 9 Cannabis Cultivation Park. The original project is approved but has not yet been constructed. The proposed expansion would incorporate three additional parcels, adding 4.17 acres to the project area. The proposed use – indoor cannabis cultivation (greenhouse), distribution and manufacturing would remain the same. However, the expansion would focus on increasing the greenhouse space, resulting in a structure footprint of 337,710 square feet. This represents an increase of 117,816 square feet compared to the approved project.

The project would also require a series of related and updated entitlement and permitting actions including a sewer realignment, lot merger, lot line adjustment, roadway abandonment and updates to the Conditional Use Permit and Site and Architectural Approval. Please see the complete Project Description in the sections below.

Prior CEQA Analysis

Felipe 9 Cannabis Cultivation Park Mitigated Negative Declaration (MND)

The Felipe 9 Cannabis Cultivation Park MND (SCH No. 2019049081) was adopted by the Hollister City Council concurrent with approval of Conditional Use Permit, Minor Subdivision and Site and Architectural Review application for the original Felipe 9 project in July 2019. The MND analyzed the environmental impacts of potential development and buildout of the facility in accordance with the California Environmental Quality Act (CEQA). See Attachment A: Felipe 9 Cannabis Cultivation Park Initial Study and Mitigated Negative Declaration (Draft and Final documents).

CEQA and Cannabis Related Projects

The California Department of Cannabis Control (DCC) has jurisdiction over the issuance of licenses to cultivate, propagate and process commercial cannabis in California. The original project, as approved, included land entitlements and construction of industrial scale buildings that were designed for commercial cannabis production. As the details of the operations were the subject of future licenses within the buildings based on information available at the time, details of the operations were described generally and not fully known. Thus, the prior CEQA document analyzed the proposal based on information as available and based on the estimated operations of similar projects. The project, as modified and described herein, remains subject to all local and State permitting and licensing requirements associated with its ultimate operation.

Proposed CEQA Analysis in this Document

The City of Hollister has determined that an Addendum to the Felipe 9 MND is the appropriate level of CEQA review for the current project. This Addendum has been prepared pursuant to CEQA Guidelines Section 15164. The City has prepared a comparative analysis based on the current CEQA Guidelines Initial Study checklist. The analysis is designed to assess if the prior documentation is adequate and whether any further environmental review is required for this project. Based on the conclusions of the Environmental Checklist and comparative analysis, the City has determined that no subsequent EIR is required per the following:

No Subsequent Review is Required per CEOA Guidelines Section 15162

CEQA Guidelines Section 15162 identifies the conditions requiring subsequent environmental review. After a review of these conditions, the City has determined that no subsequent EIR is required for this project. This is based on the following findings and analysis:

a) ***Are there substantial changes to the Project involving new or more severe significant impacts that would require major revisions to the prior CEQA document?***

There are substantial changes to the project as previously analyzed in the adopted Felipe 9 MND, but such changes would not involve new or more severe significant impacts that would require major revisions to the prior CEQA document. The project's expanded footprint would incrementally contribute to environmental effects previously identified including construction effects (such as air quality and noise) and operational effects (such as increased water demand). As demonstrated in the Environmental Checklist information, the project does not result in a substantial change to the findings of the adopted Felipe 9 MND analysis and would not result in new or additional significant impacts. No additional or different mitigation measures or other major revisions to the adopted MND would be required.

b) ***Are there substantial changes in the conditions which the Project is undertaken involving new or more severe significant impacts?***

There are no substantial changes in the conditions assumed in the adopted Felipe 9 MND. While the project would involve additional land area, the original expanded project footprint is in an area envisioned by the General Plan as future North Gateway Commercial land uses. Environmental conditions in the area around the project site have remained relatively unchanged, providing a stable environmental baseline by which to compare the larger project. No significant changes to regulatory conditions or local planning documents have changed since 2019. The Environmental Checklist documents (CEQA Guidelines) have undergone some revision, but no new or more significant impacts would occur by current CEQA standards. Based on these conditions, no major revisions to the previously adopted MND are required.

c) ***Is there new information of substantial importance, which was not known and could not have been known at the time of the previous EIR (or MND) that shows the Project will have a significant effect not addressed in the previous EIR (or MND); or previous effects***

are more severe; or, previously infeasible mitigation measures are now feasible but the applicant declined to adopt them; or mitigation measures considerably different from those in the previous EIR would substantially reduce significant effects but the applicant declines to adopt them?

As documented in the attached Environmental Checklist information, there is no new information showing new or more severe significant effects beyond those identified in the prior CEQA documents. Similarly, the Environmental Checklist documents that no new or different mitigation measures are required for the expanded project. All previously adopted mitigation measures would continue to apply to the expanded project should it be approved. The CEQA documents adequately describe the potential impacts and mitigations associated with the proposed development of the entire project site.

d) ***If no subsequent EIR-level review is required, should a subsequent negative declaration be prepared?***

No subsequent Negative Declaration or Mitigated Negative Declaration is required because there are no significant impacts of the project beyond those identified in the adopted Felipe 9 MND, as documented in the attached Environmental Checklist information.

Conclusion

This Addendum has been prepared pursuant to CEQA Guidelines Section 15164 based on the attached comparative analysis and supporting documentation. Through the adoption of this Addendum and related checklist information, the City determines that the expansion and project changes as proposed by the current project do not require a subsequent or supplemental EIR or Negative Declaration under CEQA Section 21166 or CEQA Guidelines Sections 15162 and 15163.

As provided in Section 15164 of the CEQA Guidelines, this Addendum need not be circulated for public review, but shall be considered with the prior environmental documents before making a decision on the current project.

The comparative analysis and the previously adopted Felipe 9 Final MND are available from the City of Hollister.

Felipe 9 Cannabis Cultivation Park

Addendum – Supporting Information and Comparative Analysis Checklist

Introduction

Lead Agency

The City of Hollister (City) has assumed the lead agency role under the California Environmental Quality Act (CEQA) and is responsible for preparing this environmental review document (Addendum and Environmental Checklist) for the proposed Felipe 9 Cannabis Cultivation Park project ("proposed project", or "project").

This document has been prepared in conformance with CEQA (California Public Resources Code ["PRC"] §21000 et seq.), the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq. ("CEQA Guidelines"), and the rules, regulations, and procedures for the implementation of CEQA.

CEQA requires all public agencies to consider the environmental consequences of projects for which they have discretionary authority. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15378[a]).

Project Background

Figure 1: Felipe 9 Approved Site Plan, shows the original 8.33-acre project approved in 2019. As originally proposed, the project applicant (Felipe 9, LLC) would serve as the Master Applicant in the City of Hollister's Applicant for Cannabis Facility License Program. The applicant intended to apply for cannabis licenses that would allow for the cultivation, manufacturing and distribution of cannabis products. The City adopted the MND, Mitigation Monitoring and Reporting Program and approved the project (with conditions) by resolution in July 2019. Site conditions and surrounding land uses have not noticeably changed since the prior approvals.

Updated Project Description

Project Location

As shown in Figure 2: Project Location Map, the project site is located in the north/central portion of the Hollister planning area, east of San Felipe Road, just south of McCloskey Road and north of State Route (SR) 25. Hollister Municipal Airport is located approximately 1.5 miles to the north. The additional acreage is immediately south of the original proposal, on property recently acquired by the applicant.

Surrounding Land Uses and Planning Considerations

The project area is bounded by active agriculture to the east, with commercial/light industrial uses to the north and south. A small residential neighborhood consisting of six homes is located along N Chappell Road just south of the expanded project footprint. This residential area is non-conforming with the underlying zoning. One of these homes is located immediately south of the project property line, while the others are separated by an intervening parcel and approximately 75 feet. San Felipe Road is located to the west. The parcel fronting San Felipe Road, which is not part of the project, is proposed for a future dispensary under a separate land use application. This parcel would, however, provide the primary access to the project site via an access easement.

The entire site, including the expanded acreage, has a General Plan land use designation of North Gateway Commercial, with a conforming North Gateway Commercial zoning designation. Under this designation and zoning, cannabis cultivation and manufacturing facilities are permitted uses subject to City approval.

Based on the current (2012) Hollister Municipal Airport Land Use Compatibility Plan (LUCP), the entire project site is located with the Hollister Municipal Airport Influence Area (AIA), and also within the Airport Land Use Commission (ALUC) Review Area 1, Routine Overflight Zone, and Safety Zone 6 (Traffic Pattern Zone). Industrial land uses are “normally compatible” within Safety Zone 6 with very few exceptions. However, project review is required by the ALUC.

Existing site photos (including expansion area) are shown in Figure 3: Site Photos.

Proposed Project Changes

Figure 4: Site Plan Comparison shows the approved project footprint (in red) and the proposed expanded footprint (in black). Figure 5: Proposed Site Plan shows the project as currently proposed.

As noted previously, the updated project area totals 12.25 acres, adding 4.17 acres to the project. The project proposed a lot merger to combine three parcels along with Parcel D (a portion of Kirkpatrick Court right of way) into a single parcel totaling 12.25 acres.

This single parcel would contain the new indoor cannabis cultivation, distribution and manufacturing facilities. New Building A would be an indoor cultivation structure (U/F1 occupancy) with a 337,710 square foot (sf) footprint.

See Table 1: Felipe Nine Project Description Modification Summary below, for a detailed accounting of all changes to occur between the approved project and the current proposal.

Figures 6 through 13 provide additional graphic detail of these changes.

Table 1: Felipe Nine Project Description Modification Summary

Item	Approved Project	Proposed Addition	Notes/Resulting Changes
Project Location	East side of San Felipe Road, south of McCloskey Road & north of SR 25,Hollister, CA	East side of San Felipe Road, south of McCloskey Road & north of SR 25,Hollister, CA	Change - Expand project site to the south to incorporateAPNs 051-100-036 and 051-100-035.
Project Address	773 San Felipe Road, Hollister, CA	773 San Felipe Road, Hollister, CA	No Change
Surrounding Land Uses	The project site is bounded by active agricultural uses to the east, with commercial/light industrial uses to the north and south. San Felipe Road and commercial use (e.g. Monterey Bay Alternative Medicine) is located to the west.	The project site is bounded by active agricultural uses to the east, with commercial/light industrial uses to the north, and a combination of commercial/light industrial uses along with non-conforming residential toand south. San Felipe Rd and commercial use (MBAM) is located to the west.	Change – Expanded project site is bounded by a combination of commercial/light industrial uses and one non-conforming residential property to the south. Places the project closer to these uses to the south.
General Plan Designation	North Gateway Commercial	North Gateway Commercial	No Change
Zoning	North Gateway Commercial	North Gateway Commercial	No Change
Proposed Use	Indoor cannabis cultivation (greenhouse), distribution, and manufacturing	Indoor cannabis cultivation (greenhouse), distribution, and manufacturing	No Change
Project Description	Minor subdivision to convert an existing 8.33-acre site into four (4) parcels. Two of the new parcels, Parcel A (3.04 Acres) and Parcel B (4.50 Acres) willeach contain a new indoor cannabis cultivation, distribution, and manufacturing facility. Parcel A will contain an 88,977 sf structure footprint. Parcel B will contain a 130,917 sf structure footprint. The other two new parcels will each contain storm water facilities. Access will be provided by aneasement from San Felipe Road across previously adjusted Parcel 2 Felipe Nine, LLC 051-100-032 (the frontage parcel). Individual licenses will be required for each proposed use. The	Lot merger to combine three (3) parcels – APNs 051-100-046, 051-100-036 & 051-100-035 along with Parcel D (Portion of Kirkpatric Court ROW) into one parcel totaling 12.25 Acres (533,610 sf). The consolidated new parcel will contain one (1) new indoor cannabis cultivation, distribution, and manufacturing facility. New Building 'A' will be an indoor cultivation structure (U/F1 Occupancy) with a 337,710 sf footprint. Access will be provided by an easement from San Felipe Road across previously adjusted Parcel 2 Felipe Nine, LLC 051-100-032 (the frontage parcel). Individual licenses will be required for each proposed use. The project	Change - Eliminate minor subdivision and instead implement a lot merger to incorporate three additional parcels to the south, increase building area, incorporate use of a well for crop irrigation, and request for partial abandonment of Kirkpatric Court.

Item	Approved Project	Proposed Addition	Notes/Resulting Changes
	project application includes approved Conditional Use Permit and Site and Architectural Review for the new structures.	application includes approved Conditional Use Permit and Site and Architectural Review for the new structures. City water is proposed for domestic water needs while agricultural well is proposed for crop irrigation needs. The project application includes a request for the partial abandonment of Kirkpatric Court and an existing sewer easement, along with the relocation of the existing sewer main line. Two lot line adjustments are also proposed.	
Requested Approvals	- Minor subdivision to create four (4) parcels - Conditional Use Permit for operation of two greenhouse structures - Site and Architectural Approval for proposed structures (including landscaping and signage) - Adoption of a Development Agreement - Air District permitting for specific equipment (MBARD) - Airport Land Use Commission - Cannabis Licenses / Regulatory Permits - Building Permits	- Sewer realignment - Consolidation of three (3) parcels for lot merger - Adjustment of two (2) lot lines Roadway abandonment - Realign roadway offering for future dedication - Update Conditional Use Permit to reflect expanded footprint. - Update Site and Architectural Approval for proposed structures (includinglandscaping and signage) - Update Development Agreement - Obtain Building Permits - Reconfirm Air District permitting for specific equipment (MBARD) - Reconfirm Airport Land Use Commission – Consistency Finding - Update and Complete Cannabis Licenses / Regulatory Permits - Obtain Building Permits	Change – - Sewer realignment - Lot line adjustment & lot merger - Roadway abandonment - Realign roadway offering for future dedication - Amend prior Site and Architectural Review application drawings and reports. - Reconfirm environmental documents - Update Development Agreement - Reconfirm ALUC (Airport) Consistency Finding - Reconfirm Air District permitting - Complete CannabisRegulatory Permits - Obtain Building Permits

Source: City of Hollister, 2021

Environmental Checklist – Comparative Analysis

The discussion below analyzes the potential environmental impacts of the project per the criteria as described in Public Resources Code Section 21166 and CEQA Guidelines Section 15162. For convenience, this analysis uses the Appendix G of the CEQA Guidelines as a framework for comparative analysis to the certified Citation EIR.

This analysis identifies the relative changes in potential environmental effects that could occur with construction and operation of the proposed project compared to the assumptions in the original Citation EIR. This analysis also reflects changes to CEQA analysis categories and the CEQA Guidelines that have occurred since the previous project approval and certification of the Citation EIR.

This analysis notes if prior mitigation measures remain applicable, if prior mitigation has been satisfied and/or is no longer applicable, or if new or substitute mitigation measures are required.

Aesthetics

Summary of Original Impacts and Mitigation Measures

The adopted Felipe 9 MND determined that all original aesthetic impacts related to scenic vistas, scenic resources, visual character, and light and glare were not significant. No mitigation was required.

Are There Changes in Analysis Caused by the Current Proposal?

No substantial changes or new significant impacts. The visual character of the area has remained essentially the same since the project was approved. The expanded footprint of the current proposal will result in a single, larger structure compared to the two smaller structures as approved; however, the overall aesthetic effect of constructing the larger structure will remain similar to the prior proposal. The expanded area will not cause or trigger any new significant impact, because there are no scenic vistas, scenic highways, or sensitive visual resources present. The character of the area will not be substantially degraded with the expansion compared to the previous approval. New lighting required for the expanded project will also be subject to City Municipal Code standards (Section 17.16.090) to limit spill onto non-conforming neighboring properties. A photometric site plan prepared for the project demonstrates that illumination is limited to 0.1 foot candles at the nearest residential property line.

The project is also subject to the North Gateway Design Guidelines. In response, the applicant proposes landscaping and wrought iron fencing along the west elevation (fronting San Felipe Road) to soften the project appearance. The remaining three sides will be protected by chain

link topped with barbed wire for security purposes. There are no sensitive public viewpoints in these areas.

With respect to new lighting relative to Hollister Municipal Airport operations, see discussion under Hazards and Hazardous Materials.

Project construction and operation will not significantly change the original conclusions in the Felipe 9 MND and no new mitigation measures related to aesthetics are warranted.

Agricultural and Forestry Resources

Summary of Original Impacts and Mitigation Measures

The Felipe 9 MND notes that the project area, including the expansion area, consists of lands that are currently and/or have historically been used for agriculture and orchard. The project area is also identified as Prime Farmland based on the California Department of Conservation's (2014) Farmland Mapping and Monitoring Program (FMMP). However, impacts of the project were found to be less than significant because the City's General Plan and General Plan EIR had already considered the effects of converting the land to urban uses (North Gateway Commercial).

Project-specific findings were made and a statement of overriding considerations was adopted for this impact in 2001. Based upon the City's General Plan goals for housing and business development, a city-wide statement of overriding considerations was adopted by the City Council in 1995, and again when the General Plan was subsequently updated and adopted in 2005. As such, by virtue of the adoption of the General Plan with its associated EIR and findings, the policy decision to utilize the project site for urban use was consistent with the approved project.

Are There Changes in Analysis Caused by the Current Proposal?

The expanded project area does not change the conclusions of the MND. Due to the statement of overriding considerations adopted by the City Council for both the original project approval and adoption of the General Plan, this previously considered significant and unavoidable impact does not require additional analysis or mitigation.

Air Quality

Summary of Original Impacts and Mitigation Measures

The Felipe 9 MND concluded that the approved project would not conflict with the MBARD Air Quality Management Plan (AQMP), would not result in cumulatively considerable net increases of criteria pollutants, and would not expose sensitive receptors to substantial pollutant

concentrations. These effects, based on CEQA thresholds of significance, were found to be less than significant.

The adopted MND did conclude, however, that the project could violate local air quality standards or contribute substantially to an existing or projected air quality violation. The MND included mitigation measures MM1 and MM2 that require construction related dust abatement and the use of cleaner construction equipment. In addition, MM3 prohibits the open burning of cannabis material. With application of these measures, potential impacts of the approved project would be fully mitigated to less than significant levels. Regarding odor, the adopted MND acknowledges that cannabis operations can produce a distinct odor. However, the City's ordinance requires an odor management plan in order to obtain individual licenses. To comply with these requirements, odor control devices such as air purification systems may be required by the Air District.

Are There Changes in Analysis Caused by the Current Proposal?

No substantial changes. The project will be required to comply with mitigation measures MM1 through MM3, which requires standard dust abatement and control measures, use of cleaner construction equipment, and prohibition of open burning of cannabis materials. These measures would remain applicable as project conditions of approval for the expanded project.

For project construction and operations, the City conducted an air quality analysis to confirm that operational emissions for the expanded project would not exceed the projected emissions (and thresholds) of the original project (see Appendix A: Felipe 9 Cannabis Cultivation Park Air Quality and Greenhouse Gas Emissions Analysis.). For analysis purposes, new modeling was conducted to quantify the entirety of the project (approved CUP plus the expansion area). The updated analysis concluded that the project would not conflict or obstruct implementation the MBARD's air quality plan, would not result in a cumulatively considerable net increase of criteria pollutants, and would not expose sensitive receptors to substantial pollutant concentrations. Project compliance with the City's cannabis ordinance and Air District permit requirements would mitigate the potential for objectionable odors affecting a substantial number of people. As an indoor facility, odors can be more easily controlled.

Because the project in its entirety would not result in significant air quality impacts based on CEQA thresholds, it can be assumed that the expansion area alone would not result in impacts. No new thresholds would be exceeded and no additional mitigation is required for the expanded project.

Biological Resources

Summary of Original Impacts and Mitigation Measures

The adopted Felipe 9 MND identified potentially significant impacts related to burrowing owl, migratory birds, birds of prey, and protected bat species. Based on site conditions, no

significant impacts were identified related to riparian habitat, sensitive natural communities, wetlands, or migratory wildlife corridors.

The adopted MND included mitigation measures MM4 through MM8, that required pre-construction surveys for protected species to determine absence or presence prior to construction, and construction buffers and other performance measures if presence is confirmed. The identified measures reduced potential impacts to a less than significant level.

Are There Changes in Analysis Caused by the Current Proposal?

No substantial changes. The expanded footprint of the project will include an additional four acres of adjacent land. Based on site investigation and a review of project aerials on June 16, 2021, the additional land area also consists of a regularly disked dirt lot, heavily disturbed with ruderal grasses and few trees. Similar to the original project, this area is ecologically segmented and has limited habitat value, but could support special status species.

The expanded project will be required to comply with mitigation measures MM4 through MM8, which requires field surveys prior to construction and if species are present, appropriate avoidance and/or relocation consistent with state and local regulations. No additional mitigation is required.

Cultural Resources

Summary of Original Impacts and Mitigation Measures

The project site has historically been in agricultural use, and for the last several years has been in a fallow condition. The adopted MND and archaeological resource assessment (Holman Associates, 2019) concluded that there is a low potential for the site to contain buried or obscured archaeological or cultural resources as defined in Public Resource Code section 21074. Regardless of this assessment, ground disturbing activities have the potential to expose or uncover previously unidentified resources. For this reason, the MND included mitigation measures MM9 and MM10. These measures provide guidance and protocols in the event of inadvertent discovery of archaeological, cultural or tribal cultural resources.

Are There Changes in Analysis Caused by the Current Proposal?

No significant changes. In May 2021, the additional four acres of land associated with the project expansion were surveyed by Dudek Associates in an addendum to the 2019 cultural resource investigation. The results from this investigation were also negative. The expanded Felipe 9 project will likely have no effect on significant archaeological resources, and the findings and recommendations contained in the prior study are adequate if applied to the entire 12.25 acres of the project. No additional mitigation is required.

Energy

Summary of Original Impacts and Mitigation Measures

This category of the CEQA Guidelines Appendix G (Initial Study Checklist) was added in 2019 and did not exist when the analysis for the original Felipe 9 MND was conducted. Based on current CEQA thresholds, impacts of a project are considered significant if a project would: result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation; or, conflict with or obstruct a state or local plan for renewable energy or efficiency.

Are There Changes in Analysis Caused by the Current Proposal?

Yes. Energy impacts were not previously analyzed or quantified based on the requirements at the time. As an Addendum to the previously adopted MND, the City is only required to address minor changes or clarifications to the previous analysis. However, the project is primarily a greenhouse operation that will use grow lighting but also take advantage of passive lighting from translucent roofing. Energy-intensive manufacturing of cannabis products is expected to be limited. Quantitatively, the greenhouse gas analysis and modeling conducted for the project (see discussion later in this document) estimated energy consumption and determined that energy would be the largest contributor to GHG emissions. Energy-related emissions occur from consumption of electricity from project operations (such as lighting). From a qualitative standpoint, the project would be expected to result in less than significant effects if compared to current CEQA checklist thresholds, since energy consumption would be neither inefficient, wasteful or unnecessary.

Geology and Soils

Summary of Original Impacts and Mitigation Measures

The Felipe 9 MND determined that geologic hazards and risks associated with ground rupture or failure (including liquefaction), seismic shaking, landslides, erosion and expansive soils were less than significant. This determination was based on the fact that the site is generally flat and stable, limiting the amount of required earthwork. As part of the permitting process, the applicant will be required to submit a geotechnical report to the City Engineering Department that provides engineering recommendations necessary for the design of roadways and sidewalks, utility lines, and building foundation footings. No further mitigation was required beyond compliance with all current standards and regulatory requirements.

Are There Changes in Analysis Caused by the Current Proposal?

No significant changes. The expanded project footprint will be located on soils and topography similar to the approved project. The project will be required to prepare a geotechnical report and comply with current State and local building codes. Construction activity is also required to

minimize erosion consistent with current stormwater quality requirements. Given conformance with all applicable ordinances and codes, no new or additional mitigation measures are required for the expanded project.

Greenhouse Gas Emissions

Summary of Original Impacts and Mitigation Measures

Impacts are considered significant if a project would conflict with applicable greenhouse gas plans or policies, or generate GHG emissions in significant quantities. The adopted MND concluded that the original project could result in significant generation of GHG emissions, based on the standards in place at the time. Mitigation measure MM11 required a greenhouse gas reduction plan to reduce the project's GHG emissions to less than significant levels.

Are There Changes in Analysis Caused by the Current Proposal?

No significant changes. Modeling was conducted to comparatively measure changes in operational emissions created by the expanded footprint of the project (see Appendix A: Felipe 9 Cannabis Cultivation Park Air Quality and Greenhouse Emissions Analysis). The results conclude that the project would not generate greenhouse gas emissions (directly or indirectly) that would have a significant impact on the environment, and would not conflict with a plan, policy or regulation adopted for the purpose of reducing GHG emissions. For analysis purposes, the modeling quantified the GHG emissions from the project in its entirety (approved CUP plus expanded project). Modeled operational GHG emissions for the entire project are estimated to be 873 metric tons of carbon dioxide equivalent ($MTCO_2e$) compared to a threshold of 2,000 metric tons. Because the project in its entirety would not result in significant GHG impacts based on CEQA thresholds, it can be assumed that the expansion area alone would not result in impacts. No mitigation is warranted for the project expansion.

Hazards and Hazardous Materials

Summary of Original Impacts and Mitigation Measures

The adopted Felipe 9 MND determined that the original project would result in a less than significant impact or no impact with respect to the use or transport of hazardous materials, emission of hazardous materials, emergency response or wildfire. The use and transport of hazardous materials is heavily regulated, and all cannabis cultivators are required to comply with all California Department of Pesticide Regulation (CDPR) laws, license requirements and regulations related to cannabis cultivation. California Department of Food and Agriculture (CDFA) regulations also contain protocols to reduce potential effects from pesticide use, including compliance with all label requirements, storage of chemicals in a secure building, containment of leaks and spills, application of the minimum amount necessary to control target pests ,and the prevention of off-site drift. A July 20201 data base search through the Department of Toxic Substances Control (DTSC, Envirostor) and the State Water Resources

Control Board (SWRCB, Geotracker) confirm that there are no recorded hazardous waste sites on the property and the two nearest recorded sites are closed cases.

A potentially significant impact was identified, however, related to the project's proximity to Hollister Municipal Airport. The transparent roofing material presented a potential compliance conflict with the airport's 2012 Land Use Compatibility Plan (LUCP). Mitigation Measure MM12 was adopted as a condition of approval to direct lighting downward, prohibit strobing or flashing lights, and to design the roof to prevent reflective glare. Furthermore, the final measure required a glare study consistent with Policy 3.4.2 of the LUCP, and submittal of appropriate notices and forms to the Federal Aviation Administration (FAA) to obtain a Determination of No Hazard.

Are There Changes in Analysis Caused by the Current Proposal?

No significant changes. The uses and roofing material proposed in the expanded project footprint are consistent with those assumed and analyzed previously and the construction and operation of the project would not require the use or transport of substantial or additional amounts hazardous materials.

As part of the Zoning Code, the City requires that all commercial and industrial projects provide, as part of their application submittal or building improvements, a listing of all types and quantities of hazardous materials and that the business complete a Hazardous Materials Management Plan for review and approval by the City Fire Department. These requirements still apply.

With respect to light and glare related to airport operations, the project applicant has prepared a solar glare analysis for the larger project currently proposed. This study (*Solar Glare Analysis report – Updated Felipe Nine Greenhouse*, Solas Energy Consulting, March 2021) was prepared in response to the requirements of mitigation measure MM12. Solas concluded that pilots landing at Hollister Municipal Airport runway 31 are not expected to experience any glare from the project. The remaining three flight paths are predicted to observe visible low-grade glare from the greenhouse roofs, but this glare would have a low potential to pose a risk to flight operations.

Hydrology and Water Quality

Summary of Original Impacts and Mitigation Measures

The adopted Felipe 9 MND concluded that potential impacts related to water quality standards, groundwater supplies/recharge, drainage patterns, runoff, surface water quality, and flooding were all less than significant based on CEQA standards. The project as approved is required to comply with all local stormwater design criteria and NPDES water quality regulations. Compliance with existing design standards and regulations would fully mitigate the project's

effects on local drainage and water quality. See also discussion of Utilities and Service Systems later in this checklist.

Are There Changes in Analysis Caused by the Current Proposal?

Yes, in terms of increased imperious surface area, the approved project resulted in 5.51 acres of impervious surface. The current proposal would result in 10.57 acres. As a result, the project requires larger stormwater basins, which are proposed as a combination of underground retention facilities and above ground retention/detention biofiltration ponds. The basins have been designed to provide water volume in excess of current requirements.

Section 17.16.140(C)(2) of the City of Hollister Municipal Code requires the project applicant to prepare a stormwater pollution prevention plan (SWPPP) for approval by the City. The SWPPP is required to list best management practices (BMPs), which specify how the applicant would protect water quality during the course of construction. BMPs typically include, but are not limited to, scheduling earthwork to occur during the dry season to prevent runoff erosion, protecting drainages and storm drain inlets from sedimentation with berms or filtration barriers, and installing gravel entrances to reduce tracking of sediment onto adjoining streets. Implementation of the project's SWPPP would reduce impacts to less than significant through compliance with existing standards.

On-site sources of polluted runoff associated with urban uses typically include surface parking areas and driveways, garbage areas, and planting areas where pesticides and fertilizers are used. Pollutants from these areas can wash into the storm drain system or natural drainage areas during storm events, thereby affecting downstream surface water quality. To meet Regional Water Quality Control Board permit requirements, all stormwater will be required to be retained on site. Stormwater treatment and retention is beneficial for both surface water quality and groundwater recharge. The stormwater detention and infiltration system would ultimately be designed in accordance with the California Stormwater Best Management Practices Handbook and the City's NPDES permit. The project will be required to comply with all existing State and local stormwater quality requirements.

The project site plan shows the location of planned retention facilities in strategic locations to capture flows from impervious surfaces. No additional mitigation measures beyond the State and local design and permit standards would be required.

Similar to the approved project, Caltrans review of the final drainage plans is recommended as a condition of approval due to the project's proximity to State Highways 25 and 156.

In terms of groundwater, the current proposal proposes an agricultural well for greenhouse irrigation, while the original proposal relied on treated municipal water supplies. As much of the City's municipal water supply is sourced from groundwater, there is no significant difference or impact to groundwater supplies from utilizing an on site well.

Land Use and Planning

Summary of Original Impacts and Mitigation Measures

The adopted Felipe 9 MND concluded that the project would not physically divide an established community, nor conflict with any applicable habitat conservation plan. While the project was found to be consistent with General Plan policies and zoning regulations, the MND did cite potential inconsistencies with the Hollister Airport Comprehensive Land Use Plan (CLUP). This issue is addressed under Hazards and Hazardous Materials with the application of mitigation measure MM12.

Are There Changes in Analysis Caused by the Current Proposal?

No changes. The expanded project is consistent with the City's General Plan and Zoning designation, would not disrupt or divide and existing community, and would not create any environmentally policy conflicts that would cause environmental impacts. Furthermore, the project shall be subject to the building and architectural requirements set forth by the City Zoning Ordinance and Hollister Municipal Airport CLUP. No further mitigation is warranted.

Mineral Resources

Summary of Original Impacts and Mitigation Measures

The adopted Felipe 9 MND determined that development of the project site would not result in the loss of availability of a known regional or local mineral resource and therefore there would be no impact. The site is not delineated on a local general plan, specific plan or other land use plan as a locally important mineral resource recovery site. No mitigation was required.

Are There Changes in Analysis Caused by the Current Proposal?

No changes. No mineral resources are present and no mitigation is warranted for the expanded project.

Noise

Summary of Original Impacts and Mitigation Measures

The adopted Felipe 9 MND determined that construction and operational noise impacts would be not be significant. Despite the building size, activity associated with the greenhouse use takes place indoors, does not require many employees, and does not require frequent deliveries or large loads. Development of the project site is expected to result in intermittent construction activities that would generate potentially high noise levels on and immediately

adjacent to construction sites. However, construction related noise would be temporary and would not cause any long-term noise impacts.

No mitigation was required.

Are There Changes in Analysis Caused by the Current Proposal?

Yes, in terms of overall project size and physical relationship to adjacent uses. The project expansion would bring construction and operations closer to homes along N Chappell Road. Project construction would occur approximately 40 feet from the nearest existing residential home south of the project site. However, construction activities would occur throughout the site and would not be concentrated at a single point near sensitive receptors. For this reason, construction noise levels have been measured from the center of the project site to represent realistic predicted noise levels. During construction, exterior noise levels could affect the residences near the construction site on a temporary basis, but this noise would be dispersed throughout the site and these effects would not exceed thresholds.

As shown in Appendix B (Felipe 9 Cannabis Cultivation Park Project Acoustical Analysis), construction activities would be limited to daytime hours when people would typically be out of their homes and would conform to the time-of-day restrictions of the City's Municipal Code. Standard condition of approval SC N-1 would ensure that all construction equipment is equipped with properly operating and maintained mufflers and other state required noise attenuation devices, helping to reduce noise at the source. Despite the fact that construction would occur closer to the existing homes than previously analyzed, SC N-1 would ensure that construction noise levels do not exceed the City's standards and that time-of-day restrictions are adhered to. Construction noise impacts to nearby receptors would remain less than significant.

In terms of operational noise, the acoustical analysis accounted for the project location and site design relative the nearest sensitive receptors. The analysis addressed project traffic noise, stationary noise sources, mechanical equipment, loading area noise, parking area noise, and landscape maintenance. The only source of ongoing operational noise that could exceed City standards is parking lot noise, which typically consists of "instantaneous" noise sources such as car doors slamming, engine starting, people talking, and similar sources that could be considered an annoyance under some circumstances. However, with the implementation of the proposed screened fencing and landscaping at the location of the nearest receptors, noise associated with parking lot activities is not anticipated to exceed the City's Noise Standards or the California Land Use Compatibility Standards during operation. Based on the acoustical analysis, the project would not exceed thresholds or create new significant noise impacts. As such the findings are consistent with the previously adopted MND. No additional mitigation is required for the project expansion.

Population and Housing

Summary of Original Impacts and Mitigation Measures

The adopted Felipe 9 MND determined that impacts to population and housing would not be significant because future development would not induce substantial population growth in the area. The project is agricultural/industrial and would not result in additional housing or the extension of roads or other infrastructure, and would provide additional employment opportunities in the area which could be accommodated by the City's existing housing stock. No mitigation was required.

Are There Changes in Analysis Caused by the Current Proposal?

No change. The expanded project remains consistent with the previous CEQA findings and no mitigation is warranted.

Public Services and Recreation

Summary of Original Impacts and Mitigation Measures

The adopted Felipe 9 MND determined that impacts to public services would not be significant because future development would not cause a substantial adverse physical impact associated with the provision or construction of new public services and associated buildings. Demands on public services are largely driven by population growth.

Fire and police protection would be provided by the Hollister fire and police departments, respectively. Both departments collect protection service impact fees for all new development within the City of Hollister, which is used to offset additional protection services associated with development.

Emergency medical service (EMS) throughout San Benito County is funded through a County Service Area, which makes assessments on each parcel based on the type of land use and level EMS anticipated.

Because no housing is proposed, there would be no additional demands on schools, parks or other recreation facilities. However, State law allows school districts to collect impact fees from commercial and industrial development, which would apply to the project.

No mitigation was required.

Are There Changes in Analysis Caused by the Current Proposal?

No change. The larger greenhouse project would not generate a service population, and therefore would not increase demand on services that would trigger the construction of new

physical facilities. Similar to the original project, the expanded project requires review by emergency service providers but would not cause the need for new facilities. The project is consistent with the previous CEQA findings and no mitigation is warranted.

Transportation

Summary of Original Impacts and Mitigation Measures

The adopted Felipe 9 MND, based on the CEQA thresholds in place at the time, concluded that the project would not conflict with plans or polices related to the performance of the circulation system. These findings were based on a traffic impact analysis prepared by Associated Transportation Engineers (ATE) in December 2017. The project's relatively low traffic load was also predicted to result in less than significant impacts at nearby key intersections, and would have little to no impact with respect to design features, emergency access or air traffic patterns. No mitigation measures were necessary.

Are There Changes in Analysis Caused by the Current Proposal?

No changes. ATE updated their study in March 2021 to account for the larger project footprint. As the increase in building size is attributed to greenhouse area with no proposed increase or intensification of the facility's operations, the project application assumes that there would be no increase in the number of employees required. With no increase in employees or deliveries, there would be no perceivable change in traffic operations over the approved project conditions. The updated traffic report also found that the expanded project would no result in any new or different impacts related to site access, internal circulation, and access to and from San Felipe Road.

As of July 2020, per Senate Bill (SB) 743, vehicle miles travelled (VMT) is the standard of review under CEQA for new projects. It is anticipated that Level of Service (LOS) will still remain relevant as a policy consideration for some time, but not as an impact under CEQA. As there was no VMT standard in place in 2019 and the City of Hollister has not yet adopted VMT thresholds, a specific comparison to the expanded project cannot be made.

According to the Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), lead agencies may screen out VMT impacts based on project size, maps, proposed land use, transit availability, and provision of affordable housing. Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact. Residential, office and retail projects tend to have the greatest influence on VMT. Industrial and greenhouse uses such as the project tend to provide local employment opportunities that can reduce per capita VMT, and therefore have less of an influence. Based on the trip generation forecast, the expanded

project is expended to generate 94 average daily trips under the approved project and expanded project, with zero trips in the AM or PM peak hour, resulting in a less than significant impact based on OPR guidance documents. No new impacts would occur and no new mitigation is warranted.

Tribal Cultural Resources

Summary of Original Impacts and Mitigation Measures

The adopted Felipe 9 MND found no evidence of on-site resources (Holman Associates 2019). Mitigation measures were applied as conditions of project approval to address the potential for inadvertent discovery of tribal resources during construction.

Are There Changes in Analysis Caused by the Current Proposal?

No changes. Tribal cultural resource have been addressed under Cultural Resources and within the updated archaeological investigation conducted by Dudek. All findings associated with the expanded project footprint were found to be negative, and Mitigation Measures MM9 and MM10 remain applicable to the project.

Utilities and Service Systems

Summary of Original Impacts and Mitigation Measures

The adopted MND concluded that all potential environmental effects associated with utilities and service systems would be less than significant. The analysis found that the project would not exceed wastewater treatment requirements, would not cause the construction of new facilities (that could in turn cause environmental effects) and that the project had sufficient water supplies to serve the project from existing entitlements and resources. The project was also determined to have less than significant impacts on the local wastewater treatment provider, and that there is adequate landfill capacity at the John Smith Road Landfill.

Are There Changes in Analysis Caused by the Current Proposal?

Yes, primarily associated with increased water demand from the expanded greenhouse. The effect of the expanded facility on each service system is summarized below.

- Water and Wastewater Facilities. The additional 117,710 square feet of building area would support expanded greenhouse use. While the expanded project would utilize more water (see discussion below), it would not trigger the need for new or expanded water or wastewater infrastructure, the construction of which would cause new or different impacts. All on-site improvements, including the new on-stie well and utility connections, will be completed in concert with project construction.

- Stormwater Drainage Facilities. The larger building footprint on the larger combined parcel will result in additional impervious surface compared to the approved project. However, regardless of this expansion, all runoff would be directed to on site drainage and retention basins. These facilities would be constructed as part of the project, and the project would not result in the construction of additional offsite facilities.
- Water Supplies. The expanded project would increase the greenhouse/grow area by approximately 66 percent. Therefore, it is also assumed that water use would increase by approximately 66 percent, or about 2,000 gallons per day above the approved project. While this represents an increase, the estimated water use is still well within the City's water supply as documented within the Urban Water Management Plan.
- Wastewater Treatment. As noted in the adopted Felipe 9 MND, as much as 15 percent of irrigation water may exit the facility as runoff through the wastewater system. With the additional greenhouse area, this could result in an additional 300 gallons per day of wastewater generation. Based on the capacity of the wastewater conveyance and treatment system as documented in the adopted MND, this additional amount would not result in any new or significant impacts.
- Solid Waste. Additional solid waste generated by the additional greenhouse area would be incidental to the overall operation and would not trigger any new or significant impact based upon the landfill capacity documented in the adopted MND.

No additional mitigation is required.

Wildfire

Summary of Original Impacts and Mitigation Measures

This category of the CEQA Guidelines Appendix G (Initial Study Checklist) did not exist when the Felipe 9 MND was adopted. This subject was addressed under Hazards and Hazardous materials. No impacts were identified or mitigation required based on the urbanized nature of the project area.

Are There Changes in Analysis Caused by the Current Proposal?

No changes. There remains no impact or risk of wildfire or impact to emergency evacuation plans at this location. No mitigation is required.

Mandatory Findings of Significance

Summary of Original Impacts and Mitigation Measures

The adopted Felipe 9 MND concluded that the project as approved and mitigated would not: degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; impact fish or wildlife populations; threaten to eliminate a plant or animal community;

reduce the number or restrict the range of a rare or endangered plant or animal species; or eliminate important examples of the major period of California history or pre-history.

The adopted MND did, however, find that cumulative traffic during the peak hour could adversely affect levels of serve at key intersection, based on the thresholds of significant in pace at the time. In response, the adopted MND included mitigation measure MM13, requiring the project to stagger shift starts outside of the AM and PM peak hour periods.

Are There Changes in Analysis Caused by the Current Proposal?

No changes. The additional greenhouse area would not result in new or different impacts to environmental or natural resources compared to the approved project. MM13 remains applicable to the project to avoid peak hour trip generation.

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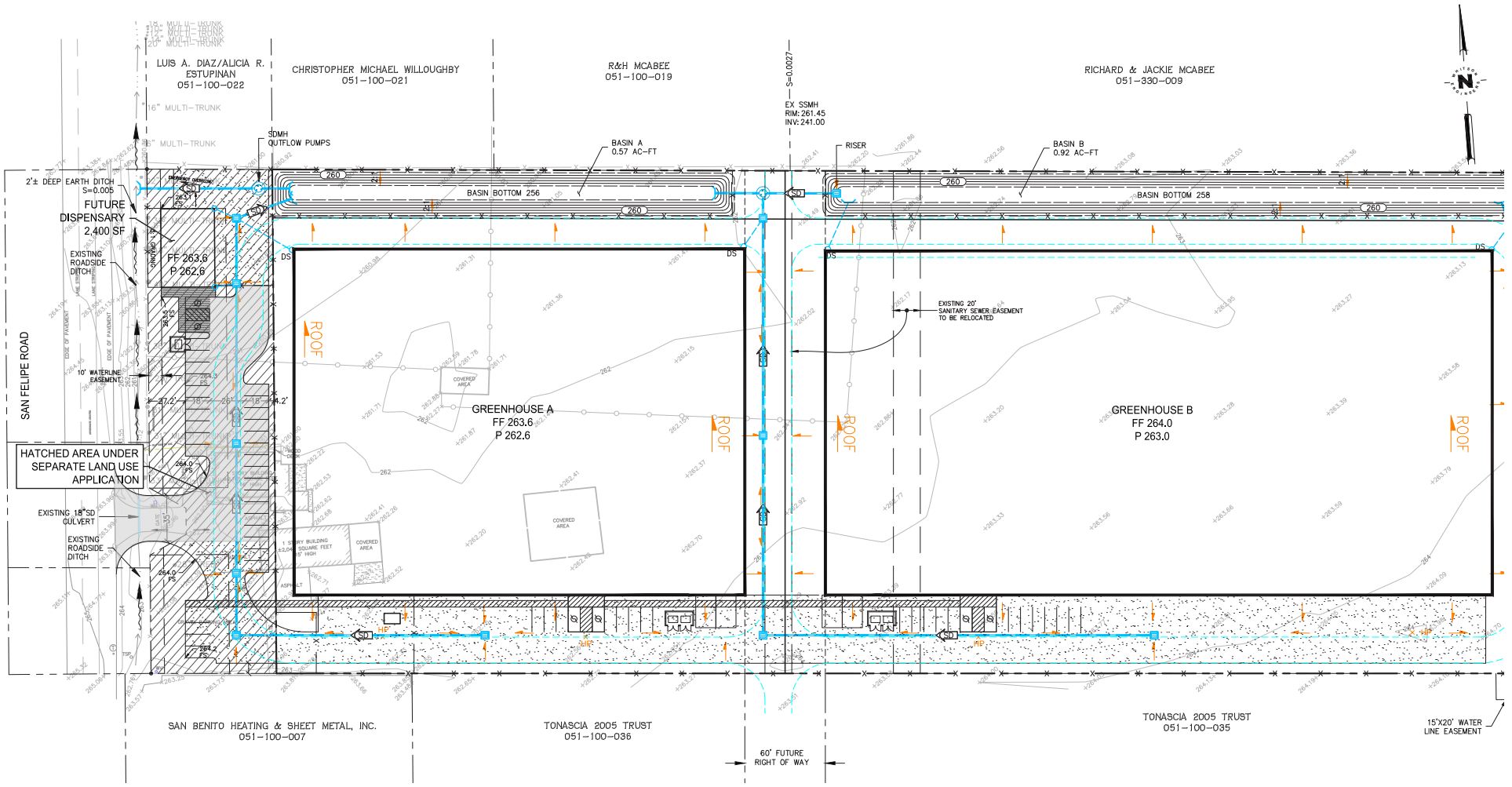

Source: Whitson Engineers, 2021

Figure 1: Felipe 9 Approved Site Plan

Felipe 9 Cannabis Cultivation Park
Addendum

Not to scale

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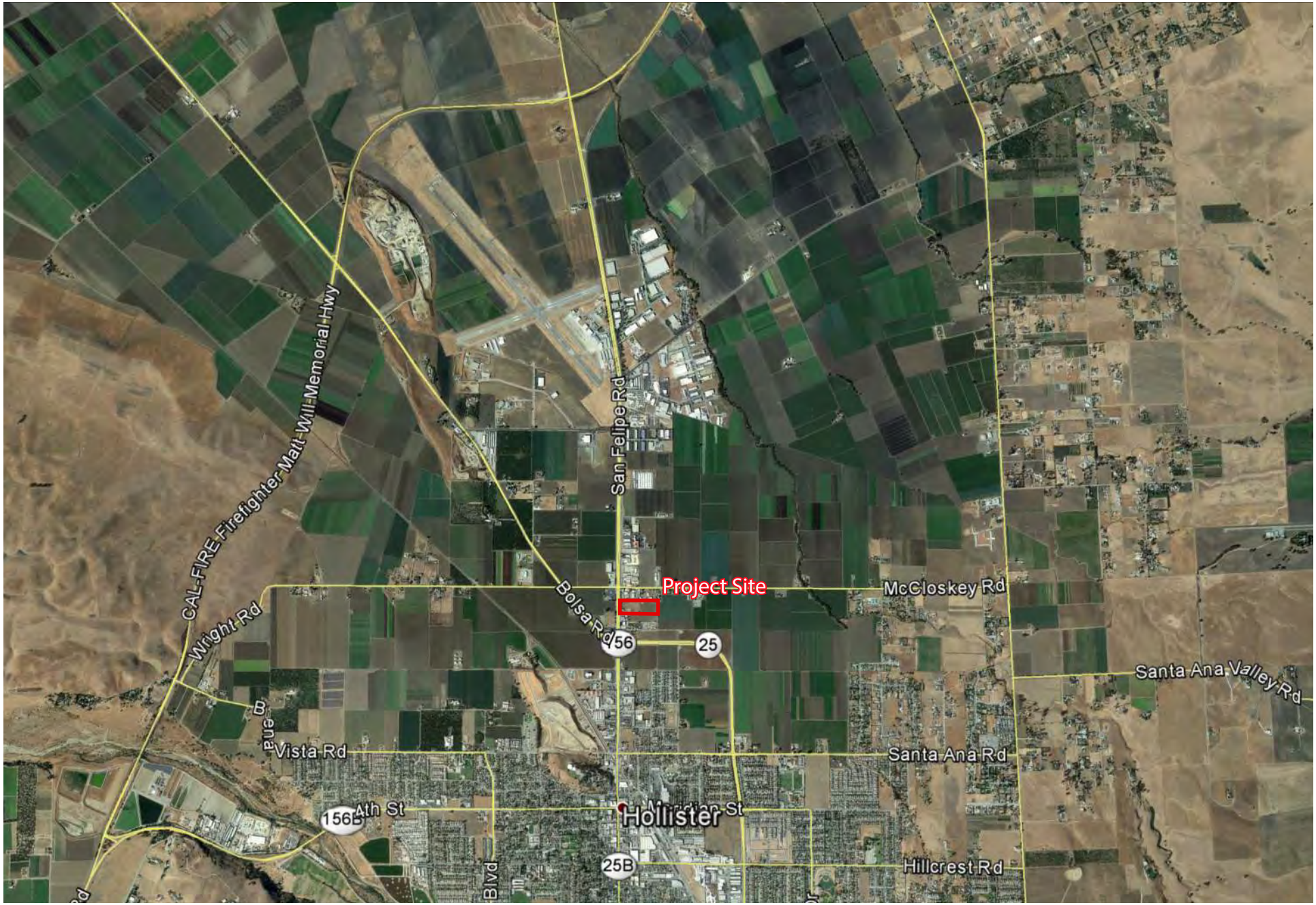

Source: Felipe 9 Initial Study, 2021

Figure 2: Project Location Map

Felipe 9 Cannabis Cultivation Park
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Source: Kimley-Horn, 2021

Figure 3: Site Photos - Project Expansion Area

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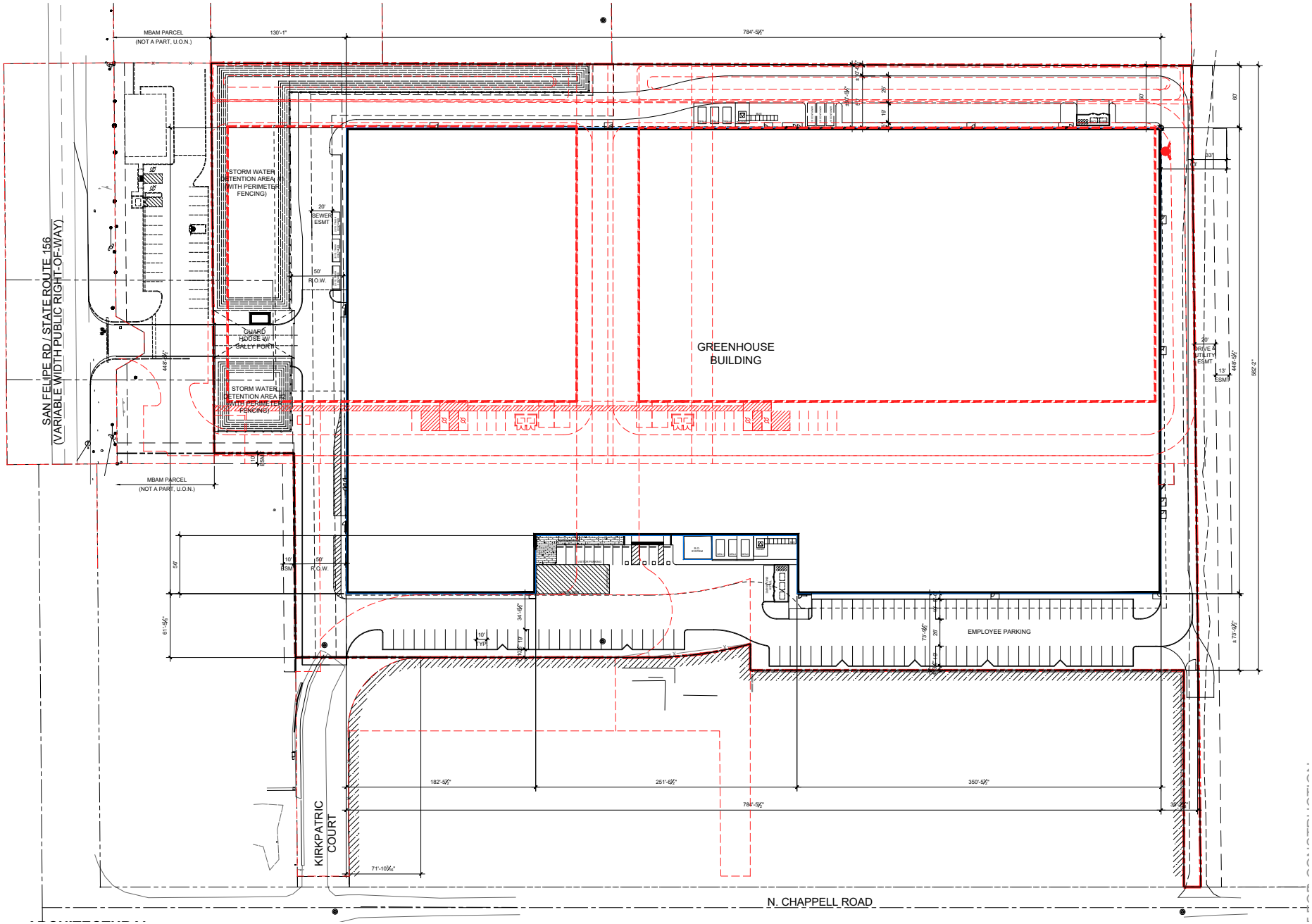

Source: Whitson Engineers, 2021

Figure 4: Site Plan Comparison

Felipe 9 Cannabis Cultivation Park
Addendum

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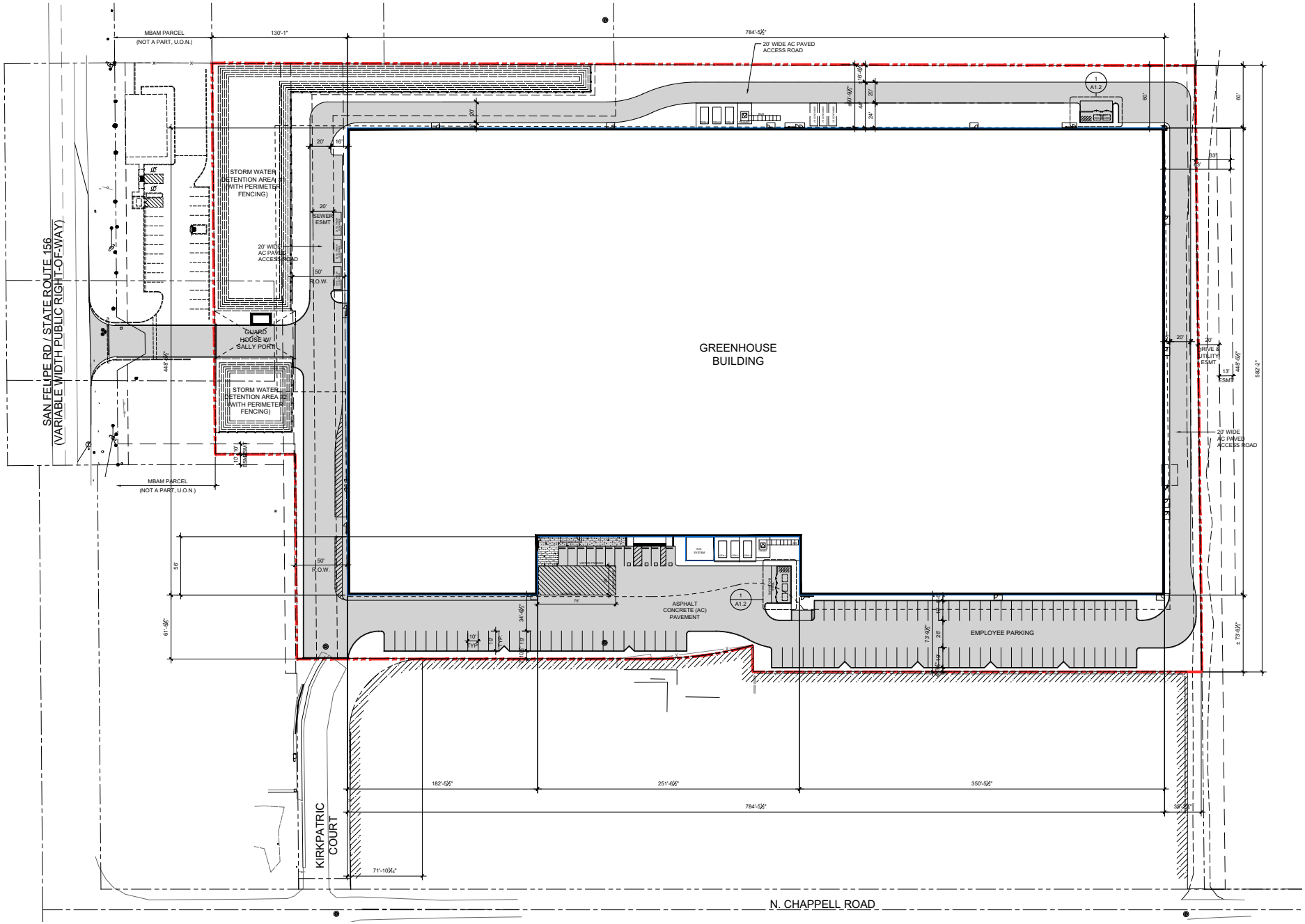

Source: Whitson Engineers, 2021

Figure 5: Proposed Site Plan

Felipe 9 Cannabis Cultivation Park
Addendum

Not to scale

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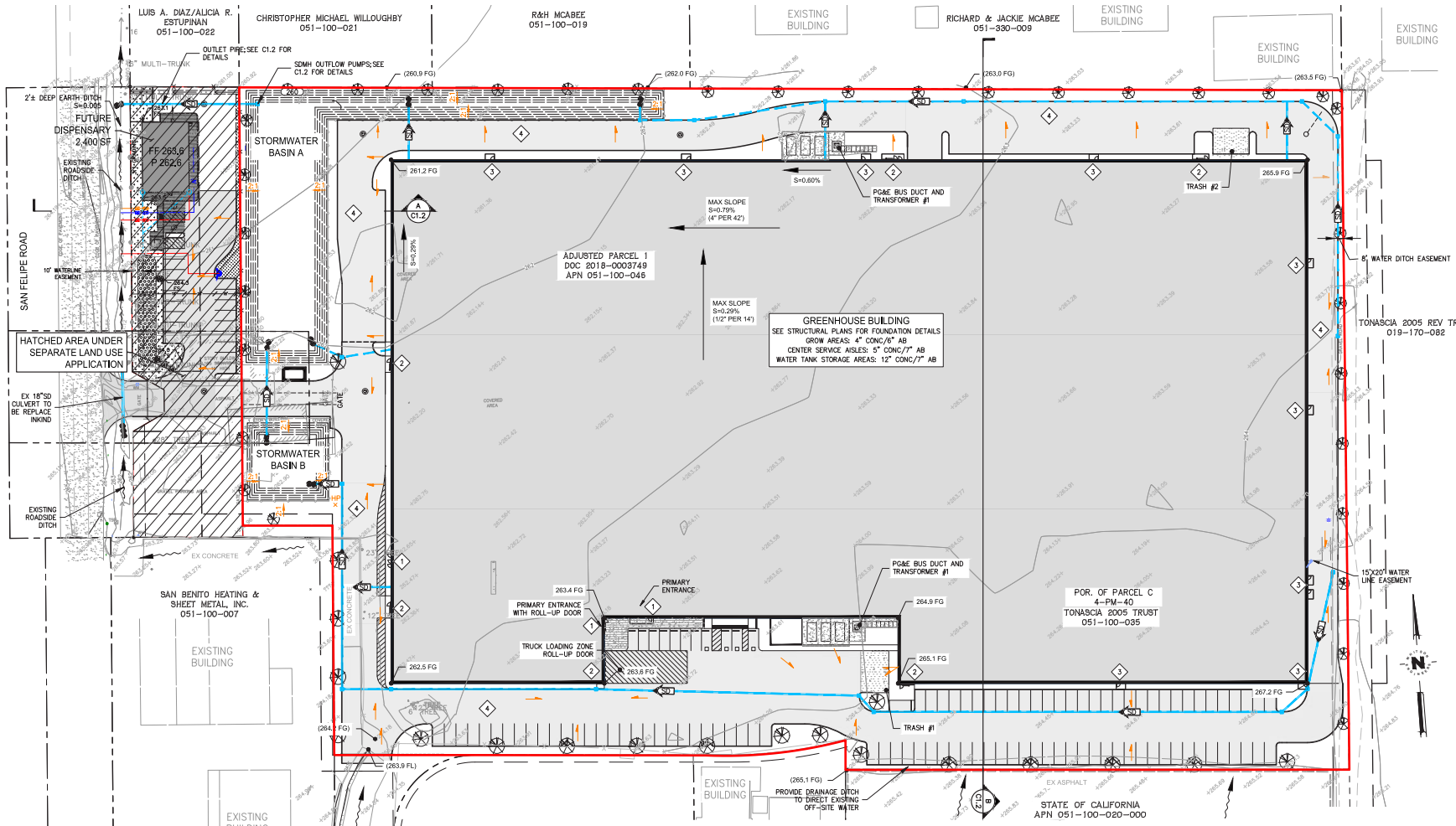

Source: Whitson Engineers, 2021

Figure 6: Conceptual Grading and Drainage Plan

Felipe 9 Cannabis Cultivation Park
Addendum

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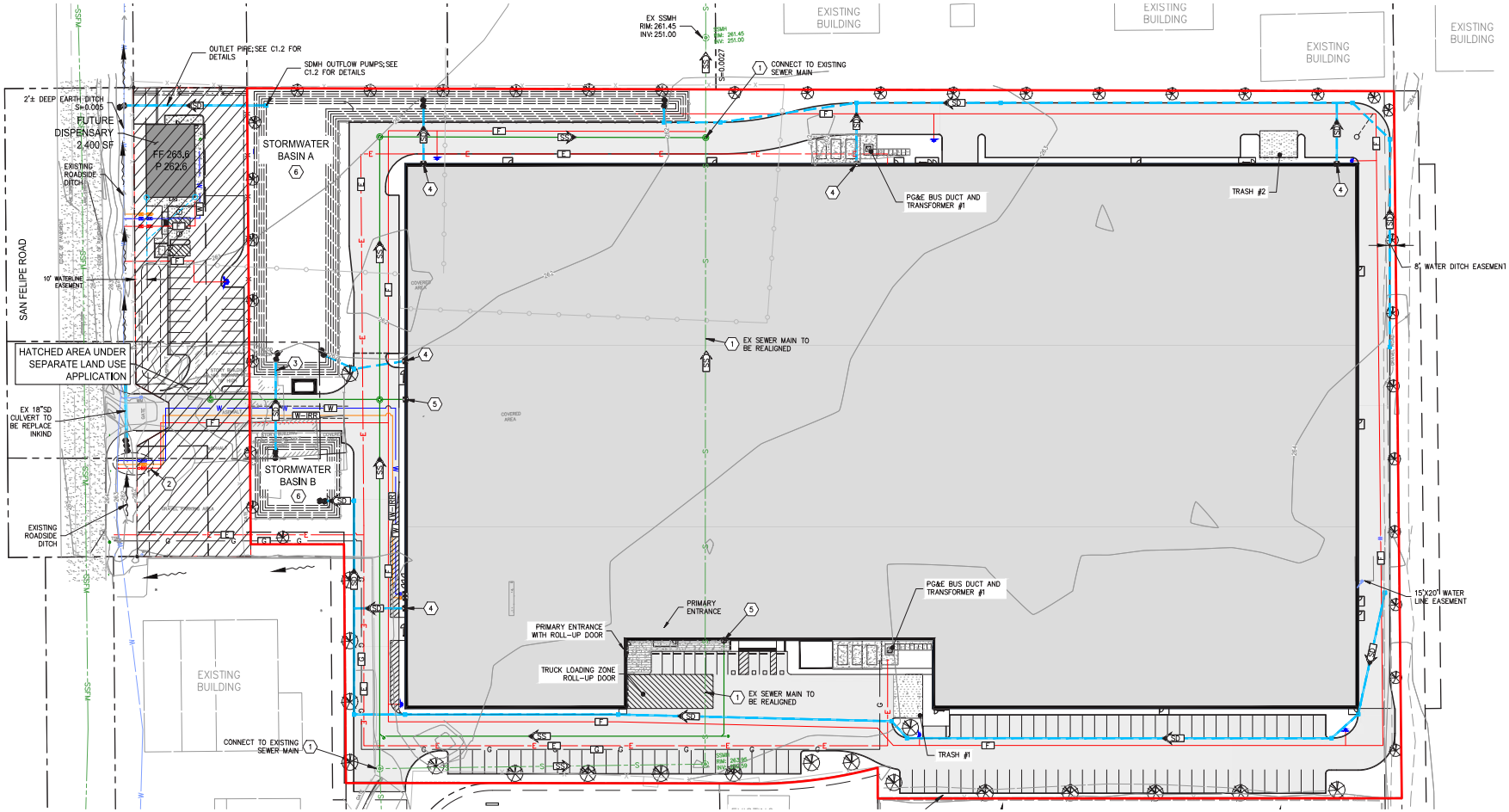

LEGEND

DESCRIPTION	PROPOSED	EXISTING
WATER MAIN	W	10" W
IRRIGATION MAIN	W-IRR	
FIRE MAIN	F	
STORM DRAIN MAIN	SD	6" SD
SANITARY SEWER MAIN	SS	8" S
FIRE HYDRANT		
WATER METER		
WATER VALVE		
STORM DRAIN INLET (DI)		
STORM DRAIN OUTFALL		
STORM DRAIN MANHOLE (SDMH)		
CLEANOUT (CO)		
BUILDING POINT OF CONNECTION		

Source: Whitson Engineers, 2021

Figure 7: Conceptual Utility Plan

Felipe 9 Cannabis Cultivation Park
Addendum

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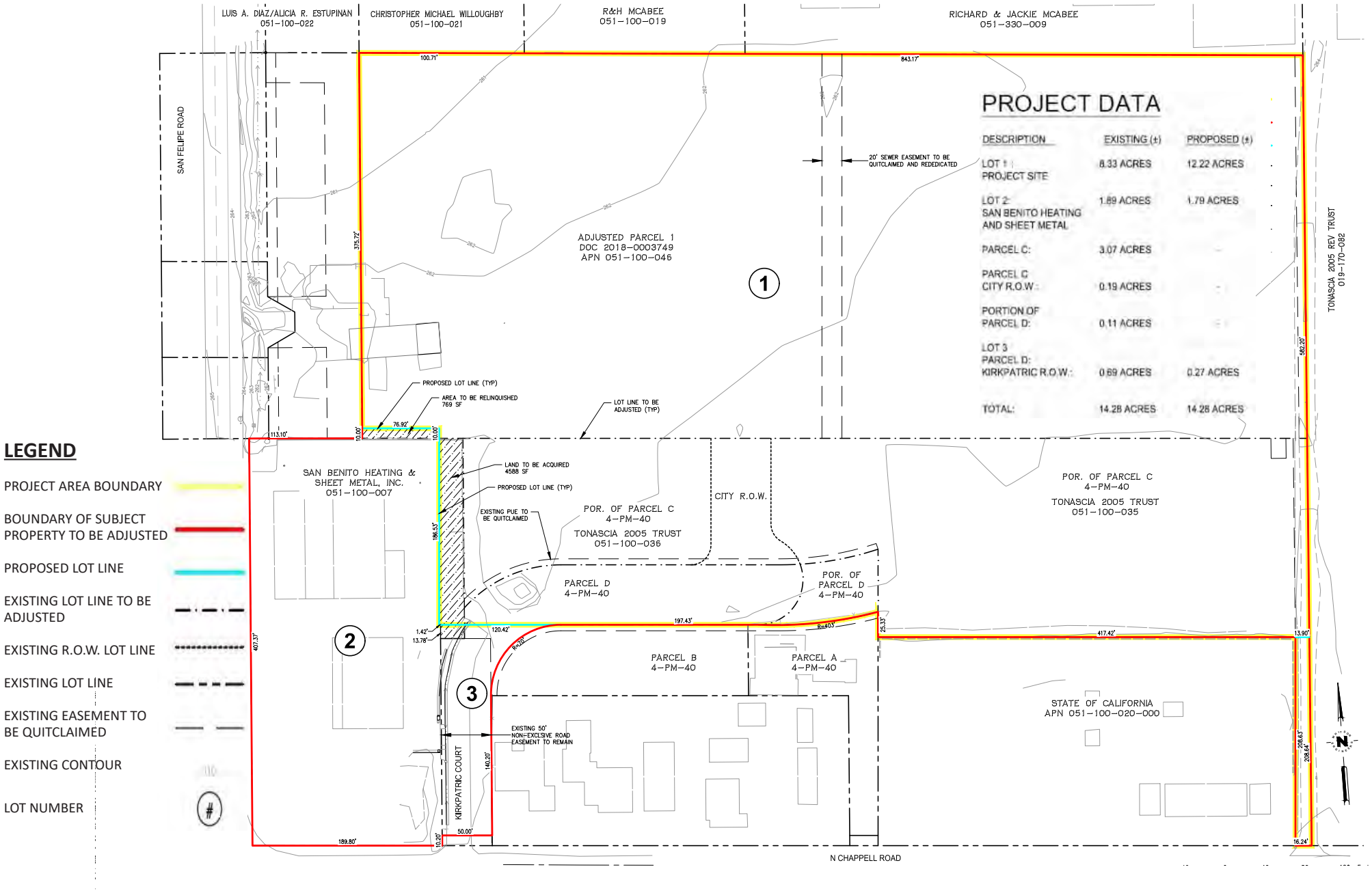

Source: Whitson Engineers, 2021

Figure 8: Lot Line Adjustment

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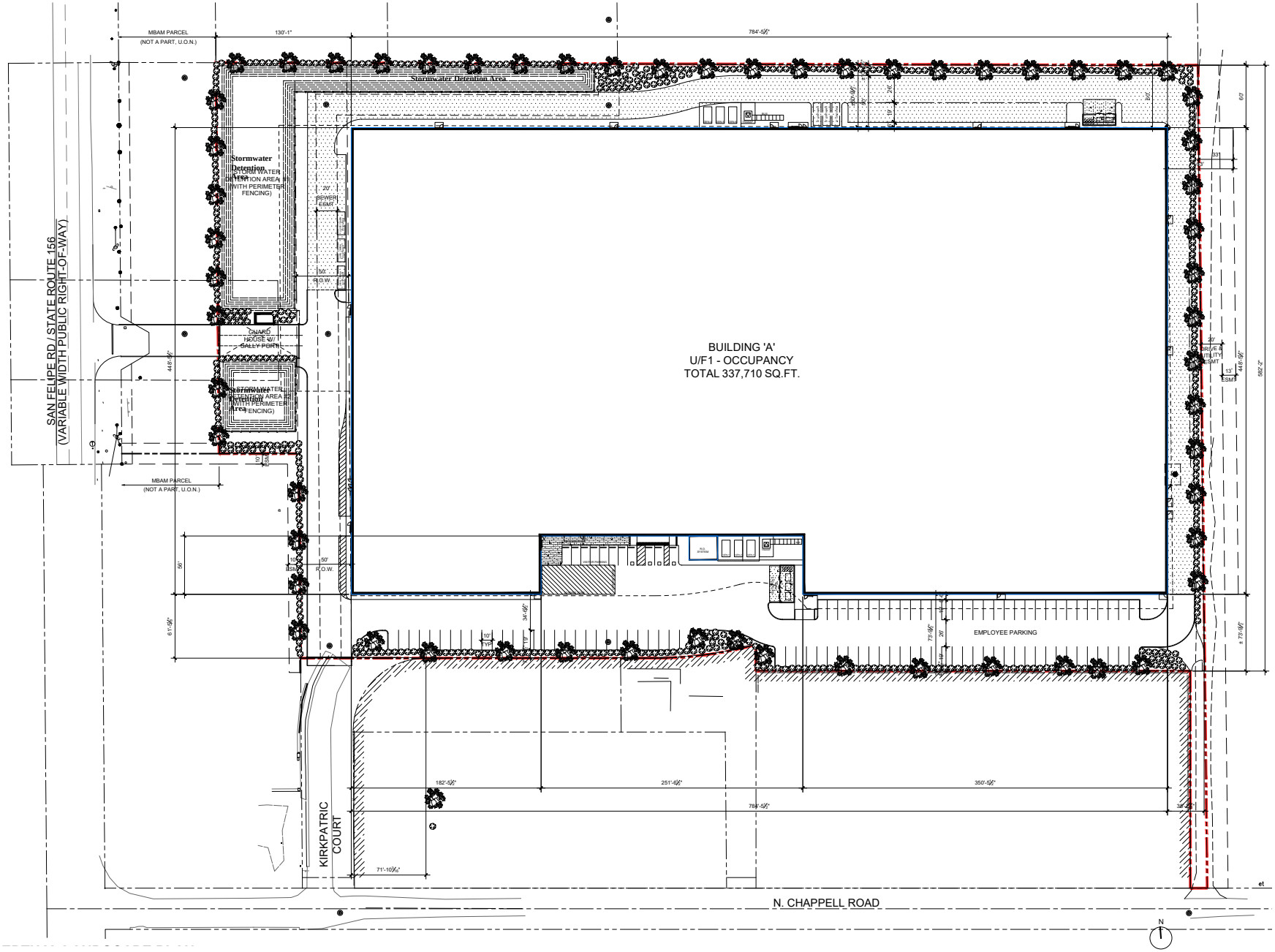

Source: Whitson Engineers, 2021

Figure 9: Conceptual LandscapePlan

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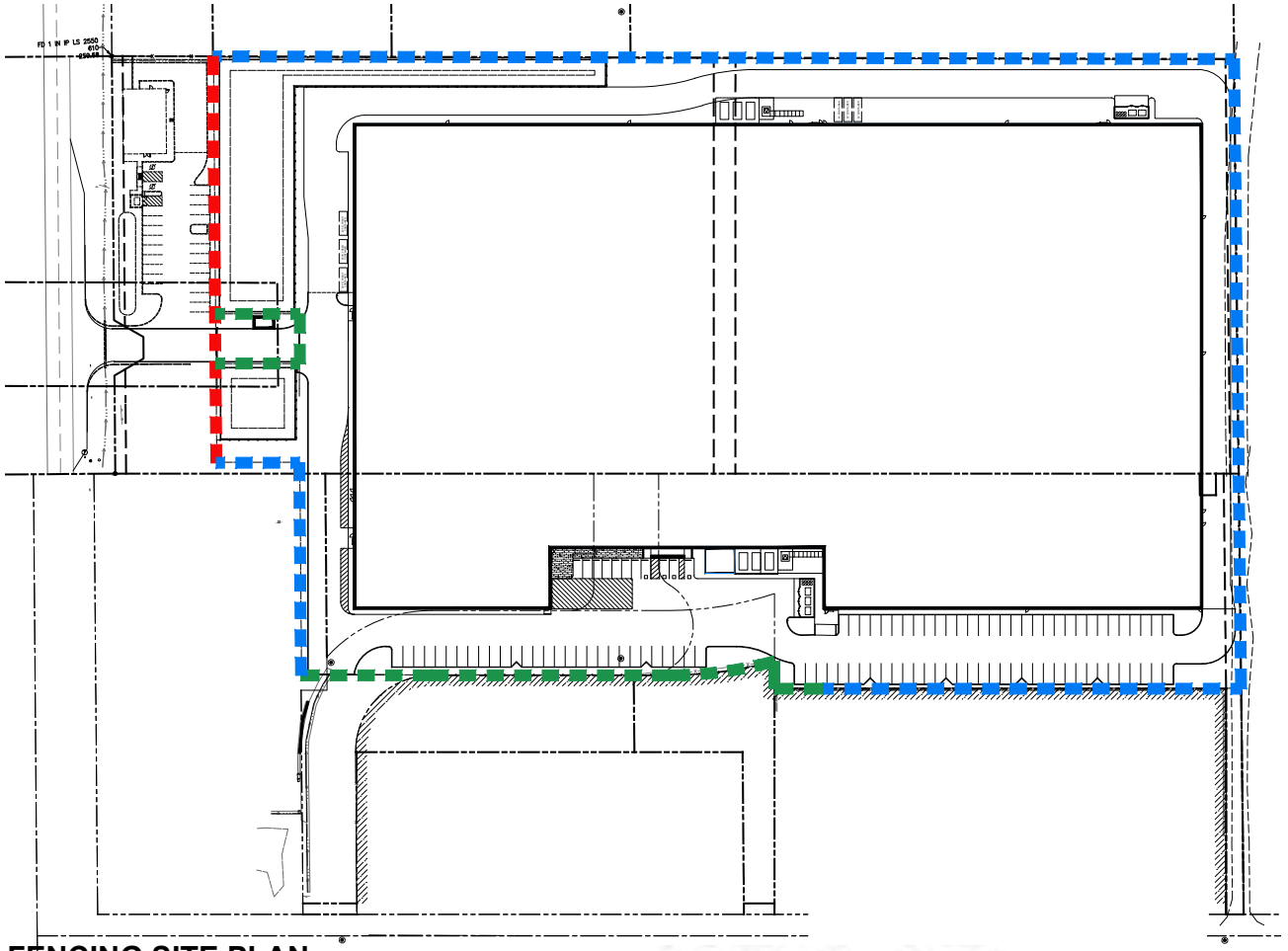
IMAGE 3A (PRIVACY SLAT COLOR PER PLAN 1/A1.3)

IMAGE 3B (PRIVACY SLAT COLOR PER PLAN 1/A1.3)

TYPICAL PERIMETER SECURITY FENCE PHOTO

SCALE:



FENCING SITE PLAN

SCALE: 1"= 80'-0"

GRAPHICS LEGEND

CHAIN LINK FENCE WITH WHITE PRIVACY SLATS AND RAZOR CONCERTINA WIRE AT TOP, SEE DETAILS 2 &3 ON SHEET A1.3 FOR ADDT'L INFO.

CHAIN LINK FENCE WITH PRIVACY SLATS AND RAZOR CONCERTINA WIRE AT TOP, SEE DETAILS 2 &3 ON SHEET A1.3 FOR ADDT'L INFO.

CHAIN LINK FENCE WITH FABRIC SCREENING AND RAZOR CONCERTINA WIRE AT TOP, SEE DETAILS 2 &3 ON SHEET A1.3 FOR ADDT'L INFO.

Source: Whitson Engineers, 2021

Figure 10: Site Details - Fencing

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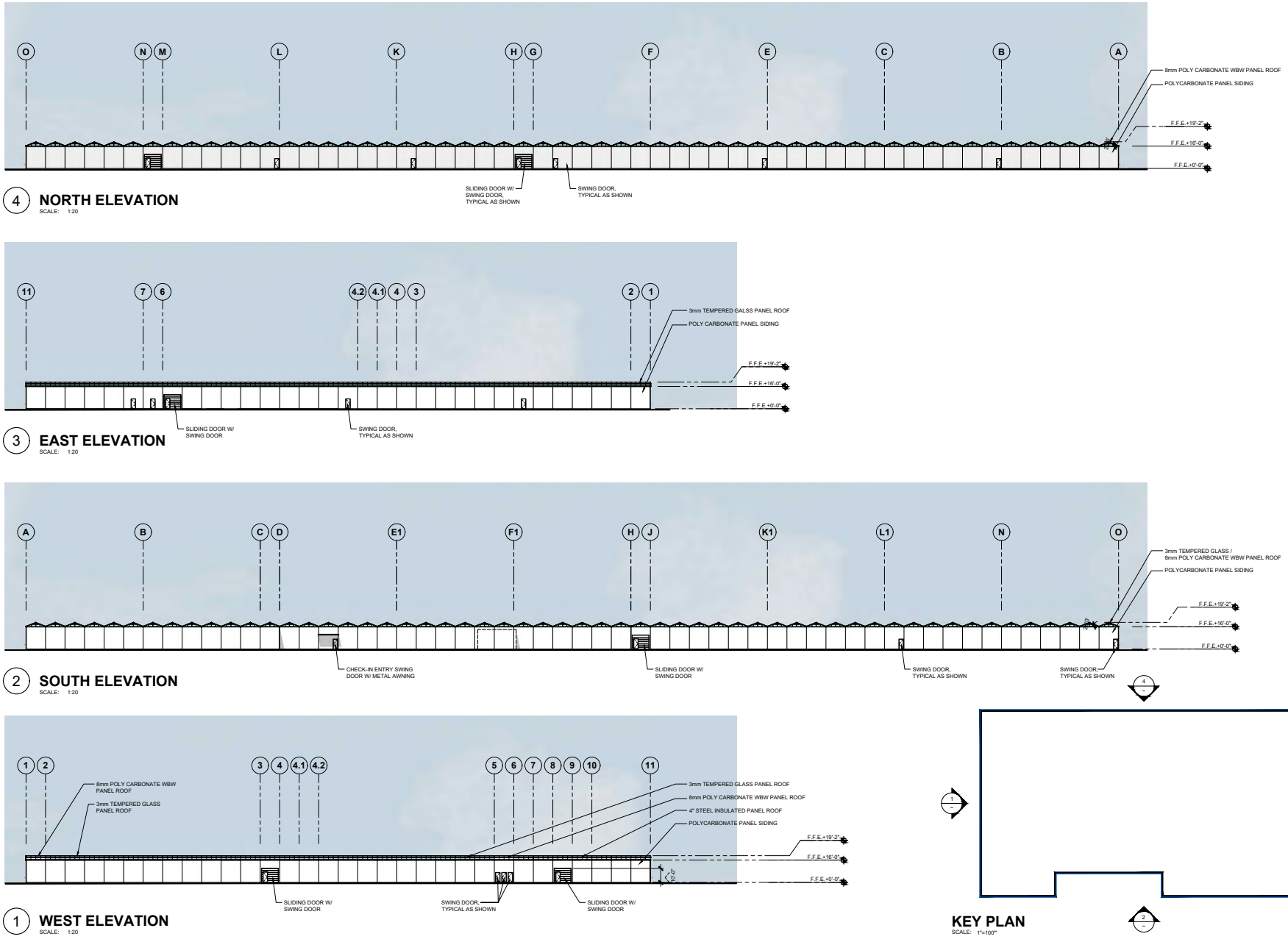

Source: Whitson Engineers, 2021

Figure 11: Building Elevations

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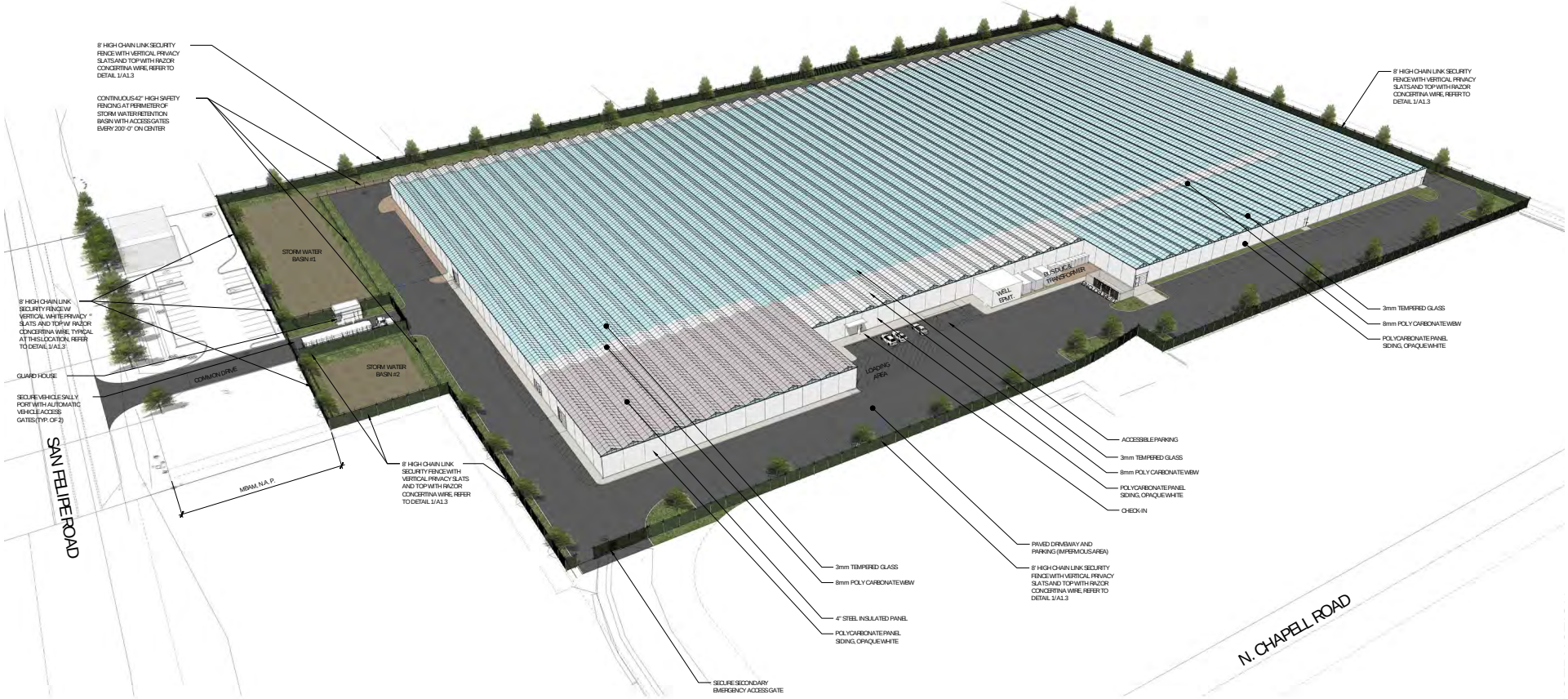

Source: Whitson Engineers, 2021

Figure 12: Conceptual Rendering

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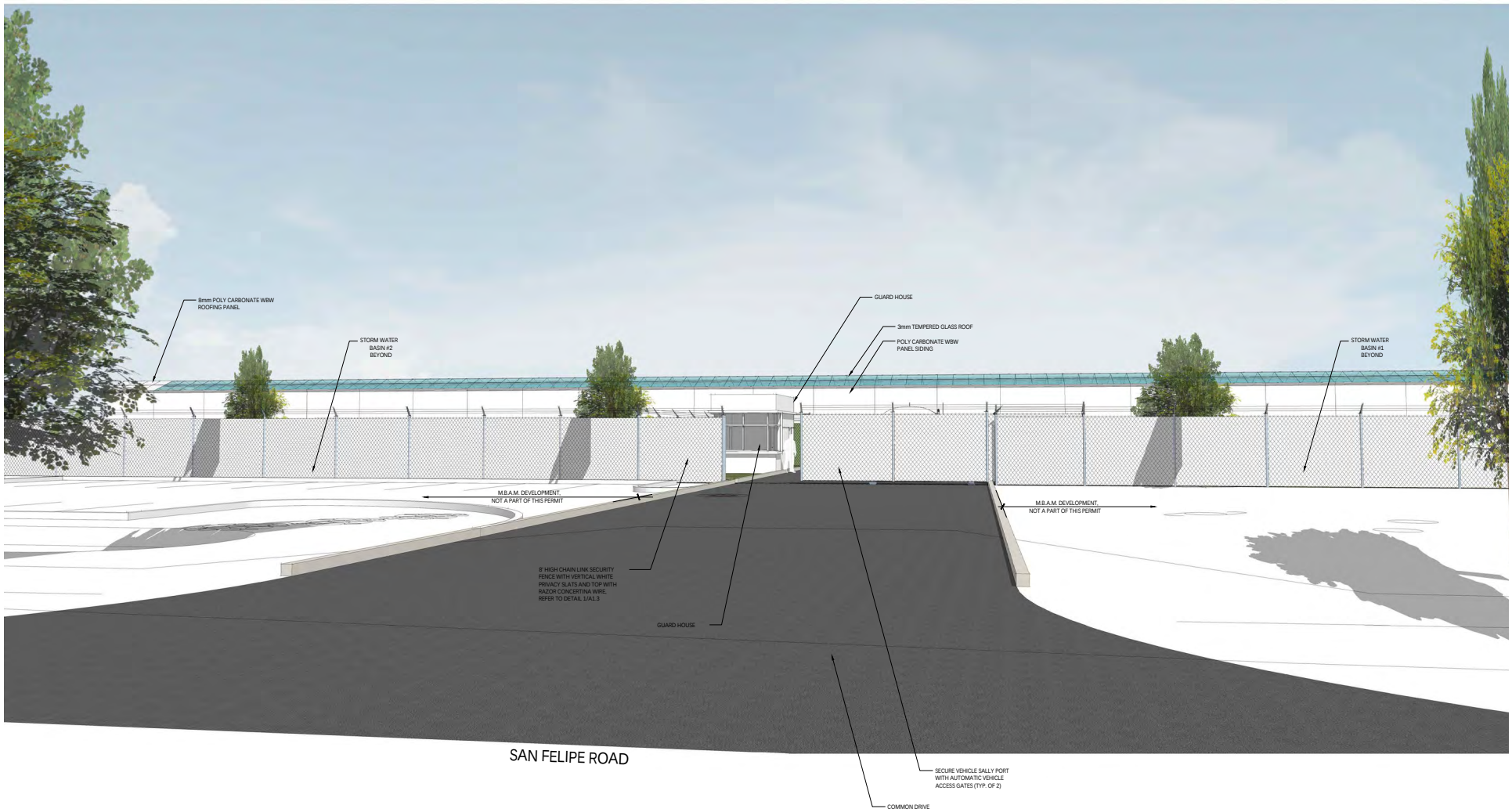

Source: Whitson Engineers, 2021

Figure 13: Conceptual Rendering - Perspective from San Felipe Road

Felipe 9 Cannabis Cultivation Park
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Appendix A:

Felipe 9 Cannabis Cultivation Park Air Quality and Greenhouse Emissions Analysis

MEMORANDUM

To: Abraham Prado, Planner, City of Hollister

From: Ace Malisos, Air Quality and Noise Manager, Kimley-Horn
Noemi Wyss AICP, Environmental Planner, Kimley-Horn
Kimley-Horn and Associates, Inc.

Date: July 13, 2021

Subject: Felipe 9 Cannabis Cultivation Park Project CEQA Addendum – Air Quality and Greenhouse Gas Emissions Analysis

---

1.0 PURPOSE

The purpose of this memorandum is to identify the air quality and greenhouse gas (GHG) emissions associated with construction and operations of the proposed expansion of the Felipe 9 Cannabis Cultivation Park Project (project), located in the City of Hollister, California. This analysis has been undertaken to analyze whether the proposed project as modified would result in any significant environmental impacts as compared to the conclusions discussed in the adopted Felipe 9 Cannabis Cultivation Park Initial Study/Mitigated Negative Declaration (IS/MND) prepared by Coats Consulting in July 2019. The original project was approved and entitled for development in 2019.

2.0 PROPOSED PROJECT DESCRIPTION

The proposed project is in the City of Hollister (City) in northwestern portion of San Benito County, California. The proposed expansion of the project site is on three additional parcels (APN 051-100-035, 051-100-036 and 051-100-046), located at 773 San Felipe Road, east of San Felipe Road, just south of McCloskey Road and north of State Route (SR) 25. See **Figure 1, Project Location Map**. These parcels would be merged as part of the project.

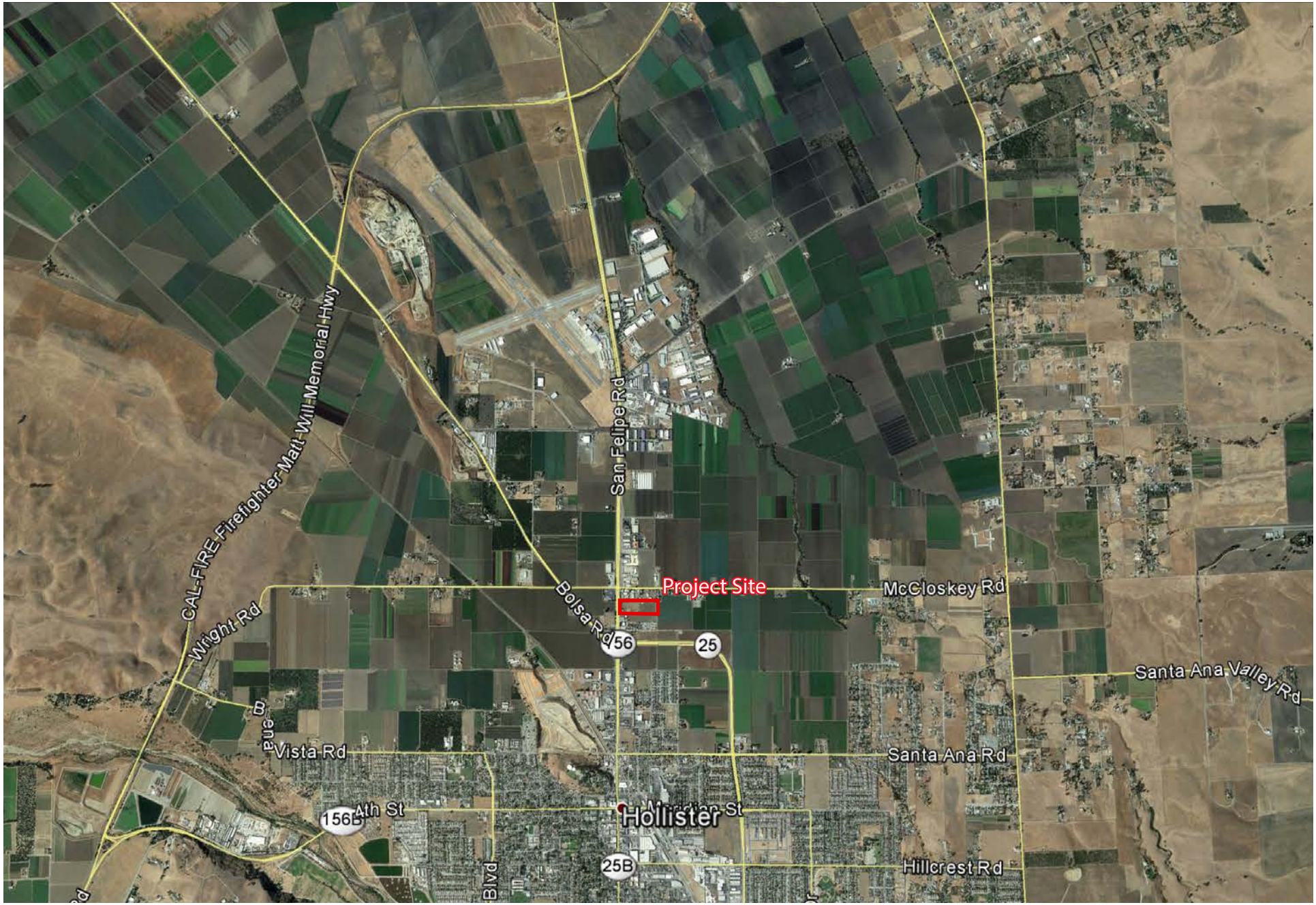
The project site is a previously disturbed vacant site. A portion of the property, about 23 percent, is paved. The remainder of the property has historically been in agricultural use but is currently fallow field. Trees on the property are clustered near the north and southwest project boundaries. To the north of the project site are commercial and light industrial uses. To the east is agricultural land. To the south is agricultural land, commercial uses, and miscellaneous accessory buildings. A small residential neighborhood consisting of six homes is located along North Chappell Road just south of the project footprint. To the west is San Felipe Road and agricultural land.

The proposed project expansion would not change any of the previously approved uses associated with the Cannabis Cultivation Park. These uses include indoor cultivation manufacturing, and distribution facilities. The lot merger and related entitlements would result in a single parcel totally 12.25 acres. The expanded project as proposed would include a 337,710 square foot indoor

cultivation structure and a total of 102 parking stalls to accommodate all warehouse, employee, office and ADA parking needs for the proposed uses and fleet mix. The project site is accessed via a 30-foot wide two-lane road that extends east of San Felipe Road. See **Figure 2, Proposed Site Plan.**

Construction for the proposed project is anticipated to begin in the Winter 2022 and last approximately five months. Construction of the proposed project would entail site preparation, grading, building construction, paving, and architectural coating. Site preparation and grading would occur first.

The previously approved project has not yet been constructed. To determine the net effect of the proposed project expansion, this analysis considers the potential changes in the noise environment of construction and operation of the approved project, in addition to the expansion area.



Source: Felipe 9 Initial Study, 2021

Figure 1: Project Location Map

Felipe 9 Cannabis Cultivation Park
Addendum

Not to scale

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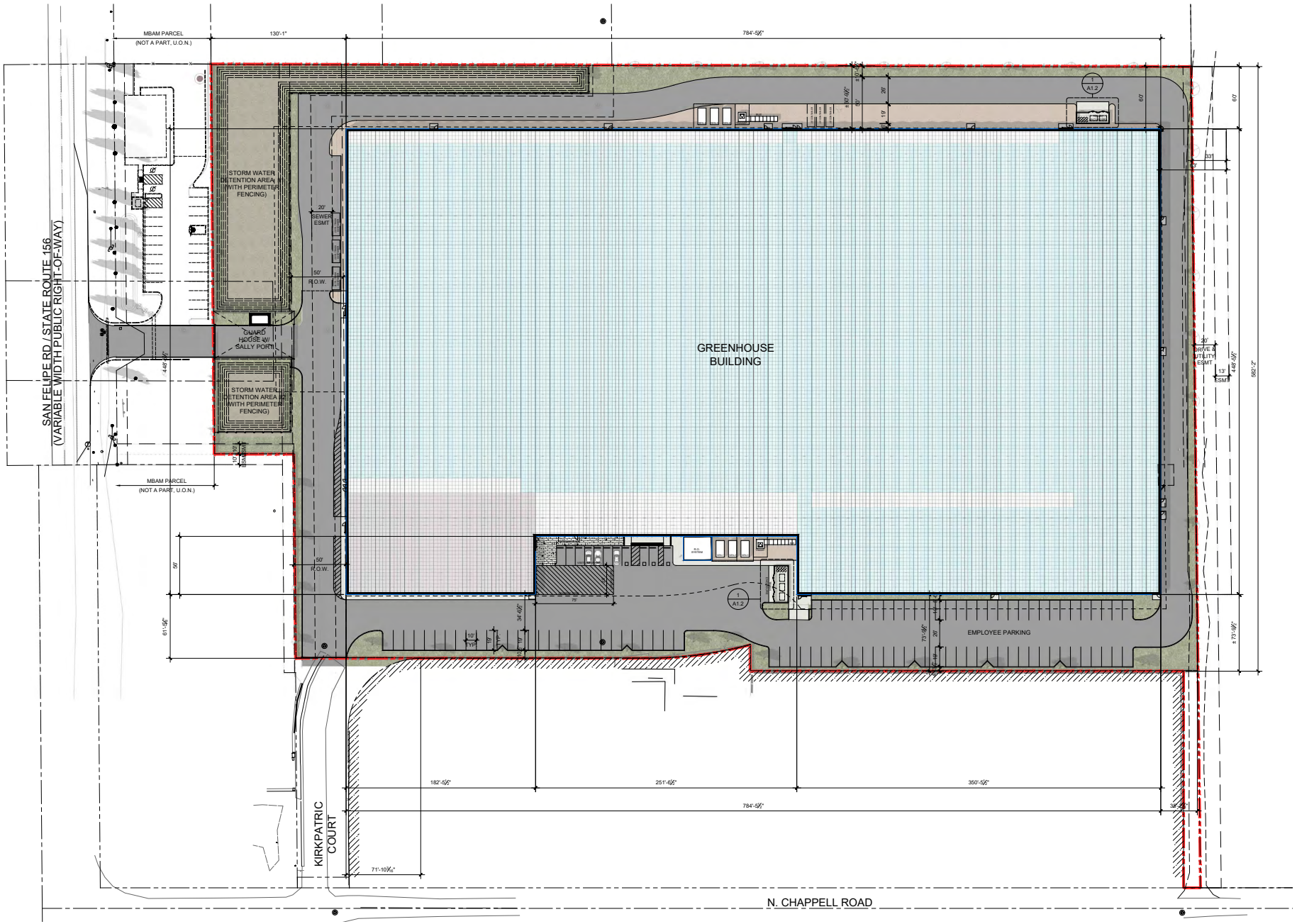

Source: Whitson Engineers, 2021

Figure 2: Proposed Site Plan

Felipe 9 Cannabis Cultivation Park
Addendum

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3.0 THRESHOLDS AND SIGNIGICANCE CRITERIA

Based upon the criteria derived from Appendix G of the CEQA Guidelines, a project normally would have a significant effect on the environment if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard.
3. Expose sensitive receptors to substantial pollutant concentrations.
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.
5. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
6. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

4.0 IMPACT ANALYSIS

4.1 Air Quality

Threshold (a) Conflict with or obstruct implementation of the applicable air quality plan.

The City of Hollister is located in the North Central Coast Air Basin (NCAAB). The NCCAB comprises a single air district, the Monterey Bay Air Resources District (MBARD), which encompasses Santa Cruz, San Benito, and Monterey counties. Air quality plans describe air pollution control strategies and measures to be implemented by a city, county, region, and/or air district. The primary purpose of an air quality plan is to bring an area that does not attain federal and State air quality standards into compliance with the requirements of the federal Clean Air Act and California Clean Air Act. In addition, air quality plans are developed to ensure that an area maintains a healthful level of air quality based on the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). In accordance with the California Clean Air Act (CCAA), MBARD has developed the 2012 Air Quality Management Plan for the Monterey Bay Region (2012 AQMP). The 2012 AQMP is a transitional plan shifting focus of MBARD's efforts from achieving the 1-hour component of the ozone CAAQS to achieving the 8-hour ozone requirement. The plan includes an updated air quality trends analysis, which reflects both the 1- and 8-hour standards, as well as an updated emission inventory, which includes the latest information on stationary, area and mobile emission sources. In March 2017, MBARD adopted the 2012-2015 Triennial Plan Revision, which assesses and updates elements of the 2012 AQMP, including the air quality trends analysis, emission inventory, and mobile source programs. The 2017 AQMP Revision only addresses attainment of the State ozone standard. In 2012, EPA designated the NCCAB as in attainment of the current national 8-hour ozone standard of 0.075 ppm.

The MBARD's 2008 CEQA Air Quality Guidelines provides criteria for determining cumulative impacts and consistency. The CEQA Air Quality Guidelines note that a project which is inconsistent with an Air Quality Plan would have a significant cumulative impact on regional air quality.

The most recently adopted plan, the *2017 MBARD Air Quality Management Plan* (AQMP), in the Basin outlines how the Monterey Bay area will attain air quality standards, reduce population exposure and protect public health, and reduce GHG emissions. The AQMP assumptions for projected air emissions and pollutants in the City of Hollister are based on the General Plan Land Use Designation Map which designates the project site use as "North Gateway Commercial". Under this designation and zoning, cannabis cultivation and manufacturing facilities, in addition to a dispensary, are permitted uses subject to City approval. Therefore, the project is consistent with the General Plan assumptions. The proposed project consists of 337,710 square foot cultivation structure consistent with the General Plan land use designation and would not increase the regional population growth or cause changes in vehicle traffic that would obstruct implementation of the AQMP in the NCCAB.

The proposed project's construction and operation emissions would not exceed MBARD thresholds as noted below. The NCCAB is currently in non-attainment for State ozone and PM_{10} standards which represents an existing cumulatively significant impact within the NCCAB. Ozone precursors include reactive organic gases (ROG) and NO_X. The project would not exceed quantitative thresholds for either of these ozone precursors. Similarly, PM_{10} thresholds also would not be exceeded for construction or operation of the project. The project is consistent with the AQMP for the Monterey Bay Region. Therefore, the project would not make a considerable contribution to this existing, cumulatively significant impact. This is a less than significant impact.

The proposed project in its entirety would result in an increase of new employees. However, there is no net increase in employees compared to the adopted MND, the project is consistent with the City General Plan, and therefore the addition of new employees would be within the growth projections for the City. The project would not exceed the level of population or housing in regional planning efforts. Additionally, the proposed project would not significantly affect regional vehicle miles travelled pursuant to the CEQA Guidelines (Section 15206). Therefore, population growth from the project would be consistent with AMBAG's projections for the City and with the City's General Plan.

Given that approval of the project would not result in significant and unavoidable air quality impacts after the application of all feasible mitigation, the project is considered consistent with the AQMP. In addition, projects are considered consistent with the AQMP if they incorporate all applicable and feasible control measures from the AQMP and would not disrupt or hinder implementation of any AQMP control measures.

Compliance with General Plan Policies and applicable state and local law would reduce air quality impacts to a less than significant level. No additional site-specific mitigation measures are required.

Level of Significance: No new or more significant impacts than those previously analyzed in the adopted Felipe 9 IS/MND.

Threshold (b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard.

Construction Emissions

Emissions produced during grading and construction activities are "short-term" because they would cease following completion of the initial development. Construction emissions would include the generation of fugitive dust, onsite generation of construction equipment exhaust emissions, and the off-site generation of mobile source emissions related to construction traffic.

Construction for the proposed project is anticipated to begin in early 2022 and last approximately five months. Site preparation, and grading would occur first. The proposed project would require grading of the entire project site over a period of approximately two weeks. CalEEMod estimates that the project would generate up to 193 worker trips and 75 vendor trips for building construction. During the grading phase there would be approximately 20 daily worker trips. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill operations, and truck travel on unpaved roadways. Dust emissions also vary substantially from day to day, depending on the level of activity, the specific operations, and weather conditions. Fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project vicinity.

Fugitive dust from grading and construction is expected to be short-term and would cease following completion of the initial development. Additionally, most of this material is inert silicates and is less harmful to health than the complex organic particulates released from combustion sources. Dust (larger than ten microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions.

Particulate Matter

MBARD CEQA Guidelines state that construction activities (e.g. excavation, grading, on-site vehicles), which emit 82 pounds per day or more of PM_{10}, would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors. Based on this emission threshold, construction activity occurring on more than 2.2 acres per day may result in significant PM_{10} emissions. The Basin is currently in non-attainment of the State PM_{10} standard. The Basin designation of non-attainment is based on exceedances measured at the Davenport, Moss Landing, Salinas, and King City monitoring stations.

As shown in **Table 1: Construction-Related Emissions**, construction emissions associated with the project would not exceed the 82 lbs/day threshold of significance for PM_{10} during the mass grading phase of construction activities.

Table 1: Construction-Related Emissions

Construction Year	Pollutant (pounds/day)					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
2022	89.38	38.88	29.52	0.07	9.48	5.77
MBARD Threshold	---	---	---	---	82	---
Exceed MBARD Threshold?	NA	NA	NA	NA	No	NA

1. The reduction/credits for construction emission mitigations are based on mitigation included in CalEEMod and as typically required by the MBARD (Basic Control Measures). The mitigation includes the following: replace ground cover on disturbed areas quickly, water exposed surfaces twice daily, and proper loading/unloading of mobile and other construction equipment.

Source: CalEEMod v. 2016.3.2 and Appendix A

Additionally, implementation of the following mitigation measures from the previous IS/MND would further ensure impacts would be reduced to a less than significant level for all construction activities on the project site. Impacts would be less than significant with mitigation incorporated.

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

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

MM 2 Construction Equipment. The applicant shall, whenever feasible, utilize cleaner construction equipment during the project's construction phase. This includes equipment that conforms the ARB's Tier 3 or Tier 4 emission standards, equipment that uses alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.

Operational Emissions

Operational emissions for industrial developments are typically generated from mobile sources (burning of fossil fuels in cars); energy sources (cooling, heating, and cooking); and area sources (landscape equipment and household products).

Table 2: Operational Emissions shows that the proposed project's maximum emissions would not exceed MBARD operational thresholds and would not result in a significant emissions increase as compared to the previous IS/MND.

Table 2: Operational Emissions

Emissions Source	Pollutant (maximum pounds per day)[1]				
	ROG	NO_X	CO	PM_{10}	SO_X
Adopted IS/MND					
Area	5.6	0.00	0.04	0.00	0.00
Energy	0.1	1.0	0.9	0.1	0.01
Mobile	2.6	28.0	23.4	5.4	0.10
Total Project Emissions	**8.3**	**29.1**	**24.3**	**5.5**	**0.11**
Modified Project					
Area	8.58	0.00	0.05	0.00	0.00
Energy	0.15	1.43	1.02	0.11	0.01
Mobile	0.25	3.01	2.30	0.70	0.01
Total Project Emissions	**8.99**	**4.44**	**3.55**	**0.81**	**0.02**
MBARD Significance Threshold[2]	*137*	*137*	*550[1]*	*82*	*150*
MBARD Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**

Area source emissions include natural gas fuel combustion, landscape fuel combustion, consumer products, and architectural coatings.
1. Applies to Area Source (Direct) emissions of Carbon Monoxide only.

Source: Refer to the CalEEMod outputs provided in Appendix A.

Area Source Emissions. Area source emissions are generally a function of land use (e.g., number of single-family residential units), activity (e.g., fuel use per residential unit), and emission factor (e.g., mass of pollutant emitted per fuel usage). These include the following:

- Hearth fuel combustion. This source includes wood stoves, wood fireplaces, and natural gas-fired stoves. The proposed project does not include any of these sources.
- Landscape fuel combustion. This source includes exhaust and evaporative emissions from landscaping equipment including lawnmowers, rototillers, shredders/grinders, trimmers, chain saws, and hedge trimmers, used in residential and commercial applications.
- Consumer products. This source category comprises a wide range of products including air fresheners, automotive products, household cleaners, and personal care products.
- Architectural coatings. This source includes ROG emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings, from residential and nonresidential structures.

Energy Source Emissions. Energy source emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Electric-power generating plants are distributed throughout the Basin, and their emissions contribute to the total regional pollutant burden.

Mobile Sources Emissions. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport PM_{10} and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. Trip generation rates associated with the proposed project were based on the proposed project Transportation Analysis prepared by Associated Transportation Engineers (2021). Based on the Transportation Analysis, the proposed project would result in a gross total of 94 daily vehicle trips.

Total Operational Emissions. As indicated in **Table 2**, project operational emissions would not exceed MBARD thresholds. Additionally, the proposed project emissions would not result in a substantial operational emissions increase as compared to the previous IS/MND operational emissions. Additionally, **MM 3** included in the previous IS/MND would apply to the project. Therefore, the proposed project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur. Project operational emissions would be less than significant.

MM 3 Prohibition of Open Burning of Cannabis Material. The applicant and individual license holders shall be prohibited from open burning of cannabis materials as part of project operations.

Cumulative Emissions

Cumulative Construction Impacts: The Basin is currently in non-attainment for State ozone and PM_{10} standards which represents an existing cumulatively significant impact within the Basin. As discussed above, the project's construction-related emissions by themselves would not have the potential to exceed the MBARD significance thresholds for criteria pollutants.

Since these thresholds indicate whether an individual project's emissions have the potential to affect cumulative regional air quality, it can be expected that the Project-related construction emissions would be cumulatively considerable. The project would implement MM AQ-1 to reduce PM_{10} emissions consistent with MBARD recommendations. With implementation of MBARD construction-related mitigation requirements, project emissions would be below thresholds and would not result in cumulative impacts at a Basin-wide level. As a result, construction emissions associated with the project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Operational Impacts. MBARD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. MBARD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds MBARD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in **Table 2**, the proposed project's operational emissions would not exceed MBARD thresholds. As a result, operational emissions associated with the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Compliance with General Plan Policies and applicable state and local law would reduce construction and operational air quality impacts to a less than significant level. No additional site-specific mitigation measures, other than those previously identified in the IS/MND, are required.

Level of Significance: No new or more significant impacts than those previously analyzed in the IS/MND.

Threshold (c) Expose sensitive receptors to substantial pollutant concentrations.

Sensitive land uses are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The State CEQA Guidelines indicate that a potentially significant impact could occur if a project would expose sensitive receptors to substantial pollutant concentrations. CO concentrations would be well below the state and Federal standards according to the General Plan Final EIR. The nearest sensitive receptors to the project site are the residences approximately 40 feet south.

Construction-Related Diesel Particulate Matter

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e. potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The California Office of Environmental Health Hazard

Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited.

Therefore, considering the distance to sensitive receptors, the relatively short duration of DPM-emitting construction activity at any one location, and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions. Impacts would be less than significant.

Operational Toxic Air Contaminants

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

Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. The nearest residential uses are located approximately 40 feet south of the project site. According to the Transportation Study, the project would generate 94 net new daily trips. Traffic is predominantly light-duty and gasoline powered and therefore any shifts in traffic would not constitute a change in substantial cancer risk. The project does not involve the increase of transit trips or routes and would not generate increased emissions from expanded service (e.g., increased bus idling service). Therefore, there would be less than significant impacts regarding stationary or mobile TACs.

Carbon Monoxide Hotspots

Local air quality is a major concern along roadways. CO is a primary pollutant, and unlike ozone, is directly emitted from a variety of sources. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of its impacts upon the local air quality. Areas of vehicle congestion have the potential to create "pockets" of CO called "hot spots." These pockets have the potential to exceed the 1-hour CAAQS of 20 parts per million (ppm) and/or the 8-hour CAAQS of 9 ppm.

To identify CO hotspots, MBARD criterion recommends performing a CO hotspot analysis when

- Intersections or road segments that operate at LOS D or better that would operate at LOS E or F with the project's traffic,
- Intersections or road segments that operate at LOS E or F where the volume-to-capacity (V/C) ratio would increase 0.05 or more with the project's traffic,
- Intersections that operate at LOS E or F where delay would increase by 10 seconds or more with the project's traffic,
- Unsignalized intersections which operate at LOS E or F where the reserve capacity would decrease by 50 or more with the project's traffic. This criterion is based on the turning movement with the worst reserve capacity, or
- Project would generate substantial heavy duty truck traffic or generate substantial traffic along urban street canyons or near a major stationary source of CO.

According to the traffic analysis prepared for the proposed project, the project would generate a net of 94 daily trips. The proposed project would not generate a significant number of vehicle trips on all study intersections and effects related to CO concentrations would be less than significant. Therefore, impacts related to carbon monoxide would be less than significant.

Compliance with General Plan Policies and applicable state and local law would reduce impacts conflicting with exposing sensitive receptors to a less than significant level. No additional site-specific mitigation measures, other than those previously identified in the IS/MND, are required.

Significance Impact: Less than significant.

Threshold (d) Create objectionable odors affecting a substantial number of people.

Construction

Construction activities associated with the proposed project may generate detectable odors from heavy duty equipment (i.e., diesel exhaust), as well as from architectural coatings and asphalt off-gassing. Odors generated from the referenced sources are common in the man-made environment and are not known to be substantially offensive to adjacent receptors. Any construction-related odors would be short-term in nature and cease upon project completion. As a result, impacts to existing adjacent land uses from construction-related odors would be short-term in duration and therefore would be less than significant.

Operational

The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and

regulatory agencies. Projects with the potential to frequently expose people to objectionable odors would have a significant impact.

MBARD enforces permit and nuisance rules to control odorous emissions from stationary sources. For instance, MBARD Rule 402 (Nuisances) prohibits the discharge of air contaminants or other materials that cause injury, detriment, nuisance, or annoyance to any considerable numbers of persons. Given these regulations there would be a less than significant impact.

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

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

Compliance with General Plan Policies and applicable state and local law would reduce impacts associated with odors to a less than significant level. No additional site-specific mitigation measures, other than those previously identified in the IS/MND, are required.

Level of Significance: No new or more significant impacts than those previously analyzed in the IS/MND.

4.2 Greenhouse Gas Emissions

Background

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration.

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

thresholds but instead leave considerable discretion to lead agencies to develop appropriate thresholds to apply to projects within their jurisdiction.

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

SB 32 (SB 32), signed into law in September 2016, codifies a GHG reduction target of 40 percent below 1990 levels by 2030 and authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the California Legislature passed companion legislation AB 197, which provided additional direction for developing an updated Scoping Plan. CARB released the second update to the Scoping Plan to reflect the 2030 target set by SB 32 in November 2017.

Additionally, signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

As discussed in Air Quality, the Monterey Bay Air Resources District (MBARD) has primary responsibility for developing and implementing rules and regulations to maintain the national ambient air quality standards and attain the California ambient air quality standards, permitting new or modified sources, developing air quality management plans, and adopting and enforcing air pollution regulations for all projects in the North Central Coast Air Basin. The AB 32 Scoping Plan does not specify an explicit role for local air districts with respect to implementing AB 32, but it does state that CARB will work actively with air districts in coordinating emissions reporting, encouraging and coordinating GHG reductions, and providing technical assistance in quantifying reductions. The ability of air districts to control emissions (both criteria pollutants and GHGs) is provided primarily through permitting, but also via their role as a CEQA lead or commenting agency, the establishment of CEQA thresholds, and the development of analytical requirements for CEQA documents. The MBARD drafted potential quantitative thresholds for projects undergoing CEQA review in February 2014. The draft thresholds include an annual threshold of 10,000 metric tons for stationary sources and a tiered approach for land use projects, whereby one of the following is applied: a bright-line (numeric) threshold of 2,000 metric tons annually; or compliance with an adopted climate action plan. However, the MBARD has not formally adopted these thresholds, and they remain in draft form.

Threshold (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Short-Term Construction Greenhouse Gas Emissions

Construction of the project would result in direct emissions of CO_2, N_2O, and CH_4 from the operation of construction equipment and the transport of materials and construction workers to and from the project site. MBARD does not have a threshold for construction GHG emissions, which are one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the proposed project. However, construction GHG are disclosed for informational purposes. Total GHG emissions generated during all phases of construction were combined and are presented in **Table 3: Construction Greenhouse Gas Emissions.** The CalEEMod outputs are contained within the Appendix A, Air Quality and GHG Data.

Table 3: Construction Greenhouse Gas Emissions

Construction Year and Season	CO_2e Emissions, metric tons/year
2022	340
Emissions amortized over 30 years	***11***
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.	

As shown in **Table 3,** project construction-related activities would generate approximately 340 $MTCO_2e$ of GHG emissions over the course of construction. One-time, short-term construction GHG emissions are typically summed and amortized over the project's lifetime (assumed to be 30 years). It is reasonable to look at a 30-year time frame for buildings since this is a typical interval before a new building requires the first major renovation. The amortized project emissions would be approximately 11 $MTCO_2e$ per year. Once construction is complete, the generation of construction related GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions would occur over the project's life. GHG emissions would result from direct emissions such as project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the project, the energy required to convey water to, and wastewater from the project site, the emissions associated with solid waste generated from the project site, and any fugitive refrigerants from air conditioning or refrigerators. **Table 4: Operational GHG Emissions**, summarizes the total GHG emissions associated with the project.

Table 4: Operational GHG Emissions

Emissions Source	$MTCO_2e$[1]
Area	0.1
Energy	554
Mobile	211
Waste	105
Water	3
Total Project	**873**
Threshold	2,000
Exceeds Threshold?	**No**

1. Emissions were calculated using CalEEMod version 2016.3.2.
2. Emissions may not total due to rounding.

Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.

Below is a description of the primary sources of operational emissions:

- **Area Sources**. Area source emissions occur from architectural coatings, landscaping equipment, and consumer products. Landscaping is anticipated to occur throughout the project site. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions. Buildout of the project would be negligible (0.01 $MTCO_2eq/yr$) (refer to **Table 4**).

- **Energy Consumption**. Energy emissions occur from consumption of electricity and natural gas. Buildout of the project would result in approximately 554 $MTCO_2e/yr$ from energy consumption (refer to **Table 4**).

- **Mobile Sources**. Mobiles sources from the project were calculated with CalEEMod based on the trip generation from the Project Traffic Study. As shown in **Table 4**, the mobile source emissions from buildout of the project would be approximately 211 $MTCO_2eq/yr$.

- **Solid Waste**. Solid waste releases GHG emissions in the form of methane when these materials decompose. Buildout of the Project would result in approximately 105 $MTCO_2e/yr$ from solid waste (refer to **Table 4**).

- **Water and Wastewater**. GHG emissions from water demand would occur from electricity consumption associated with water conveyance and treatment. Buildout of the project would result in approximately 3 $MTCO_2e/yr$ from water and wastewater conveyance and treatment (refer to **Table 4**).

Table 4 shows that operational emissions from buildout of the proposed project would generate approximately 873 $MTCO_2e$ per year. The MBARD threshold for operational GHG emissions is 2,000 $MTCO_2e/yr$. Therefore, the project is below the threshold.

It should be noted that the operational emissions incorporate adjustments for project energy consumption based on the 2019 Title 24 Part 6 (Building Energy Efficiency Standards). The standards also require updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa), nonresidential ventilation and lighting requirements would cut residential energy use by more than 50 percent (with solar) and nonresidential energy use by 30 percent. The standards also encourage demand responsive technologies including battery storage and heat pump water heaters and improve the building's thermal envelope through high performance attics, walls and windows to improve comfort and energy savings (California Energy Commission, March 2018). The project would also comply with the appliance energy efficiency standards in Title 20 of the California Code of Regulations. The Title 20 standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances. The project would be constructed according to the standards for high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems required in 2019 Title 24, Part 11 (CALGreen).

At the State and global level, improvements in technology, policy, and social behavior can also influence and reduce operational emissions generated by a project. The state is currently on a pathway to achieving the Renewable Portfolio Standards goal of 33 percent renewables by 2020 and 60 percent renewables by 2030 per SB 100. Despite these goals, the majority of the project's emissions would still be from mobile and energy sources. Future mobile source emissions are greatly dependent on changes in vehicle technology, fuels, and social behavior, which can be influenced by policies to varying degrees.

The majority of project emissions (approximately 98 percent) would occur from mobile and energy sources. As noted above, energy and mobile sources are targeted by statewide measures such as low carbon fuels, cleaner vehicles, strategies to promote sustainable communities and improved transportation choices that result in reducing VMT, continued implementation of the Renewable Portfolio Standard (the target is now set at 60 percent renewables by 2030), and extension of the Cap and Trade program (requires reductions from industrial sources, energy generation, and fossil fuels). The Cap and Trade program covers approximately 85 percent of California's GHG emissions as of January 2015. The statewide cap for GHG emissions from the capped sectors (i.e., electricity generation, industrial sources, petroleum refining, and cement production) commenced in 2013 and will decline approximately three percent each year, achieving GHG emission reductions throughout the program's duration. The passage of AB 398 in July 2017 extended the duration of the Cap and Trade program from 2020 to 2030. With continued implementation of various statewide measures, the project's operational energy and mobile source emissions would continue to decline in the future.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed project would benefit from the implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

Project emissions are shown in **Table 4**. Impacts are less than significant. The previous IS/MND includes MM 11 that is no longer applicable because unmitigated emissions are below the threshold. Project-related GHG emissions would not result in a cumulatively considerable contribution to the significant cumulative impact of climate change.

Compliance with General Plan Policies and applicable state and local law would reduce greenhouse gases to a less than significant level. No additional site-specific mitigation measures are required.

Level of Significance: Less than significant impact.

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

While California has adopted several policies and regulations for the purpose of reducing GHG emissions, the City of Hollister does not currently have an adopted Climate Action Plan. The project's potential impacts and mitigation in response to current plans and policies are described above. There would be no impact beyond the assessment in this section. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant.

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Appendix A

Air Quality and GHG Data

Felipe 9 Addendum - San Benito County, Winter

Felipe 9 Addendum

San Benito County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	338.21	1000sqft	7.76	338,210.00	0
Parking Lot	122.43	1000sqft	2.81	122,429.74	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.5	**Precipitation Freq (Days)**	50
Climate Zone	3			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	206	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor updated per PG&E website 2019

Land Use - Per

Construction Phase - Anticipated construction schedule

Demolition - No demolition

Grading - balanced site

Energy Use -

Water And Wastewater - Estimated water consumption

Construction Off-road Equipment Mitigation - MBARD construction control measures

Energy Mitigation - Exceed Title 24 2019

Waste Mitigation - Per AB939

Stationary Sources - Emergency Generators and Fire Pumps -

Trips and VMT -

Vehicle Trips - Per traffic information

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	30.00	15.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	300.00	89.00
tblConstructionPhase	NumDays	20.00	55.00
tblConstructionPhase	PhaseEndDate	1/28/2022	12/31/2021
tblConstructionPhase	PhaseEndDate	2/11/2022	1/14/2022
tblConstructionPhase	PhaseEndDate	3/25/2022	2/4/2022
tblConstructionPhase	PhaseEndDate	6/16/2023	2/25/2022
tblConstructionPhase	PhaseEndDate	5/19/2023	6/30/2022
tblConstructionPhase	PhaseEndDate	7/14/2023	5/30/2022
tblConstructionPhase	PhaseStartDate	1/29/2022	1/1/2022
tblConstructionPhase	PhaseStartDate	2/12/2022	1/15/2022
tblConstructionPhase	PhaseStartDate	5/20/2023	2/5/2022
tblConstructionPhase	PhaseStartDate	3/26/2022	2/26/2022
tblConstructionPhase	PhaseStartDate	6/17/2023	3/15/2022
tblGrading	AcresOfGrading	37.50	75.00
tblLandUse	LandUseSquareFeet	122,430.00	122,429.74
tblProjectCharacteristics	CO2IntensityFactor	641.35	206
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00

tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.49	0.30
tblVehicleTrips	SU_TR	0.62	0.30
tblVehicleTrips	WD_TR	3.82	0.30
tblWater	IndoorWaterUseRate	78,211,062.50	1,833,760.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	89.4359	38.8945	29.5181	0.0670	18.2141	1.6359	19.8276	9.9699	1.5050	11.4543	0.0000	6,639.6078	6,639.6078	1.9477	0.0000	6,672.5572
Maximum	**89.4359**	**38.8945**	**29.5181**	**0.0670**	**18.2141**	**1.6359**	**19.8276**	**9.9699**	**1.5050**	**11.4543**	**0.0000**	**6,639.6078**	**6,639.6078**	**1.9477**	**0.0000**	**6,672.5572**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	89.4359	38.8945	29.5181	0.0670	7.8635	1.6359	9.4770	4.2827	1.5050	5.7671	0.0000	6,639.6078	6,639.6078	1.9477	0.0000	6,672.5572
Maximum	**89.4359**	**38.8945**	**29.5181**	**0.0670**	**7.8635**	**1.6359**	**9.4770**	**4.2827**	**1.5050**	**5.7671**	**0.0000**	**6,639.6078**	**6,639.6078**	**1.9477**	**0.0000**	**6,672.5572**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**56.83**	**0.00**	**52.20**	**57.04**	**0.00**	**49.65**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.5879	4.3000e-004	0.0471	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1008	0.1008	2.7000e-004		0.1075
Energy	0.2086	1.8959	1.5926	0.0114		0.1441	0.1441		0.1441	0.1441		2,275.0823	2,275.0823	0.0436	0.0417	2,288.6019
Mobile	0.2351	3.0457	2.4667	0.0121	0.6854	0.0117	0.6971	0.1838	0.0111	0.1949		1,245.4501	1,245.4501	0.2972		1,252.8796
Total	**9.0315**	**4.9420**	**4.1064**	**0.0235**	**0.6854**	**0.1560**	**0.8414**	**0.1838**	**0.1554**	**0.3392**		**3,520.6332**	**3,520.6332**	**0.3411**	**0.0417**	**3,541.5890**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.5879	4.3000e-004	0.0471	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1008	0.1008	2.7000e-004		0.1075
Energy	0.1575	1.4318	1.2027	8.5900e-003		0.1088	0.1088		0.1088	0.1088		1,718.1395	1,718.1395	0.0329	0.0315	1,728.3496
Mobile	0.2351	3.0457	2.4667	0.0121	0.6854	0.0117	0.6971	0.1838	0.0111	0.1949		1,245.4501	1,245.4501	0.2972		1,252.8796

Total	8.9804	4.4779	3.7165	0.0207	0.6854	0.1207	0.8061	0.1838	0.1201	0.3039		2,963.6904	2,963.6904	0.3304	0.0315	2,981.3366

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.57	9.39	9.49	11.87	0.00	22.61	4.19	0.00	22.70	10.40	0.00	15.82	15.82	3.13	24.48	15.82

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	12/31/2021	5	0	
2	Site Preparation	Site Preparation	1/1/2022	1/14/2022	5	10	
3	Grading	Grading	1/15/2022	2/4/2022	5	15	
4	Paving	Paving	2/5/2022	2/25/2022	5	15	
5	Building Construction	Building Construction	2/26/2022	6/30/2022	5	89	
6	Architectural Coating	Architectural Coating	3/15/2022	5/30/2022	5	55	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 2.81

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 507,315; Non-Residential Outdoor: 169,105; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38

Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	39.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	193.00	75.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**18.0663**	**1.6126**	**19.6788**	**9.9307**	**1.4836**	**11.4143**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0628	0.0459	0.4290	1.2200e-003	0.1479	8.9000e-004	0.1488	0.0392	8.2000e-004	0.0400		121.6932	121.6932	3.1300e-003		121.7714
Total	**0.0628**	**0.0459**	**0.4290**	**1.2200e-003**	**0.1479**	**8.9000e-004**	**0.1488**	**0.0392**	**8.2000e-004**	**0.0400**		**121.6932**	**121.6932**	**3.1300e-003**		**121.7714**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.7233	0.0000	7.7233	4.2454	0.0000	4.2454			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**7.7233**	**1.6126**	**9.3359**	**4.2454**	**1.4836**	**5.7289**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0628	0.0459	0.4290	1.2200e-003	0.1402	8.9000e-004	0.1411	0.0373	8.2000e-004	0.0382		121.6932	121.6932	3.1300e-003		121.7714
Total	**0.0628**	**0.0459**	**0.4290**	**1.2200e-003**	**0.1402**	**8.9000e-004**	**0.1411**	**0.0373**	**8.2000e-004**	**0.0382**		**121.6932**	**121.6932**	**3.1300e-003**		**121.7714**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Fugitive Dust					11.3246	0.0000	11.3246	3.8828	0.0000	3.8828			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**11.3246**	**1.6349**	**12.9595**	**3.8828**	**1.5041**	**5.3869**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0698	0.0510	0.4766	1.3600e-003	0.1643	9.9000e-004	0.1653	0.0436	9.1000e-004	0.0445		135.2147	135.2147	3.4800e-003		135.3016
Total	**0.0698**	**0.0510**	**0.4766**	**1.3600e-003**	**0.1643**	**9.9000e-004**	**0.1653**	**0.0436**	**9.1000e-004**	**0.0445**		**135.2147**	**135.2147**	**3.4800e-003**		**135.3016**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8413	0.0000	4.8413	1.6599	0.0000	1.6599			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**4.8413**	**1.6349**	**6.4762**	**1.6599**	**1.5041**	**3.1640**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0698	0.0510	0.4766	1.3600e-003	0.1557	9.9000e-004	0.1567	0.0415	9.1000e-004	0.0424		135.2147	135.2147	3.4800e-003		135.3016
Total	**0.0698**	**0.0510**	**0.4766**	**1.3600e-003**	**0.1557**	**9.9000e-004**	**0.1567**	**0.0415**	**9.1000e-004**	**0.0424**		**135.2147**	**135.2147**	**3.4800e-003**		**135.3016**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.4908					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5936**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1047	0.0765	0.7149	2.0400e-003	0.4606	1.4900e-003	0.4621	0.1179	1.3700e-003	0.1193		202.8220	202.8220	5.2100e-003		202.9524
Total	**0.1047**	**0.0765**	**0.7149**	**2.0400e-003**	**0.4606**	**1.4900e-003**	**0.4621**	**0.1179**	**1.3700e-003**	**0.1193**		**202.8220**	**202.8220**	**5.2100e-003**		**202.9524**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.4908					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5936**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1047	0.0765	0.7149	2.0400e-003	0.4349	1.4900e-003	0.4364	0.1116	1.3700e-003	0.1130		202.8220	202.8220	5.2100e-003		202.9524

Total	**0.1047**	**0.0765**	**0.7149**	**2.0400e-003**	**0.4349**	**1.4900e-003**	**0.4364**	**0.1116**	**1.3700e-003**	**0.1130**		**202.8220**	**202.8220**	**5.2100e-003**		**202.9524**

3.6 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2813	8.0547	1.9445	0.0214	0.5085	0.0230	0.5315	0.1464	0.0220	0.1684		2,235.3358	2,235.3358	0.6474		2,251.5206
Worker	0.6735	0.4919	4.5993	0.0131	1.5855	9.5800e-003	1.5950	0.4205	8.8200e-003	0.4294		1,304.8217	1,304.8217	0.0335		1,305.6601
Total	**0.9548**	**8.5466**	**6.5438**	**0.0345**	**2.0940**	**0.0326**	**2.1265**	**0.5670**	**0.0308**	**0.5978**		**3,540.1576**	**3,540.1576**	**0.6809**		**3,557.1807**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2813	8.0547	1.9445	0.0214	0.4868	0.0230	0.5098	0.1411	0.0220	0.1631		2,235.3358	2,235.3358	0.6474		2,251.5206
Worker	0.6735	0.4919	4.5993	0.0131	1.5028	9.5800e-003	1.5124	0.4002	8.8200e-003	0.4091		1,304.8217	1,304.8217	0.0335		1,305.6601
Total	**0.9548**	**8.5466**	**6.5438**	**0.0345**	**1.9896**	**0.0326**	**2.0221**	**0.5413**	**0.0308**	**0.5722**		**3,540.1576**	**3,540.1576**	**0.6809**		**3,557.1807**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Archit. Coating	86.4342					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**86.6388**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1361	0.0994	0.9294	2.6500e-003	0.3204	1.9400e-003	0.3223	0.0850	1.7800e-003	0.0868		263.6686	263.6686	6.7800e-003		263.8381
Total	**0.1361**	**0.0994**	**0.9294**	**2.6500e-003**	**0.3204**	**1.9400e-003**	**0.3223**	**0.0850**	**1.7800e-003**	**0.0868**		**263.6686**	**263.6686**	**6.7800e-003**		**263.8381**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	86.4342					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**86.6388**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1361	0.0994	0.9294	2.6500e-003	0.3037	1.9400e-003	0.3056	0.0809	1.7800e-003	0.0827		263.6686	263.6686	6.7800e-003		263.8381
Total	**0.1361**	**0.0994**	**0.9294**	**2.6500e-003**	**0.3037**	**1.9400e-003**	**0.3056**	**0.0809**	**1.7800e-003**	**0.0827**		**263.6686**	**263.6686**	**6.7800e-003**		**263.8381**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2351	3.0457	2.4667	0.0121	0.6854	0.0117	0.6971	0.1838	0.0111	0.1949		1,245.4501	1,245.4501	0.2972		1,252.8796
Unmitigated	0.2351	3.0457	2.4667	0.0121	0.6854	0.0117	0.6971	0.1838	0.0111	0.1949		1,245.4501	1,245.4501	0.2972		1,252.8796

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	101.46	101.46	101.46	317,546	317,546
Parking Lot	0.00	0.00	0.00		
Total	101.46	101.46	101.46	317,546	317,546

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Manufacturing	9.50	7.30	7.30	59.00	28.00	13.00	100	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Manufacturing	0.485491	0.024668	0.171830	0.108390	0.022011	0.004742	0.011919	0.161137	0.001441	0.001143	0.005793	0.000595	0.000841
Parking Lot	0.485491	0.024668	0.171830	0.108390	0.022011	0.004742	0.011919	0.161137	0.001441	0.001143	0.005793	0.000595	0.000841

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1575	1.4318	1.2027	8.5900e-003		0.1088	0.1088		0.1088	0.1088		1,718.1395	1,718.1395	0.0329	0.0315	1,728.3496
NaturalGas Unmitigated	0.2086	1.8959	1.5926	0.0114		0.1441	0.1441		0.1441	0.1441		2,275.0823	2,275.0823	0.0436	0.0417	2,288.6019

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Manufacturing	19338.2	0.2086	1.8959	1.5926	0.0114		0.1441	0.1441		0.1441	0.1441		2,275.0823	2,275.0823	0.0436	0.0417	2,288.6019
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2086**	**1.8959**	**1.5926**	**0.0114**		**0.1441**	**0.1441**		**0.1441**	**0.1441**		**2,275.0823**	**2,275.0823**	**0.0436**	**0.0417**	**2,288.6019**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Manufacturing	14.6042	0.1575	1.4318	1.2027	8.5900e-003		0.1088	0.1088		0.1088	0.1088		1,718.1395	1,718.1395	0.0329	0.0315	1,728.3496
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1575**	**1.4318**	**1.2027**	**8.5900e-003**		**0.1088**	**0.1088**		**0.1088**	**0.1088**		**1,718.1395**	**1,718.1395**	**0.0329**	**0.0315**	**1,728.3496**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.5879	4.3000e-004	0.0471	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1008	0.1008	2.7000e-004		0.1075
Unmitigated	8.5879	4.3000e-004	0.0471	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1008	0.1008	2.7000e-004		0.1075

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.3024					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.2811					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.3800e-003	4.3000e-004	0.0471	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1008	0.1008	2.7000e-004		0.1075
Total	**8.5879**	**4.3000e-004**	**0.0471**	**0.0000**		**1.7000e-004**	**1.7000e-004**		**1.7000e-004**	**1.7000e-004**		**0.1008**	**0.1008**	**2.7000e-004**		**0.1075**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	lb/day										lb/day					
Architectural Coating	1.3024					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.2811					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.3800e-003	4.3000e-004	0.0471	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1008	0.1008	2.7000e-004		0.1075
Total	**8.5879**	**4.3000e-004**	**0.0471**	**0.0000**		**1.7000e-004**	**1.7000e-004**		**1.7000e-004**	**1.7000e-004**		**0.1008**	**0.1008**	**2.7000e-004**		**0.1075**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Felipe 9 Addendum - San Benito County, Summer

Felipe 9 Addendum

San Benito County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	338.21	1000sqft	7.76	338,210.00	0
Parking Lot	122.43	1000sqft	2.81	122,429.74	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.5	**Precipitation Freq (Days)**	50
Climate Zone	3			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	206	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor updated per PG&E website 2019

Land Use - Per

Construction Phase - Anticipated construction schedule

Demolition - No demolition

Grading - balanced site

Energy Use -

Water And Wastewater - Estimated water consumption

Construction Off-road Equipment Mitigation - MBARD construction control measures

Energy Mitigation - Exceed Title 24 2019

Waste Mitigation - Per AB939

Stationary Sources - Emergency Generators and Fire Pumps -

Trips and VMT -

Vehicle Trips - Per traffic information

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	30.00	15.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	300.00	89.00
tblConstructionPhase	NumDays	20.00	55.00
tblConstructionPhase	PhaseEndDate	1/28/2022	12/31/2021
tblConstructionPhase	PhaseEndDate	2/11/2022	1/14/2022
tblConstructionPhase	PhaseEndDate	3/25/2022	2/4/2022
tblConstructionPhase	PhaseEndDate	6/16/2023	2/25/2022
tblConstructionPhase	PhaseEndDate	5/19/2023	6/30/2022
tblConstructionPhase	PhaseEndDate	7/14/2023	5/30/2022
tblConstructionPhase	PhaseStartDate	1/29/2022	1/1/2022
tblConstructionPhase	PhaseStartDate	2/12/2022	1/15/2022
tblConstructionPhase	PhaseStartDate	5/20/2023	2/5/2022
tblConstructionPhase	PhaseStartDate	3/26/2022	2/26/2022
tblConstructionPhase	PhaseStartDate	6/17/2023	3/15/2022
tblGrading	AcresOfGrading	37.50	75.00
tblLandUse	LandUseSquareFeet	122,430.00	122,429.74
tblProjectCharacteristics	CO2IntensityFactor	641.35	206
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00

tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.49	0.30
tblVehicleTrips	SU_TR	0.62	0.30
tblVehicleTrips	WD_TR	3.82	0.30
tblWater	IndoorWaterUseRate	78,211,062.50	1,833,760.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	89.3811	38.8837	29.5193	0.0691	18.2141	1.6359	19.8276	9.9699	1.5050	11.4543	0.0000	6,848.0264	6,848.0264	1.9478	0.0000	6,879.0208
Maximum	**89.3811**	**38.8837**	**29.5193**	**0.0691**	**18.2141**	**1.6359**	**19.8276**	**9.9699**	**1.5050**	**11.4543**	**0.0000**	**6,848.0264**	**6,848.0264**	**1.9478**	**0.0000**	**6,879.0208**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	89.3811	38.8837	29.5193	0.0691	7.8635	1.6359	9.4770	4.2827	1.5050	5.7671	0.0000	6,848.0264	6,848.0264	1.9478	0.0000	6,879.0208
Maximum	**89.3811**	**38.8837**	**29.5193**	**0.0691**	**7.8635**	**1.6359**	**9.4770**	**4.2827**	**1.5050**	**5.7671**	**0.0000**	**6,848.0264**	**6,848.0264**	**1.9478**	**0.0000**	**6,879.0208**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**56.83**	**0.00**	**52.20**	**57.04**	**0.00**	**49.65**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.5879	4.3000e-004	0.0471	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1008	0.1008	2.7000e-004		0.1075
Energy	0.2086	1.8959	1.5926	0.0114		0.1441	0.1441		0.1441	0.1441		2,275.0823	2,275.0823	0.0436	0.0417	2,288.6019
Mobile	0.2519	3.0120	2.3031	0.0128	0.6854	0.0113	0.6967	0.1838	0.0107	0.1945		1,317.4313	1,317.4313	0.2625		1,323.9944
Total	**9.0483**	**4.9083**	**3.9428**	**0.0242**	**0.6854**	**0.1556**	**0.8409**	**0.1838**	**0.1550**	**0.3388**		**3,592.6143**	**3,592.6143**	**0.3064**	**0.0417**	**3,612.7038**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.5879	4.3000e-004	0.0471	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1008	0.1008	2.7000e-004		0.1075
Energy	0.1575	1.4318	1.2027	8.5900e-003		0.1088	0.1088		0.1088	0.1088		1,718.1395	1,718.1395	0.0329	0.0315	1,728.3496
Mobile	0.2519	3.0120	2.3031	0.0128	0.6854	0.0113	0.6967	0.1838	0.0107	0.1945		1,317.4313	1,317.4313	0.2625		1,323.9944

Total	8.9973	4.4442	3.5529	0.0214	0.6854	0.1203	0.8056	0.1838	0.1197	0.3035		3,035.6716	3,035.6716	0.2957	0.0315	3,052.4514

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.56	9.46	9.89	11.53	0.00	22.67	4.19	0.00	22.76	10.41	0.00	15.50	15.50	3.49	24.48	15.51

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	12/31/2021	5	0	
2	Site Preparation	Site Preparation	1/1/2022	1/14/2022	5	10	
3	Grading	Grading	1/15/2022	2/4/2022	5	15	
4	Paving	Paving	2/5/2022	2/25/2022	5	15	
5	Building Construction	Building Construction	2/26/2022	6/30/2022	5	89	
6	Architectural Coating	Architectural Coating	3/15/2022	5/30/2022	5	55	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 2.81

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 507,315; Non-Residential Outdoor: 169,105; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38

Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	39.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	193.00	75.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**18.0663**	**1.6126**	**19.6788**	**9.9307**	**1.4836**	**11.4143**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0362	0.4300	1.3200e-003	0.1479	8.9000e-004	0.1488	0.0392	8.2000e-004	0.0400		131.3173	131.3173	3.2600e-003		131.3987
Total	**0.0600**	**0.0362**	**0.4300**	**1.3200e-003**	**0.1479**	**8.9000e-004**	**0.1488**	**0.0392**	**8.2000e-004**	**0.0400**		**131.3173**	**131.3173**	**3.2600e-003**		**131.3987**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.7233	0.0000	7.7233	4.2454	0.0000	4.2454			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**7.7233**	**1.6126**	**9.3359**	**4.2454**	**1.4836**	**5.7289**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0362	0.4300	1.3200e-003	0.1402	8.9000e-004	0.1411	0.0373	8.2000e-004	0.0382		131.3173	131.3173	3.2600e-003		131.3987
Total	**0.0600**	**0.0362**	**0.4300**	**1.3200e-003**	**0.1402**	**8.9000e-004**	**0.1411**	**0.0373**	**8.2000e-004**	**0.0382**		**131.3173**	**131.3173**	**3.2600e-003**		**131.3987**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Fugitive Dust					11.3246	0.0000	11.3246	3.8828	0.0000	3.8828			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**11.3246**	**1.6349**	**12.9595**	**3.8828**	**1.5041**	**5.3869**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0667	0.0402	0.4778	1.4600e-003	0.1643	9.9000e-004	0.1653	0.0436	9.1000e-004	0.0445		145.9081	145.9081	3.6200e-003		145.9985
Total	**0.0667**	**0.0402**	**0.4778**	**1.4600e-003**	**0.1643**	**9.9000e-004**	**0.1653**	**0.0436**	**9.1000e-004**	**0.0445**		**145.9081**	**145.9081**	**3.6200e-003**		**145.9985**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8413	0.0000	4.8413	1.6599	0.0000	1.6599			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**4.8413**	**1.6349**	**6.4762**	**1.6599**	**1.5041**	**3.1640**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0667	0.0402	0.4778	1.4600e-003	0.1557	9.9000e-004	0.1567	0.0415	9.1000e-004	0.0424		145.9081	145.9081	3.6200e-003		145.9985
Total	**0.0667**	**0.0402**	**0.4778**	**1.4600e-003**	**0.1557**	**9.9000e-004**	**0.1567**	**0.0415**	**9.1000e-004**	**0.0424**		**145.9081**	**145.9081**	**3.6200e-003**		**145.9985**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.4908					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5936**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1001	0.0603	0.7167	2.2000e-003	0.4606	1.4900e-003	0.4621	0.1179	1.3700e-003	0.1193		218.8621	218.8621	5.4300e-003		218.9978
Total	**0.1001**	**0.0603**	**0.7167**	**2.2000e-003**	**0.4606**	**1.4900e-003**	**0.4621**	**0.1179**	**1.3700e-003**	**0.1193**		**218.8621**	**218.8621**	**5.4300e-003**		**218.9978**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.4908					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5936**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1001	0.0603	0.7167	2.2000e-003	0.4349	1.4900e-003	0.4364	0.1116	1.3700e-003	0.1130		218.8621	218.8621	5.4300e-003		218.9978

Total	**0.1001**	**0.0603**	**0.7167**	**2.2000e-003**	**0.4349**	**1.4900e-003**	**0.4364**	**0.1116**	**1.3700e-003**	**0.1130**		**218.8621**	**218.8621**	**5.4300e-003**		**218.9978**

3.6 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2623	8.0342	1.6038	0.0222	0.5085	0.0219	0.5304	0.1464	0.0209	0.1674		2,319.7109	2,319.7109	0.5675		2,333.8994
Worker	0.6437	0.3878	4.6105	0.0141	1.5855	9.5800e-003	1.5950	0.4205	8.8200e-003	0.4294		1,408.0131	1,408.0131	0.0349		1,408.8859
Total	**0.9060**	**8.4219**	**6.2143**	**0.0363**	**2.0940**	**0.0315**	**2.1254**	**0.5670**	**0.0297**	**0.5967**		**3,727.7240**	**3,727.7240**	**0.6025**		**3,742.7853**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2623	8.0342	1.6038	0.0222	0.4868	0.0219	0.5087	0.1411	0.0209	0.1620		2,319.7109	2,319.7109	0.5675		2,333.8994
Worker	0.6437	0.3878	4.6105	0.0141	1.5028	9.5800e-003	1.5124	0.4002	8.8200e-003	0.4091		1,408.0131	1,408.0131	0.0349		1,408.8859
Total	**0.9060**	**8.4219**	**6.2143**	**0.0363**	**1.9896**	**0.0315**	**2.0210**	**0.5413**	**0.0297**	**0.5711**		**3,727.7240**	**3,727.7240**	**0.6025**		**3,742.7853**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Archit. Coating	86.4342					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**86.6388**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1301	0.0784	0.9317	2.8500e-003	0.3204	1.9400e-003	0.3223	0.0850	1.7800e-003	0.0868		284.5208	284.5208	7.0500e-003		284.6972
Total	**0.1301**	**0.0784**	**0.9317**	**2.8500e-003**	**0.3204**	**1.9400e-003**	**0.3223**	**0.0850**	**1.7800e-003**	**0.0868**		**284.5208**	**284.5208**	**7.0500e-003**		**284.6972**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	86.4342					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**86.6388**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1301	0.0784	0.9317	2.8500e-003	0.3037	1.9400e-003	0.3056	0.0809	1.7800e-003	0.0827		284.5208	284.5208	7.0500e-003		284.6972
Total	**0.1301**	**0.0784**	**0.9317**	**2.8500e-003**	**0.3037**	**1.9400e-003**	**0.3056**	**0.0809**	**1.7800e-003**	**0.0827**		**284.5208**	**284.5208**	**7.0500e-003**		**284.6972**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2519	3.0120	2.3031	0.0128	0.6854	0.0113	0.6967	0.1838	0.0107	0.1945		1,317.4313	1,317.4313	0.2625		1,323.9944
Unmitigated	0.2519	3.0120	2.3031	0.0128	0.6854	0.0113	0.6967	0.1838	0.0107	0.1945		1,317.4313	1,317.4313	0.2625		1,323.9944

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	101.46	101.46	101.46	317,546	317,546
Parking Lot	0.00	0.00	0.00		
Total	101.46	101.46	101.46	317,546	317,546

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Manufacturing	9.50	7.30	7.30	59.00	28.00	13.00	100	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Manufacturing	0.485491	0.024668	0.171830	0.108390	0.022011	0.004742	0.011919	0.161137	0.001441	0.001143	0.005793	0.000595	0.000841
Parking Lot	0.485491	0.024668	0.171830	0.108390	0.022011	0.004742	0.011919	0.161137	0.001441	0.001143	0.005793	0.000595	0.000841

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1575	1.4318	1.2027	8.5900e-003		0.1088	0.1088		0.1088	0.1088		1,718.1395	1,718.1395	0.0329	0.0315	1,728.3496
NaturalGas Unmitigated	0.2086	1.8959	1.5926	0.0114		0.1441	0.1441		0.1441	0.1441		2,275.0823	2,275.0823	0.0436	0.0417	2,288.6019

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Manufacturing	19338.2	0.2086	1.8959	1.5926	0.0114		0.1441	0.1441		0.1441	0.1441		2,275.0823	2,275.0823	0.0436	0.0417	2,288.6019
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2086**	**1.8959**	**1.5926**	**0.0114**		**0.1441**	**0.1441**		**0.1441**	**0.1441**		**2,275.0823**	**2,275.0823**	**0.0436**	**0.0417**	**2,288.6019**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Manufacturing	14.6042	0.1575	1.4318	1.2027	8.5900e-003		0.1088	0.1088		0.1088	0.1088		1,718.1395	1,718.1395	0.0329	0.0315	1,728.3496
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1575**	**1.4318**	**1.2027**	**8.5900e-003**		**0.1088**	**0.1088**		**0.1088**	**0.1088**		**1,718.1395**	**1,718.1395**	**0.0329**	**0.0315**	**1,728.3496**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.5879	4.3000e-004	0.0471	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1008	0.1008	2.7000e-004		0.1075
Unmitigated	8.5879	4.3000e-004	0.0471	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1008	0.1008	2.7000e-004		0.1075

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.3024					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.2811					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.3800e-003	4.3000e-004	0.0471	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1008	0.1008	2.7000e-004		0.1075
Total	**8.5879**	**4.3000e-004**	**0.0471**	**0.0000**		**1.7000e-004**	**1.7000e-004**		**1.7000e-004**	**1.7000e-004**		**0.1008**	**0.1008**	**2.7000e-004**		**0.1075**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	lb/day										lb/day					
Architectural Coating	1.3024					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.2811					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.3800e-003	4.3000e-004	0.0471	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1008	0.1008	2.7000e-004		0.1075
Total	**8.5879**	**4.3000e-004**	**0.0471**	**0.0000**		**1.7000e-004**	**1.7000e-004**		**1.7000e-004**	**1.7000e-004**		**0.1008**	**0.1008**	**2.7000e-004**		**0.1075**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Felipe 9 Addendum - San Benito County, Annual

Felipe 9 Addendum

San Benito County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Manufacturing	338.21	1000sqft	7.76	338,210.00	0
Parking Lot	122.43	1000sqft	2.81	122,429.74	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.5	**Precipitation Freq (Days)**	50
Climate Zone	3			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	206	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor updated per PG&E website 2019

Land Use - Per

Construction Phase - Anticipated construction schedule

Demolition - No demolition

Grading - balanced site

Energy Use -

Water And Wastewater - Estimated water consumption

Construction Off-road Equipment Mitigation - MBARD construction control measures

Energy Mitigation - Exceed Title 24 2019

Waste Mitigation - Per AB939

Stationary Sources - Emergency Generators and Fire Pumps -

Trips and VMT -

Vehicle Trips - Per traffic information

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	30.00	15.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	300.00	89.00
tblConstructionPhase	NumDays	20.00	55.00
tblConstructionPhase	PhaseEndDate	1/28/2022	12/31/2021
tblConstructionPhase	PhaseEndDate	2/11/2022	1/14/2022
tblConstructionPhase	PhaseEndDate	3/25/2022	2/4/2022
tblConstructionPhase	PhaseEndDate	6/16/2023	2/25/2022
tblConstructionPhase	PhaseEndDate	5/19/2023	6/30/2022
tblConstructionPhase	PhaseEndDate	7/14/2023	5/30/2022
tblConstructionPhase	PhaseStartDate	1/29/2022	1/1/2022
tblConstructionPhase	PhaseStartDate	2/12/2022	1/15/2022
tblConstructionPhase	PhaseStartDate	5/20/2023	2/5/2022
tblConstructionPhase	PhaseStartDate	3/26/2022	2/26/2022
tblConstructionPhase	PhaseStartDate	6/17/2023	3/15/2022
tblGrading	AcresOfGrading	37.50	75.00
tblLandUse	LandUseSquareFeet	122,430.00	122,429.74
tblProjectCharacteristics	CO2IntensityFactor	641.35	206
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00

tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.49	0.30
tblVehicleTrips	SU_TR	0.62	0.30
tblVehicleTrips	WD_TR	3.82	0.30
tblWater	IndoorWaterUseRate	78,211,062.50	1,833,760.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	2.5577	1.6571	1.5111	3.7700e-003	0.2796	0.0643	0.3439	0.1070	0.0602	0.1671	0.0000	337.5926	337.5926	0.0745	0.0000	339.4552
Maximum	**2.5577**	**1.6571**	**1.5111**	**3.7700e-003**	**0.2796**	**0.0643**	**0.3439**	**0.1070**	**0.0602**	**0.1671**	**0.0000**	**337.5926**	**337.5926**	**0.0745**	**0.0000**	**339.4552**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	2.5577	1.6571	1.5111	3.7700e-003	0.1741	0.0643	0.2384	0.0606	0.0602	0.1208	0.0000	337.5924	337.5924	0.0745	0.0000	339.4550
Maximum	**2.5577**	**1.6571**	**1.5111**	**3.7700e-003**	**0.1741**	**0.0643**	**0.2384**	**0.0606**	**0.0602**	**0.1208**	**0.0000**	**337.5924**	**337.5924**	**0.0745**	**0.0000**	**339.4550**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**37.75**	**0.00**	**30.69**	**43.35**	**0.00**	**27.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2022**	**3-31-2022**	1.4597	1.4597
2	**4-1-2022**	**6-30-2022**	2.7573	2.7573
		Highest	2.7573	2.7573

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.5670	5.0000e-005	5.8900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0122
Energy	0.0381	0.3460	0.2906	2.0800e-003		0.0263	0.0263		0.0263	0.0263	0.0000	659.4021	659.4021	0.0470	0.0151	665.0895
Mobile	0.0425	0.5540	0.4164	2.2500e-003	0.1211	2.0900e-003	0.1232	0.0326	1.9800e-003	0.0346	0.0000	209.4332	209.4332	0.0456	0.0000	210.5741
Waste						0.0000	0.0000		0.0000	0.0000	85.1304	0.0000	85.1304	5.0311	0.0000	210.9068
Water						0.0000	0.0000		0.0000	0.0000	0.5818	0.9272	1.5089	0.0599	1.4400e-003	3.4345
Total	**1.6476**	**0.9001**	**0.7129**	**4.3300e-003**	**0.1211**	**0.0284**	**0.1496**	**0.0326**	**0.0283**	**0.0609**	**85.7121**	**869.7739**	**955.4860**	**5.1836**	**0.0166**	**1,090.0171**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.5670	5.0000e-005	5.8900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0122
Energy	0.0287	0.2613	0.2195	1.5700e-003		0.0199	0.0199		0.0199	0.0199	0.0000	548.6118	548.6118	0.0426	0.0129	553.5246
Mobile	0.0425	0.5540	0.4164	2.2500e-003	0.1211	2.0900e-003	0.1232	0.0326	1.9800e-003	0.0346	0.0000	209.4332	209.4332	0.0456	0.0000	210.5741
Waste						0.0000	0.0000		0.0000	0.0000	42.5652	0.0000	42.5652	2.5155	0.0000	105.4534
Water						0.0000	0.0000		0.0000	0.0000	0.5818	0.9272	1.5089	0.0599	1.4400e-003	3.4345
Total	**1.6383**	**0.8154**	**0.6418**	**3.8200e-003**	**0.1211**	**0.0220**	**0.1431**	**0.0326**	**0.0219**	**0.0544**	**43.1469**	**758.9836**	**802.1305**	**2.6637**	**0.0144**	**872.9988**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.57**	**9.41**	**9.98**	**11.78**	**0.00**	**22.67**	**4.31**	**0.00**	**22.76**	**10.58**	**49.66**	**12.74**	**16.05**	**48.61**	**13.45**	**19.91**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	12/31/2021	5	0	
2	Site Preparation	Site Preparation	1/1/2022	1/14/2022	5	10	
3	Grading	Grading	1/15/2022	2/4/2022	5	15	
4	Paving	Paving	2/5/2022	2/25/2022	5	15	
5	Building Construction	Building Construction	2/26/2022	6/30/2022	5	89	
6	Architectural Coating	Architectural Coating	3/15/2022	5/30/2022	5	55	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 2.81

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 507,315; Non-Residential Outdoor: 169,105; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	39.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	193.00	75.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0903**	**8.0600e-003**	**0.0984**	**0.0497**	**7.4200e-003**	**0.0571**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.1000e-004	2.0400e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5564	0.5564	1.0000e-005	0.0000	0.5567
Total	**2.9000e-004**	**2.1000e-004**	**2.0400e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5564**	**0.5564**	**1.0000e-005**	**0.0000**	**0.5567**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0386	0.0000	0.0386	0.0212	0.0000	0.0212	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0386**	**8.0600e-003**	**0.0467**	**0.0212**	**7.4200e-003**	**0.0287**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.1000e-004	2.0400e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5564	0.5564	1.0000e-005	0.0000	0.5567
Total	**2.9000e-004**	**2.1000e-004**	**2.0400e-003**	**1.0000e-005**	**6.8000e-004**	**0.0000**	**6.8000e-004**	**1.8000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5564**	**0.5564**	**1.0000e-005**	**0.0000**	**0.5567**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0849	0.0000	0.0849	0.0291	0.0000	0.0291	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0272	0.2913	0.2178	4.7000e-004		0.0123	0.0123		0.0113	0.0113	0.0000	40.9010	40.9010	0.0132	0.0000	41.2317
Total	**0.0272**	**0.2913**	**0.2178**	**4.7000e-004**	**0.0849**	**0.0123**	**0.0972**	**0.0291**	**0.0113**	**0.0404**	**0.0000**	**40.9010**	**40.9010**	**0.0132**	**0.0000**	**41.2317**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.4000e-004	3.4000e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9273	0.9273	2.0000e-005	0.0000	0.9279
Total	**4.8000e-004**	**3.4000e-004**	**3.4000e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9273**	**0.9273**	**2.0000e-005**	**0.0000**	**0.9279**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0363	0.0000	0.0363	0.0125	0.0000	0.0125	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0272	0.2913	0.2178	4.7000e-004		0.0123	0.0123		0.0113	0.0113	0.0000	40.9009	40.9009	0.0132	0.0000	41.2316
Total	**0.0272**	**0.2913**	**0.2178**	**4.7000e-004**	**0.0363**	**0.0123**	**0.0486**	**0.0125**	**0.0113**	**0.0237**	**0.0000**	**40.9009**	**40.9009**	**0.0132**	**0.0000**	**41.2316**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.4000e-004	3.4000e-003	1.0000e-005	1.1300e-003	1.0000e-005	1.1400e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	0.9273	0.9273	2.0000e-005	0.0000	0.9279
Total	**4.8000e-004**	**3.4000e-004**	**3.4000e-003**	**1.0000e-005**	**1.1300e-003**	**1.0000e-005**	**1.1400e-003**	**3.0000e-004**	**1.0000e-005**	**3.1000e-004**	**0.0000**	**0.9273**	**0.9273**	**2.0000e-005**	**0.0000**	**0.9279**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.2700e-003	0.0834	0.1094	1.7000e-004		4.2600e-003	4.2600e-003		3.9200e-003	3.9200e-003	0.0000	15.0207	15.0207	4.8600e-003	0.0000	15.1421

Paving	3.6800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0120**	**0.0834**	**0.1094**	**1.7000e-004**		**4.2600e-003**	**4.2600e-003**		**3.9200e-003**	**3.9200e-003**	**0.0000**	**15.0207**	**15.0207**	**4.8600e-003**	**0.0000**	**15.1421**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.1000e-004	5.1000e-003	2.0000e-005	3.3400e-003	1.0000e-005	3.3600e-003	8.6000e-004	1.0000e-005	8.7000e-004	0.0000	1.3909	1.3909	4.0000e-005	0.0000	1.3918
Total	**7.2000e-004**	**5.1000e-004**	**5.1000e-003**	**2.0000e-005**	**3.3400e-003**	**1.0000e-005**	**3.3600e-003**	**8.6000e-004**	**1.0000e-005**	**8.7000e-004**	**0.0000**	**1.3909**	**1.3909**	**4.0000e-005**	**0.0000**	**1.3918**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.2700e-003	0.0834	0.1094	1.7000e-004		4.2600e-003	4.2600e-003		3.9200e-003	3.9200e-003	0.0000	15.0207	15.0207	4.8600e-003	0.0000	15.1421
Paving	3.6800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0120**	**0.0834**	**0.1094**	**1.7000e-004**		**4.2600e-003**	**4.2600e-003**		**3.9200e-003**	**3.9200e-003**	**0.0000**	**15.0207**	**15.0207**	**4.8600e-003**	**0.0000**	**15.1421**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.1000e-004	5.1000e-003	2.0000e-005	3.1600e-003	1.0000e-005	3.1700e-003	8.1000e-004	1.0000e-005	8.2000e-004	0.0000	1.3909	1.3909	4.0000e-005	0.0000	1.3918
Total	**7.2000e-004**	**5.1000e-004**	**5.1000e-003**	**2.0000e-005**	**3.1600e-003**	**1.0000e-005**	**3.1700e-003**	**8.1000e-004**	**1.0000e-005**	**8.2000e-004**	**0.0000**	**1.3909**	**1.3909**	**4.0000e-005**	**0.0000**	**1.3918**

3.6 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0759	0.6949	0.7282	1.2000e-003		0.0360	0.0360		0.0339	0.0339	0.0000	103.1177	103.1177	0.0247	0.0000	103.7353
Total	**0.0759**	**0.6949**	**0.7282**	**1.2000e-003**		**0.0360**	**0.0360**		**0.0339**	**0.0339**	**0.0000**	**103.1177**	**103.1177**	**0.0247**	**0.0000**	**103.7353**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0120	0.3602	0.0780	9.7000e-004	0.0221	9.9000e-004	0.0231	6.3800e-003	9.5000e-004	7.3300e-003	0.0000	92.2145	92.2145	0.0243	0.0000	92.8213
Worker	0.0274	0.0196	0.1945	5.9000e-004	0.0685	4.3000e-004	0.0689	0.0182	3.9000e-004	0.0186	0.0000	53.0930	53.0930	1.3400e-003	0.0000	53.1265
Total	**0.0394**	**0.3798**	**0.2725**	**1.5600e-003**	**0.0905**	**1.4200e-003**	**0.0920**	**0.0246**	**1.3400e-003**	**0.0259**	**0.0000**	**145.3075**	**145.3075**	**0.0256**	**0.0000**	**145.9477**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0759	0.6949	0.7282	1.2000e-003		0.0360	0.0360		0.0339	0.0339	0.0000	103.1176	103.1176	0.0247	0.0000	103.7352
Total	**0.0759**	**0.6949**	**0.7282**	**1.2000e-003**		**0.0360**	**0.0360**		**0.0339**	**0.0339**	**0.0000**	**103.1176**	**103.1176**	**0.0247**	**0.0000**	**103.7352**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0120	0.3602	0.0780	9.7000e-004	0.0211	9.9000e-004	0.0221	6.1500e-003	9.5000e-004	7.1000e-003	0.0000	92.2145	92.2145	0.0243	0.0000	92.8213
Worker	0.0274	0.0196	0.1945	5.9000e-004	0.0649	4.3000e-004	0.0653	0.0173	3.9000e-004	0.0177	0.0000	53.0930	53.0930	1.3400e-003	0.0000	53.1265
Total	**0.0394**	**0.3798**	**0.2725**	**1.5600e-003**	**0.0860**	**1.4200e-003**	**0.0875**	**0.0235**	**1.3400e-003**	**0.0248**	**0.0000**	**145.3075**	**145.3075**	**0.0256**	**0.0000**	**145.9477**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.3769					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.6200e-003	0.0387	0.0499	8.0000e-005		2.2500e-003	2.2500e-003		2.2500e-003	2.2500e-003	0.0000	7.0215	7.0215	4.6000e-004	0.0000	7.0329
Total	**2.3826**	**0.0387**	**0.0499**	**8.0000e-005**		**2.2500e-003**	**2.2500e-003**		**2.2500e-003**	**2.2500e-003**	**0.0000**	**7.0215**	**7.0215**	**4.6000e-004**	**0.0000**	**7.0329**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4200e-003	2.4500e-003	0.0243	7.0000e-005	8.5500e-003	5.0000e-005	8.6000e-003	2.2700e-003	5.0000e-005	2.3200e-003	0.0000	6.6301	6.6301	1.7000e-004	0.0000	6.6342
Total	**3.4200e-003**	**2.4500e-003**	**0.0243**	**7.0000e-005**	**8.5500e-003**	**5.0000e-005**	**8.6000e-003**	**2.2700e-003**	**5.0000e-005**	**2.3200e-003**	**0.0000**	**6.6301**	**6.6301**	**1.7000e-004**	**0.0000**	**6.6342**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.3769					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.6200e-003	0.0387	0.0499	8.0000e-005		2.2500e-003	2.2500e-003		2.2500e-003	2.2500e-003	0.0000	7.0214	7.0214	4.6000e-004	0.0000	7.0329
Total	**2.3826**	**0.0387**	**0.0499**	**8.0000e-005**		**2.2500e-003**	**2.2500e-003**		**2.2500e-003**	**2.2500e-003**	**0.0000**	**7.0214**	**7.0214**	**4.6000e-004**	**0.0000**	**7.0329**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4200e-003	2.4500e-003	0.0243	7.0000e-005	8.1000e-003	5.0000e-005	8.1600e-003	2.1600e-003	5.0000e-005	2.2100e-003	0.0000	6.6301	6.6301	1.7000e-004	0.0000	6.6342
Total	**3.4200e-003**	**2.4500e-003**	**0.0243**	**7.0000e-005**	**8.1000e-003**	**5.0000e-005**	**8.1600e-003**	**2.1600e-003**	**5.0000e-005**	**2.2100e-003**	**0.0000**	**6.6301**	**6.6301**	**1.7000e-004**	**0.0000**	**6.6342**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Mitigated	0.0425	0.5540	0.4164	2.2500e-003	0.1211	2.0900e-003	0.1232	0.0326	1.9800e-003	0.0346	0.0000	209.4332	209.4332	0.0456	0.0000	210.5741
Unmitigated	0.0425	0.5540	0.4164	2.2500e-003	0.1211	2.0900e-003	0.1232	0.0326	1.9800e-003	0.0346	0.0000	209.4332	209.4332	0.0456	0.0000	210.5741

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Manufacturing	101.46	101.46	101.46	317,546	317,546
Parking Lot	0.00	0.00	0.00		
Total	101.46	101.46	101.46	317,546	317,546

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Manufacturing	9.50	7.30	7.30	59.00	28.00	13.00	100	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Manufacturing	0.485491	0.024668	0.171830	0.108390	0.022011	0.004742	0.011919	0.161137	0.001441	0.001143	0.005793	0.000595	0.000841
Parking Lot	0.485491	0.024668	0.171830	0.108390	0.022011	0.004742	0.011919	0.161137	0.001441	0.001143	0.005793	0.000595	0.000841

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	264.1545	264.1545	0.0372	7.6900e-003	267.3769
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	282.7367	282.7367	0.0398	8.2400e-003	286.1858
NaturalGas Mitigated	0.0287	0.2613	0.2195	1.5700e-003		0.0199	0.0199		0.0199	0.0199	0.0000	284.4573	284.4573	5.4500e-003	5.2200e-003	286.1477
NaturalGas Unmitigated	0.0381	0.3460	0.2906	2.0800e-003		0.0263	0.0263		0.0263	0.0263	0.0000	376.6654	376.6654	7.2200e-003	6.9100e-003	378.9037

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Manufacturing	7.05844e+006	0.0381	0.3460	0.2906	2.0800e-003		0.0263	0.0263		0.0263	0.0263	0.0000	376.6654	376.6654	7.2200e-003	6.9100e-003	378.9037
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0381**	**0.3460**	**0.2906**	**2.0800e-003**		**0.0263**	**0.0263**		**0.0263**	**0.0263**	**0.0000**	**376.6654**	**376.6654**	**7.2200e-003**	**6.9100e-003**	**378.9037**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					

Manufacturing	5.33053e+006	0.0287	0.2613	0.2195	1.5700e-003		0.0199	0.0199		0.0199	0.0199	0.0000	284.4573	284.4573	5.4500e-003	5.2200e-003	286.1477
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0287**	**0.2613**	**0.2195**	**1.5700e-003**		**0.0199**	**0.0199**		**0.0199**	**0.0199**	**0.0000**	**284.4573**	**284.4573**	**5.4500e-003**	**5.2200e-003**	**286.1477**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Manufacturing	2.98301e+006	278.7327	0.0392	8.1200e-003	282.1330
Parking Lot	42850.4	4.0039	5.6000e-004	1.2000e-004	4.0528
Total		**282.7367**	**0.0398**	**8.2400e-003**	**286.1858**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Manufacturing	2.78414e+006	260.1506	0.0366	7.5800e-003	263.3242
Parking Lot	42850.4	4.0039	5.6000e-004	1.2000e-004	4.0528
Total		**264.1545**	**0.0372**	**7.7000e-003**	**267.3769**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5670	5.0000e-005	5.8900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0122
Unmitigated	1.5670	5.0000e-005	5.8900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0122

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2377					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3288					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.5000e-004	5.0000e-005	5.8900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0122
Total	**1.5670**	**5.0000e-005**	**5.8900e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0114**	**0.0114**	**3.0000e-005**	**0.0000**	**0.0122**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2377					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3288					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.5000e-004	5.0000e-005	5.8900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0114	0.0114	3.0000e-005	0.0000	0.0122
Total	**1.5670**	**5.0000e-005**	**5.8900e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0114**	**0.0114**	**3.0000e-005**	**0.0000**	**0.0122**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.5089	0.0599	1.4400e-003	3.4345
Unmitigated	1.5089	0.0599	1.4400e-003	3.4345

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			

Manufacturing	1.83376 / 0	1.5089	0.0599	1.4400e-003	3.4345
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.5089**	**0.0599**	**1.4400e-003**	**3.4345**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Manufacturing	1.83376 / 0	1.5089	0.0599	1.4400e-003	3.4345
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.5089**	**0.0599**	**1.4400e-003**	**3.4345**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	42.5652	2.5155	0.0000	105.4534

Unmitigated	85.1304	5.0311	0.0000	210.9068

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Manufacturing	419.38	85.1304	5.0311	0.0000	210.9068
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**85.1304**	**5.0311**	**0.0000**	**210.9068**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Manufacturing	209.69	42.5652	2.5155	0.0000	105.4534
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**42.5652**	**2.5155**	**0.0000**	**105.4534**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

MEMORANDUM

To: Abraham Prado, Planner, City of Hollister

From: Ace Malisos, Air Quality and Noise Manager, Kimley-Horn
Noemi Wyss AICP, Environmental Planner, Kimley-Horn
Kimley-Horn and Associates, Inc.

Date: July 13, 2021

Subject: Felipe 9 Cannabis Cultivation Park Project Addendum – Acoustical Analysis

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1.0 PURPOSE

The purpose of this memorandum is to identify the acoustical impacts associated with construction and operations of the proposed expansion of the Felipe 9 Cannabis Cultivation Park Project (project), located in the City of Hollister, California. This analysis has been undertaken to analyze whether the proposed project expansion would result in any significant environmental impacts as compared to the conclusions discussed in the certified Felipe 9 Cannabis Cultivation Park Initial Study/Mitigated Negative Declaration (IS/MND) prepared by Coats Consulting in July 2019. The original project was approved and entitled for development in 2019.

2.0 PROPOSED PROJECT DESCRIPTION

The proposed project is in the City of Hollister (City) in northwestern portion of San Benito County, California. The proposed expansion of the project site is on three additional parcels (APN 051-100-035, 051-100-036 and 051-100-046), located at 773 San Felipe Road, east of San Felipe Road, just south of McCloskey Road and north of State Route (SR) 25. See **Figure 1, Project Location Map**. These parcels would be merged as part of the project.

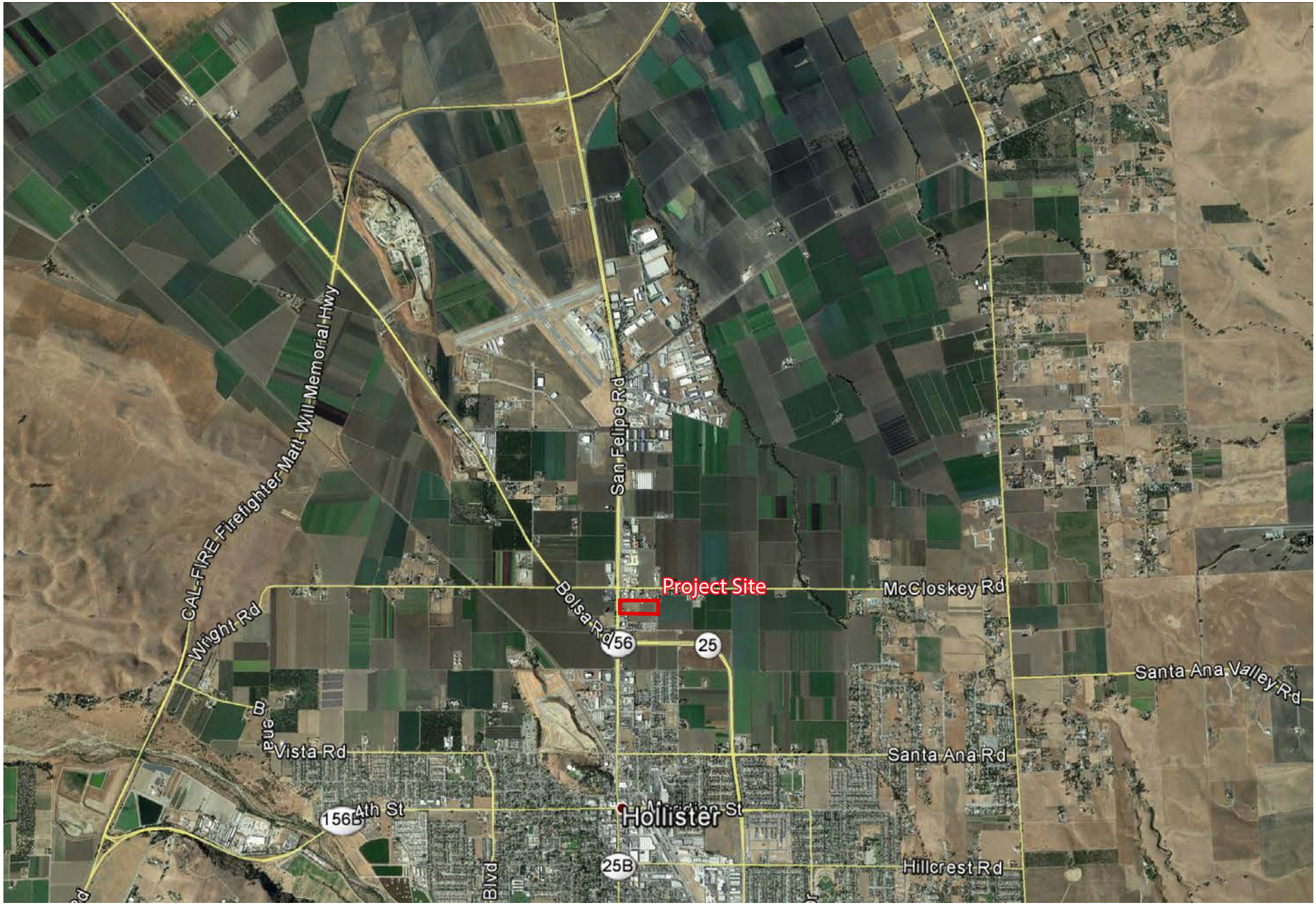
The project site is a previously disturbed vacant site. A portion of the property, about 23 percent, is paved. The remainder of the property has historically been in agricultural use but is currently fallow field. Trees on the property are clustered near the north and southwest project boundaries. To the north of the project site are commercial and light industrial uses. To the east is agricultural land. To the south is agricultural land, commercial uses, and miscellaneous accessory buildings. A small residential neighborhood consisting of six homes is located along North Chappell Road just south of the project footprint. To the west is San Felipe Road and agricultural land.

The proposed project expansion would not change any of the previously approved uses associated with the Cannabis Cultivation Park. These uses include indoor cultivation manufacturing, and distribution facilities. The lot merger and related entitlements would result in a single parcel totally

12.25 acres. The expanded project as proposed would include a 337,710 square foot indoor cultivation structure and a total of 102 parking stalls to accommodate all warehouse, employee, office and ADA parking needs for the proposed uses and fleet mix. The project site is accessed via a 30-foot wide two-lane road that extends east of San Felipe Road. See **Figure 2, Proposed Site Plan.**

Construction for the proposed project is anticipated to begin in the Winter 2022 and last approximately five months. Construction of the proposed project would entail site preparation, grading, building construction, paving, and architectural coating. Site preparation and grading would occur first.

The previously approved project has not yet been constructed. To determine the net effect of the proposed project expansion, this analysis considers the potential changes in the noise environment of construction and operation of the approved project, in addition to the expansion area.



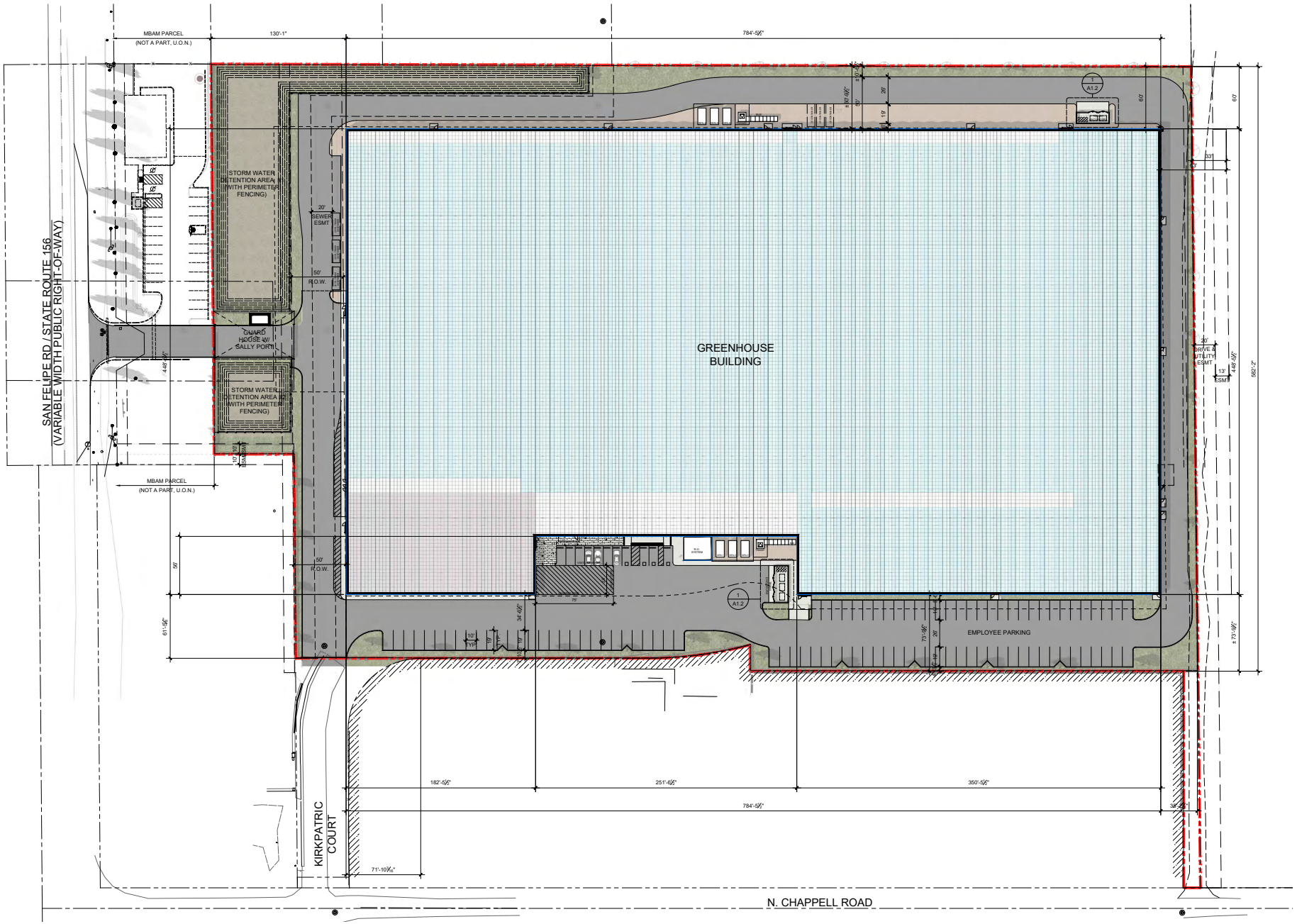
Source: Felipe 9 Initial Study, 2021

Figure 1: Project Location Map

Felipe 9 Cannabis Cultivation Park
Addendum

Not to scale

Kimley»Horn
Expect More. Experience Better.



Source: Whitson Engineers, 2021

Figure 2: Proposed Site Plan

Felipe 9 Cannabis Cultivation Park
Addendum

Not to scale

Kimley»Horn
Expect More. Experience Better.

3.0 THRESHOLDS AND SIGNIFICANCE CRITERIA

Based upon the criteria derived from Appendix G of the CEQA Guidelines, a Project normally would have a significant effect on the environment if it would:

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
2. Generate excessive groundborne vibration or groundborne noise levels; or
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

4.0 IMPACT ANALYSIS

4.1 Acoustical Analysis

Threshold (a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g. land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the few rural residential homesteads. Project construction would occur approximately 40 feet from existing residential homes south of the project site. However, construction activities would occur throughout the site and would not be concentrated at a single point near sensitive receptors. Noise levels typically attenuate (or drop off) at a rate of 6 dB per doubling of distance from point sources, such as industrial machinery. During construction, exterior noise levels could affect the rural residences near the construction site.

Construction activities associated with development of the proposed project would include site preparation, grading, paving, building construction, and application of architectural coatings. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Grading and excavation phases of project construction tend to be the shortest in duration and create the highest construction noise levels due to the operation of heavy equipment required to complete these activities. It should be noted that only a limited amount of equipment can operate near a given location at a particular time. Equipment typically used during this stage includes heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, and scrapers. Operating cycles for these types of construction equipment may involve one or two minutes

of full-power operation followed by three to four minutes at lower power settings. Other primary sources of noise would be shorter-duration incidents, such as dropping large pieces of equipment or the hydraulic movement of machinery lifts, which would last less than one minute. The analysis assumes that no pile driving would be required for construction.

Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in **Table 1: Typical Construction Noise Levels**.

The City does not have construction noise standards. However, the Federal Transit Administration (FTA) has established a daytime threshold of 90 dBA L_{eq} (1 hour) for residential uses 100 dBA L_{eq} (1 hour) for non-residential uses to evaluate construction noise impacts.[1] As shown in **Table 1**, noise levels from construction at the closest sensitive receptors approximately 40 feet away are below 90 dBA.

The nearest sensitive receptor to the proposed project site is located approximately 40 feet south of the site. These maximum noise levels would occur when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites typically operates under less than full power conditions, or partial power. To more accurately characterize construction-period noise levels, the average (hourly L_{eq}) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage.[2] These noise levels are typically associated with multiple pieces of equipment operating on partial power, simultaneously.

Table 1: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 40 feet from Source[1]	Typical Noise Level (dBA) at 320 feet from Source[1]
Air Compressor	80	82	64
Backhoe	80	82	64
Compactor	82	84	66
Concrete Mixer	85	87	69
Concrete Pump	82	84	66
Concrete Vibrator	76	78	60
Crane, Derrick	88	90	72
Crane, Mobile	83	82	67
Dozer	85	87	69
Generator	82	84	66

[1] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, Table 7-2, Page 179, September 2018.

[2] The FHWA Roadway Construction Noise Model User's Guide (2006) defines the usage factor as the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 40 feet from Source[1]	Typical Noise Level (dBA) at 320 feet from Source[1]
Grader	85	87	69
Impact Wrench	85	87	69
Loader	80	82	64
Paver	85	87	69
Pneumatic Tool	80	87	64
Pump	85	79	69
Roller	80	87	64
Saw	85	78	69
Scraper	80	87	69
Shovel	85	84	64
Truck	80	86	69

[1] Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$
Where: dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Sensitive receptors near the project area include residences approximately 40 feet south of the project site at their closest point. The highest anticipated construction noise level for the adjoining residential uses are approximately 90 dBA during the building construction phase. However, noise impacts for mobile construction equipment are typically assessed as emanating from the center of the equipment activity or construction site, located approximately 320 feet from the sensitive receptors. These sensitive uses may be exposed to elevated noise levels during project construction. As shown in **Table 1**, noise levels from the center of the construction site at the closest sensitive receptors approximately 320 feet away are below 72 dBA. These assumptions represent the worst-case noise scenario because construction activities would typically be spread out throughout the project site, and thus some equipment would be farther away from the affected receptors. In addition, construction noise levels are not constant, and in fact, construction activities and associated noise levels would fluctuate and generally be brief and sporadic, depending on the type, intensity, and location of construction activities.

Based on the anticipated construction schedule, the loudest construction phases, site preparation, grading, and paving, would last slightly longer than 3 months. The remaining phases, building construction and architectural coating typically use lighter equipment and hand tools and do not use the heavy equipment listed in **Table 1**.

The City of Hollister does not have construction noise standards. However, the General Plan Construction Noise Policy (HS3.3) limits typical construction activities to between the hours of 7:00 a.m. and 7:00 p.m. These permitted hours of construction are included in the code in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Construction would occur throughout the project site and would not be concentrated or confined in the area directly adjacent to sensory receptors. Therefore, construction noise would be acoustically dispersed throughout the project site.

Construction activities would be limited to daytime hours when people would typically be out of their homes and would conform to the time-of-day restrictions of the City's Municipal Code. The adopted MND did not review construction noise in detail because the nearest sensitive receptors were located in an intensive agricultural and commercial area subject to year-round agricultural, commercial and industrial noise sources. Standard condition of approval SC N-1 would ensure that all construction equipment is equipped with properly operating and maintained mufflers and other state required noise attenuation devices, helping to reduce noise at the source. Despite the fact that construction would occur closer to the existing homes than previously analyzed, SC N-1 would ensure that construction noise levels do not exceed the City's standards and that time-of-day restrictions are adhered to. Construction noise impacts to nearby receptors would remain less than significant.

Construction Traffic Noise

Construction noise may be generated by large trucks moving materials to and from the proposed project site. Large trucks would be necessary to deliver building materials as well as remove dump materials. Excavation and cut and fill would be required. Based on the California Emissions Estimator Model (CalEEMod) default assumptions for this project, as analyzed in Air Quality and Greenhouse Gas Emissions Analysis, the proposed project would generate the highest number of daily trips during the building construction and grading phases. The model estimates that the proposed project would generate up to 193 worker trips and 75 vendor trips for building construction phase. During the grading phase there would be approximately 20 daily worker trips. Because of the logarithmic nature of noise levels, a doubling of the traffic volume (assuming that the speed and vehicle mix do not also change) would result in a noise level increase of 3 dBA. The 20 daily construction worker trips would not double the existing traffic volume per day. Construction related traffic noise would not be noticeable and would not create a significant noise impact.

California establishes noise limits for vehicles licensed to operate on public roads using a pass-by test procedure. Pass-by noise refers to the noise level produced by an individual vehicle as it travels past a fixed location. The pass-by procedure measures the total noise emissions of a moving vehicle with a microphone. When the vehicle reaches the microphone, the vehicle is at full throttle acceleration at an engine speed calculated for its displacement.

For heavy trucks, the State pass-by standard is consistent with the federal limit of 80 dB. The State pass-by standard for light trucks and passenger cars (less than 4.5 tons gross vehicle rating) is also 80 dB at 15 meters from the centerline. According to the FHWA, dump trucks typically generate noise levels of 77 dBA and flatbed trucks typically generate noise levels of 74 dBA, at a distance of 50 feet from the truck (FHWA, Roadway Construction Noise Model, 2006).

Operation

Implementation of the proposed project could create new sources of noise in the project vicinity. The major noise sources associated with the proposed project that would potentially impact existing nearby residences include the following:

- Off-site traffic noise;
- Mechanical equipment (i.e., trash compactors, air conditioners, ventilation systems, etc.);
- Delivery trucks on the project site, and approaching and leaving the loading areas;
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Landscape maintenance activities.

As discussed above, the closest sensitive receptor is a residential home located 40 feet to the south of the project site. The City of Hollister exterior Noise Standards for residential areas is 60 dBA L_{eq} (Policy HS3.1 in General Plan)

Traffic Noise

Implementation of the proposed project would generate increased traffic volumes along nearby roadway segments. According to the IS/MND, the original project was anticipated to generate approximately 30 daily trips. The proposed project is expected to generate a net of 94 average daily trips, which would result in noise increases on project area roadways. However, the project trips would generate similar traffic noise compared to what was analyzed in the original IS/MND. Additionally, project traffic would traverse and disperse over project area roadways, where existing ambient noise levels already exist. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable (Caltrans, 2013). Generally, traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant. The project is not anticipated to double existing roadway traffic volumes. Therefore, impacts would be less than significant.

Stationary Noise Sources

Implementation of the project could create new sources of noise in the project vicinity from mechanical equipment, truck loading areas, parking lot noise, and landscape maintenance.

Mechanical Equipment

Regarding mechanical equipment, the project would generate stationary-source noise associated with heating, ventilation, and air conditioning (HVAC) units. HVAC units typically generate noise levels of approximately 52 dBA at 50 feet.[3] The nearest existing sensitive receptor's property lines are located

[3] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

approximately 550 feet from the closest potential proposed building. At this distance the noise from generators would be approximately 31 dB. This noise level is below the City's 60 dBA exterior standard. The project would not place mechanical equipment near residential uses, and noise from this equipment would not be perceptible at the closest sensitive receptor. Impacts from mechanical equipment would be less than significant.

Loading Area Noise

The proposed project is a warehouse designed for indoor cultivation manufacturing, and distribution facilities that would necessitate occasional deliveries. The primary noise associated with deliveries is the arrival and departure of trucks. During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the docks/loading areas; dropping down the dock ramps; and maneuvering away from the docks. The proposed truck activities would occur approximately 80 feet from the sensitive receptors near the proposed warehouse use. While there would be temporary noise increases during truck maneuvering and engine idling, these impacts would be of short duration and infrequent. Typically, heavy truck operations generate a noise level of 64 dBA at a distance of 50 feet.[4] At the nearest sensitive receptors approximately 80 feet, noise levels would attenuate to 59 dBA. Noise levels would be further attenuated by intervening terrain and structures. As noise levels associated with trucks and loading/unloading activities would be infrequent and irregular, impacts would be less than significant.

Parking Areas

Traffic associated with parking areas is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys range from 53 to 61 dBA[5] and may be an annoyance to adjacent noise-sensitive receptors. Parking lot noise can also be considered a "stationary" noise source.

Conversations in parking areas may also be an annoyance to sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech.[6] It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower.

The proposed project includes a surface parking area. Noise impacts associated with parking would be a maximum of 58 dBA. In addition, the project would include a solid fence separating the parking

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[4] Ibid.

[5] Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

[6] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

area from the nearby sensitive receptors, and parking lot noise would also be partially masked by the background noise from traffic along San Felipe Road and the Hollister Municipal Airport. Noise associated with parking lot activities is not anticipated to exceed the City's Noise Standards or the California Land Use Compatibility Standards during operation. Therefore, noise impacts from parking lots would be less than significant.

Landscape Maintenance Activities

Development and operation of the project includes new landscaping that would require periodic maintenance. Noise generated by a gasoline-powered lawnmower is estimated to be approximately 56 dBA at a distance of 25 feet. Landscape Maintenance activities would be 52 dBA at the closest sensitive receptor approximately 40 feet away. Noise from landscaping equipment is generated at the surrounding uses under existing conditions. Maintenance activities would operate during daytime hours for brief periods of time as allowed by the City Municipal Code and would not permanently increase ambient noise levels in the project vicinity and would be consistent with activities that currently occur at the surrounding uses. Therefore, with adherence to the City's Municipal Code, impacts associated with landscape maintenance would be less than significant.

Mitigation Measure: Compliance with General Plan Policies and applicable state and local law would reduce impacts to a less than significant level. No additional site-specific mitigation measures are required for this addendum.

Level of Significance: Less than significant impact.

Threshold (b) Generate excessive groundborne vibration or groundborne noise levels.

Increases in groundborne vibration levels attributable to the project would be primarily associated with construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The nearest sensitive receptors are the residential uses 40 feet to the south of the project boundary. Based on FTA vibration data[7], at 40 feet the vibration velocities from construction equipment would not exceed 0.002 in/sec PPV, which is well below the FTA's 0.20 PPV threshold. It can be assumed that at a greater distance this vibration velocity would be even less. It is also acknowledged that

[7] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest residential structure. Therefore, vibration impacts associated with the proposed project would be less than significant.

The project would not generate operational groundborne vibration that could be felt at surrounding uses. Project operations would not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses. As a result, impacts from vibration associated with project operation would be less than significant.

Mitigation Measure: Compliance with General Plan Policies and applicable state and local law would reduce impacts to a less than significant level. No additional site-specific mitigation measures are required for this addendum.

Level of Significance: Less than significant impact.

Threshold (c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?

The project is within two miles of the Hollister Municipal Airport and is located within the 60 dB CNEL Aircraft Noise Contour Area. Within this noise contour area, industrial and manufacturing uses are considered "normally acceptable". Additionally, the proposed use, a distribution facility, is not sensitive to aircraft noise. Therefore, the project would have a less than significant impact

Mitigation Measure: No Mitigation is required.

Level of Significance: Less than significant impact.

5.0 REFERENCES

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FHWA (Federal Highway Administration). 2006. FHWA Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). Available at: http://www.fhwa.dot.gov/environment/noise/handbook/index.htm

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Felipe 9

Cannabis Cultivation Park, Hollister CA

Initial Study/Mitigated Negative Declaration for

Minor Subdivision No. 2018-1– Felipe 9

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

Prepared by:

COATS CONSULTING

April 2019

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Traffic Study and CalEEMod results are available on the City of Hollister website: http://hollister.ca.gov/government/city-departments/development-services/planning/

ACRONYMS AND ABBREVIATIONS

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

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

MITIGATED NEGATIVE DECLARATION

Project Title: Felipe 9 Unified Cannabis Cultivation Park Minor Subdivision, Lot Line Adjustment and Conditional Use Permit

Project Location: The proposed project site is in the City of Hollister, in San Benito County, California. The 9.1-acre site is located on the east side of San Felipe Road, south of McCloskey Road in north central Hollister.

Assessor's Parcel No. 051-100-031 and 051-100-032

Applicant: Felipe 9, LLC, 10 Harris Court, Suite B-1, Monterey CA 93940

Initial Study:

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

Findings and Reasons:

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

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

MITIGATION MEASURES

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

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

MM 2 **Construction Equipment.** The applicant shall, whenever feasible, utilize cleaner construction equipment during the project's construction phase. This includes equipment that conforms the ARB's Tier 3 or Tier 4 emission standards, equipment that uses alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.

MM 3 **Prohibition of Open Burning of Cannabis Material.** The applicant and individual license holders shall be prohibited from open burning of cannabis materials as part of project operations.

MM 4 **Burrowing Owl.** If clearing and construction activities will occur during the nesting period for burrowing owls (February 1–August 31), a qualified biologist shall conduct focused surveys for burrowing owls on and adjacent to the project site. Surveys shall be conducted in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation (Staff Report), published March 7, 2012. Surveys will be done within 14 days prior to construction activities and will be repeated if project activities are suspended or delayed for more than 15 days during nesting season.

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

MM 5 **Nesting Raptors**. If clearing and/or construction activities would occur during the raptor nesting season (February 15–September 15), a qualified biologist shall conduct preconstruction surveys to identify active nests within 14 days of

construction initiation. Surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area, including construction access routes and a 200-foot buffer (if feasible). If no active nests are found, no further mitigation is required. Surveys shall be repeated if construction activities are delayed or postponed for more than 30 days.

MM 6 **Migratory Birds**. If clearing and/or construction activities will occur during the migratory bird nesting season (February 1–September 1), a qualified biologist shall conduct preconstruction surveys to identify active migratory bird nests within 14 days prior to construction initiation. If migratory bird nests are identified within 200 feet of project activities, the applicant will impose a 150-foot setback to all active migratory bird nest sites prior to commencement of project construction activities to avoid construction- or access-related disturbances to nesting birds. Project-related activities (i.e., vegetation removal, earth moving, and construction) shall not occur within any setbacks until nests are deemed inactive. Activities permitted within setbacks and the size of setbacks may be adjusted through consultation with the city.

MM 7 **Tree Removal**. Trees containing active migratory bird and/or raptor (excluding Swainson's hawk) nests that must be removed as a result of project implementation shall be removed during the non-breeding season (September 16–January 31). Swainson's hawks are state listed as threatened species; therefore, impacts to Swainson's hawk nest trees require regulatory authorization from the CDFW prior to removal.

MM 8 **Bats.** Construction activities shall occur during daylight hours. If bats are observed foraging during daylight hours, construction activities shall cease until bats are no longer observed in the area.

MM 9 **Undiscovered Cultural Resources**. During project construction, if any archeological, paleontological or tribal resources (e.g., evidence of past human habitation or fossils) are found, the project applicant and/or its contractor shall cease all work within 50 feet of the discovery and notify the City of Hollister Planning Division immediately. The project applicant and/or its contractor shall retain a qualified archaeologist, paleontologist and Native American representative to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered resources. The City and the applicant shall consider the mitigation recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures. (Health and Safety Code Section 7050.5)

MM 10 **Discovery of Human Remains**. If human remains or cultural resources associated with a burial (i.e. grave goods) are discovered during construction, the project applicant and/or its contractor shall cease all work within 50 feet of the find and notify the City of Hollister Planning Division and the County Coroner, according to California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage

Commission and shall follow the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) regarding treatment and disposition of recovered cultural items. The Commission will designate a Most Likely Descendant (MLD) who will be authorized to provide recommendations for management of the Native American human remains and any associated materials or objects (Public Resourced Code Section 5097.98 and Health and Safety Code Section 7050.5).

MM 11 **Greenhouse Gas (GHG) Reduction Plan.** Prior to issuance of a building permit, the Project applicant shall prepare a Greenhouse Gas (GHG) Reduction Plan that identifies all feasible GHG reduction measures that shall be incorporated into the project to reduce annual project operational GHG emissions to below 2,000 $MTCO_2e$ annually. The GHG Reduction Plan shall also identify the value of GHG reductions associated with each measure and provide evidence to the satisfaction of the Development Services Director that supports the level of reduction assumed. All measures shall be implemented and operational prior to final occupancy.

On-site reduction measures shall be prioritized. If all feasible on-site reduction measures are not sufficient to reduce emissions to below the threshold of significance, the applicant shall identify feasible off-site reduction measures available through projects or programs within the air basin, if any (e.g. energy efficiency retrofit programs, engine replacement programs, etc.) to reduce the balance of emissions to below the threshold. If such programs are not in place or deemed infeasible based on evidence supplied by the applicant and accepted by the Development Services Director, purchase of carbon off-sets that are validated through a recognized source such as the Climate Action Registry may then be considered to meet the balance of the GHG emissions reduction volume required.

Evidence of an off-set purchase contract shall be provided prior to approval of an occupancy permit. The GHG Reduction Plan is subject to review and approval of the Development Services Director.

On-site GHG reduction measures that should be considered for inclusion in the GHG Reduction Plan include, but are not limited to the following:

- Design the project to exceed current Title 24 (e.g. solar power) to offset project energy demands;
- Install energy efficient (e.g. Energy Star) appliances and equipment;
- Include the necessary infrastructure in the project design (e.g. physical design, energy, and fueling) to support the deployment of zero emission technologies now and into the future including zero emission (battery electric or fuel cell electric) to the fullest extent feasible;
- To the fullest extent possible, utilize zero and near-zero technologies including battery electric or fuel cell electric technology;
- Develop strategies to promote telecommuting, reduce transit costs to employees, and to develop innovative ways to encourage and facilitate rideshare, transit, cycling, and walking for employee work trips and/or work breaks;

- Use reclaimed, gray and/or locally sourced water as allowable for irrigation;
- Incorporate indoor water conservation measures, such as use of ultra-low flow toilets and faucets (bathrooms); and
- Incorporate water efficient irrigation into the project design.

MM 12 **Light and Glare**. Final project design shall include and demonstrate the following:

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

MM 13 **Cumulative Peak Hour Shift Starts**. As a condition of project approval, the project and all license holders/operators shall stagger shift start/end times to avoid the A.M. and P.M peak periods (5-9am and 2:30-7:30pm).

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This Initial Study has been prepared to determine and identify the potential environmental effects of construction and operation of the Felipe 9 Cannabis Cultivation Park ("Felipe 9") in the City of Hollister. This study has been prepared pursuant to the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000, et seq.).

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b) (1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on the criteria above, the City of Hollister (City) is the lead agency for the proposed project.

1.3 CEQA AND CANNABIS-RELATED PROJECTS

The California Department of Food and Agriculture (CDFA) CalCannabis Cultivation Licensing Division (CalCannabis) has jurisdiction over the issuance of licenses to cultivate, propagate and process commercial cannabis in California. The CDFA certified a Programmatic Environmental Impact Report (PEIR) in November 2017, that analyzed the potential environmental impacts of cannabis licensing activities on a state-wide basis pursuant to the Medicinal and Adult-Use Cannabis Regulation and Safety Act (MAUCRSA). CalCannabis encourages local agencies to refer to the PEIR and specifically to Appendix J, which provided a CEQA Tiering Strategy as a guidance tool for local agencies in the preparation of CEQA documents.

The PEIR concluded that environmental impacts on a state-wide basis would be less than significant based on CEQA thresholds, with the exception of potentially significant impacts to cultural and tribal resources. The tiering checklist has been reviewed in the preparation of this environmental document.

In terms of analysis approach, the Project under review includes the land entitlements and construction of industrial scale buildings that are designed for commercial cannabis production. The details of the operations that will be the subject of future licenses within the buildings are not known in detail at this time. The IS/MND analyzes the proposal based on information as available and based on the estimated operations of similar projects.

1.4 ENVIRONMENTAL ANALYSIS

This document has been prepared using the City's environmental initial study checklist, together with recently certified environmental documents for nearby projects. The conclusions herein are based on CEQA standards, professional judgement, field review and available public documents. This Initial Study constitutes substantial evidence supporting the conclusion that preparation of an EIR is not required prior to approval of the project by the City and provides the required documentation under CEQA.

1.5 FINDINGS AND CONCLUSIONS

The project, compared to existing conditions, will have no significant effect on the environment. Minor changes in use and traffic patterns will occur, but no permanent, significant effects are

forecast. The uses proposed are consistent with the General Plan, Municipal Code, and the recently adopted City ordinance regulating medical cannabis cultivation, manufacturing and distribution. Consistent with CEQA Section 15153(c), this Initial Study constitutes environmental review of the project and the City can prepare a Mitigated Negative Declaration.

1.6 MITIGATION AND MONITORING PROGRAM

As required by Public Resources Code Section 21081.6 (a)(1), a mitigation monitoring and reporting program has been prepared for the project in order to monitor the implementation of the mitigation measures that have been adopted for the project. Any long-term monitoring of mitigation measures imposed on the overall development will be implemented through the Mitigation Monitoring and Reporting Program.

2.1 BACKGROUND INFORMATION

Project Title:	Felipe 9 Cannabis Cultivation Park
Lead Agency:	City of Hollister 375 Fifth Street Hollister, CA 95023
Contact Person:	Abraham Prado, Planning Manager
Date Prepared:	April 5, 2019
Study Prepared by:	Coats Consulting PO Box 1356 Carmel, CA 93921 Geary Coats, Principal Tad Stearn, Planner, Kimley-Horn
Project Location:	East side of San Felipe Road, south of McCloskey Road and north of SR 25, Hollister, CA APNs: 051-100-031 and -032
General Plan Designation:	North Gateway Commercial
Project Sponsor:	Felipe 9, LLC 10 Harris Court, Suite B-1 Monterey, CA 93940
Project Site Address:	773 San Felipe Road, north/central Hollister, San Benito County
Zoning:	North Gateway Commercial
Project Description:	Minor subdivision and lot line adjustment to convert an existing project area totaling 9.1 acres into three lots. Two of the new parcels (3.34 and 5.01 acres, respectively) will each contain a new indoor cannabis cultivation, distribution and manufacturing facility. Access will be provided by an easement from San Felipe Road shared by all parcels. The lot line adjustment will create the third remainder parcel of less than one acre that is subject to a separate land use application for a proposed dispensary use. Individual licenses will be required for each proposed use. The project application also includes a request for a Conditional Use Permit and Site and Architectural Review for the new structures.
Surrounding Land Uses:	The project site is bounded by active agricultural uses to the east, with commercial/light industrial uses to the north and south. San Felipe Road is located to the west.
Public Comment Period:	30 days, April 12 to May 13, 2019

2.2 DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

PROJECT LOCATION

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

- Northern boundary is commercial/light industrial
- Southern boundary is commercial and open field
- Eastern boundary is agriculture
- Western boundary is San Felipe Road

EXISTING SITE CONDITIONS AND LOT CONFIGURATION

The subject property currently consists of two legal lots under common ownership. 773 San Felipe Road (APN 051-100-032) is an 11,761 square foot "protrusion" into the project area. APN 051-100-031 is an adjacent 8.35-acre parcel that surrounds the smaller parcel on three sides (See **Figure 1**). Together they total 9.17 acres. The property includes a single family rural residential home and large commercial shed/workshop that are scheduled for demolition. The home and the project site are not occupied. A portion of the property, about 5 percent, is paved. The remainder of the property has historically been in agricultural use as an orchard but is currently fallow field. The trees and remnants of the orchard are no longer present. Trees on the property are clustered near the residence and along San Felipe Road. No water bodies or other significant environmental features were identified.

An aerial image of the site and its surroundings are shown in **Figure 2**. Existing site conditions are shown in **Figure 3**.

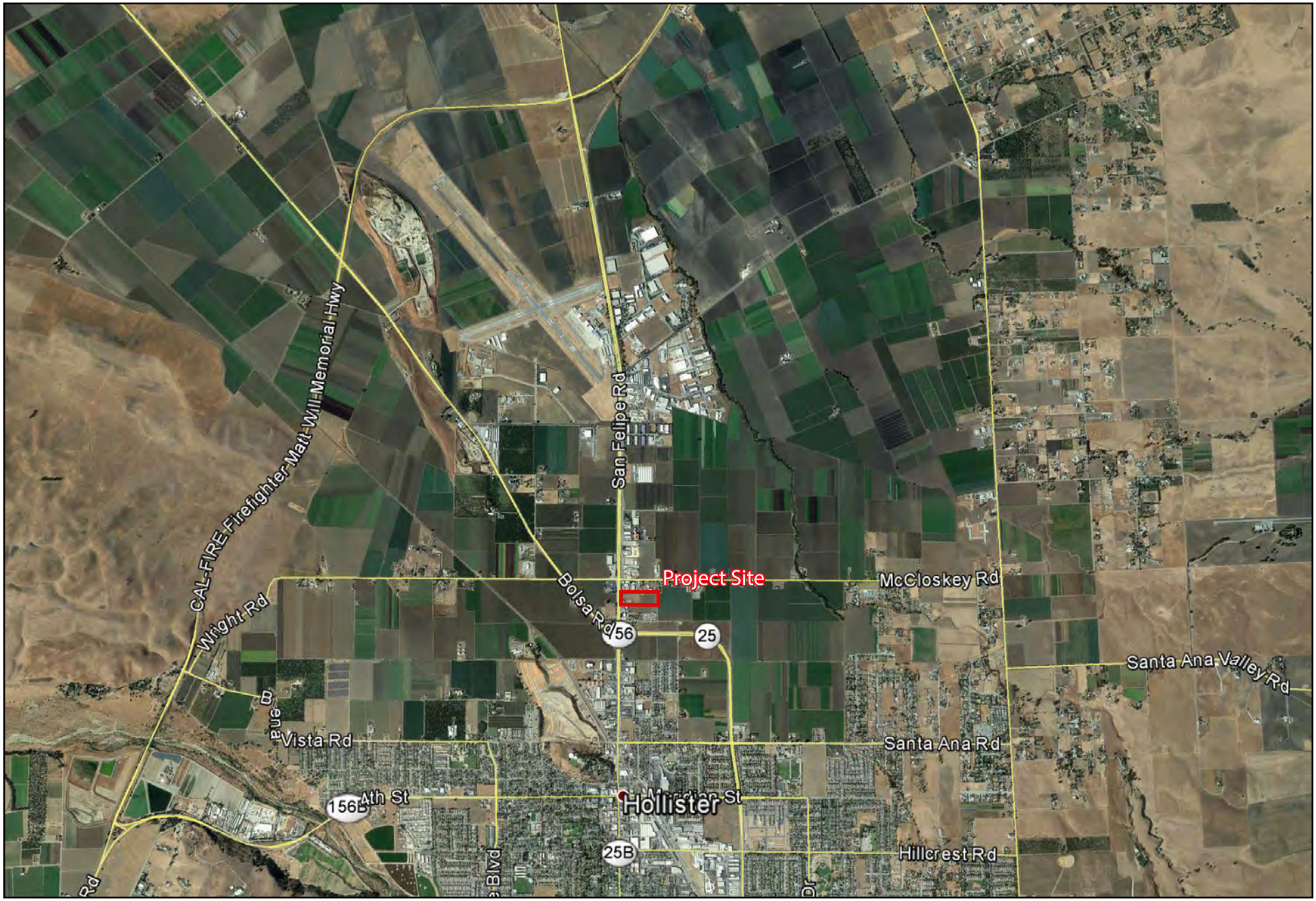

Figure 1: Project Location and Vicinity Map

Not to scale

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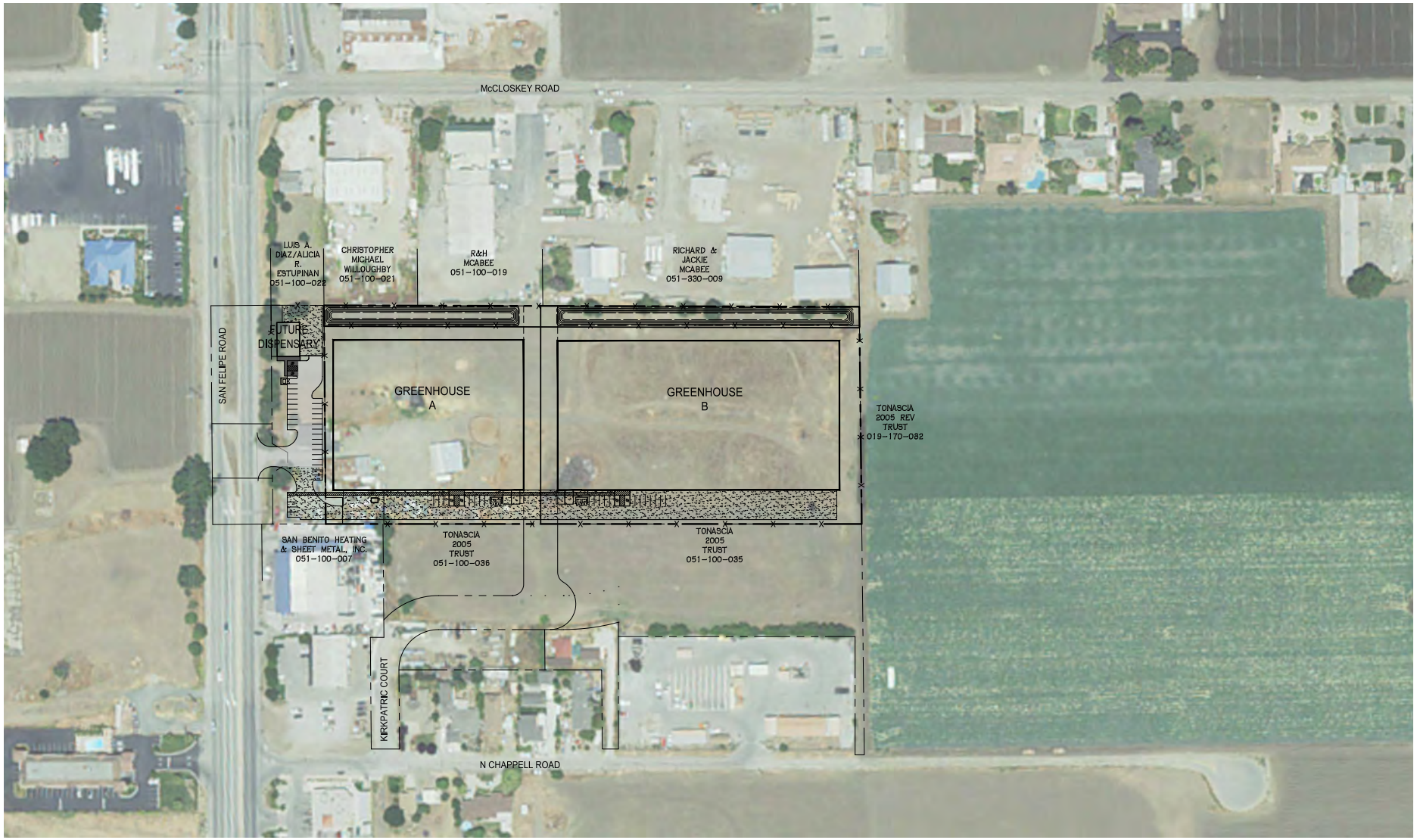

Source: Whitson Engineers, 2018

Figure 2: Aerial Site Plan

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Views into the property and along San Felipe Road.

Figure 3: Site Photographs

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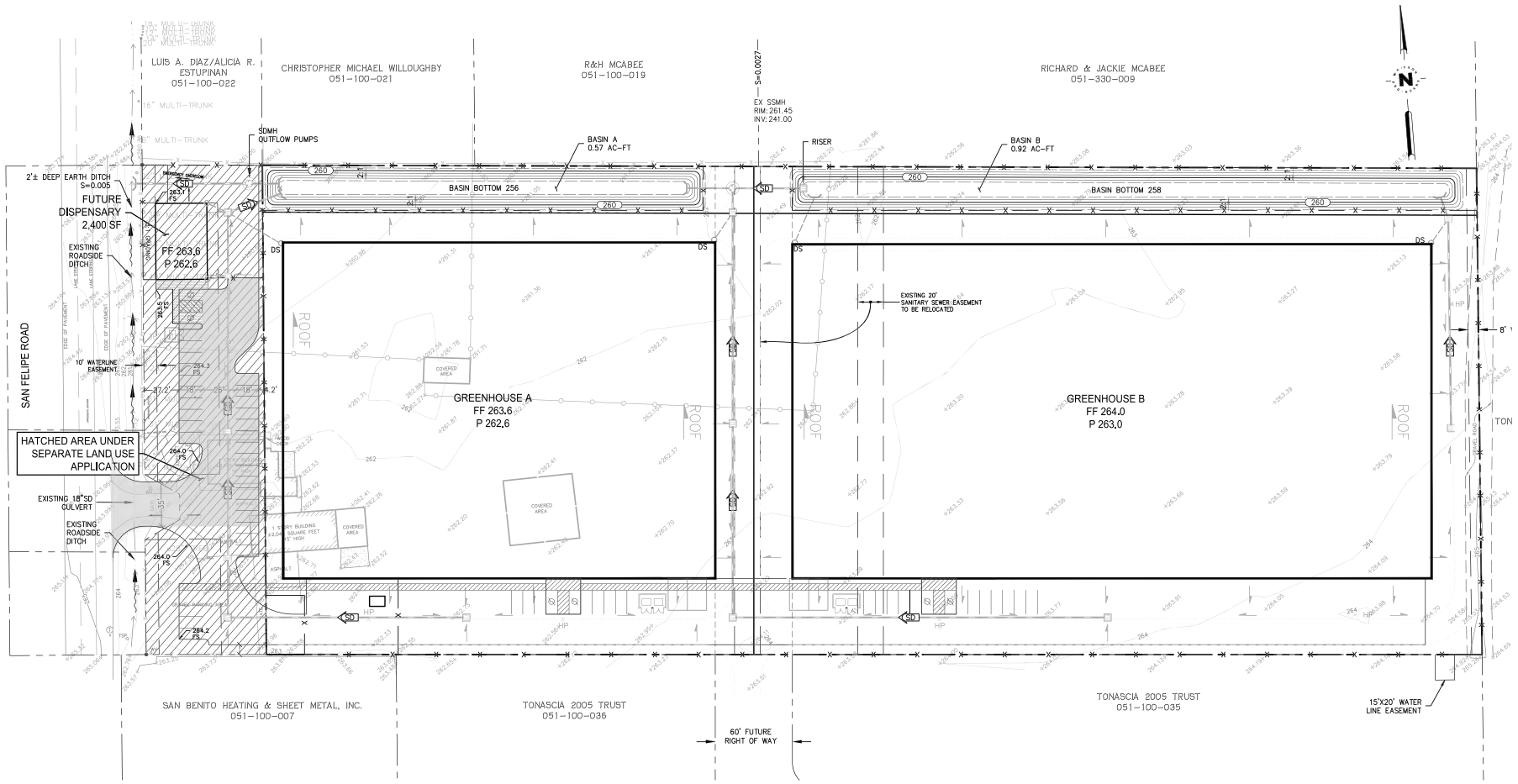

Source: Whitson Engineers, 2018

Figure 4: Site Plan Detail

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PROJECT DESCRIPTION

Felipe 9 LLC is proposing a Cannabis Cultivation Park on an existing commercial property located immediately east of San Felipe Road. The subject parcels, APN 051-100-031 and -032, total 9.1 acres in size.

Requested Approvals

The project is expected to require the following approvals and actions:

- Lot Line Adjustment and Minor Subdivision to divide the property into three legal parcels ranging from 35,800 square feet to 5.01 acres in size
- Conditional Use Permit for operation of two greenhouse structures
- Site and Architectural Approval for proposed structures (including landscaping and signage)
- Adoption of a Development/Operating Agreement
- Cannabis Licenses (from City of Hollister and CDFA)
- Demolition of existing on-site structures
- Building Permits
- Air District permitting for specific equipment (MBARD)

The project site is located in an urban area and will utilize municipal water supplies. The project will not result in diversion of surface waters for irrigation, impacts to water bodies or habitat, or other issues that would trigger additional State or federal resource permitting beyond what is already required for water quality conformance.

The project sponsor will serve as the Master Applicant in the City of Hollister's Applicant for Cannabis Facility License Program and will be applying for cannabis licenses that would allow up to 220,000 square feet of indoor cultivation, manufacturing, and distribution, including hemp products. A dispensary, the subject of a separate land use application, is proposed on the 35,800 square foot remainder parcel but is not part of this project application.

The applicant proposes to lease or sell each building and/or assign portions of the licenses to qualified tenants. Prior to leasing from the applicant within the cultivation park or being assigned to portions of the licenses, each prospective tenant must first separately apply to the City and receive approval to operate with a cannabis business license per City ordinance and regulations. The tenants will have the ability to grow all forms of cannabis, including hemp. As end users and licensees are not known at this time, the exact mix of plant type, canopy, irrigation techniques and manufacturing processes are also unknown at this time and will be established with the licenses.

Lot Line Adjustment and Minor Subdivision

The proposal would ***adjust*** existing lot lines between APN 051-100-031 and -032 to create two rectangular parcels of 35,800 square feet and 8.35 acres. The minor subdivision would then ***subdivide*** the larger parcel into two parcels of 3.34 and 5.01 acres, respectively.

Site Access

Primary access to the realigned parcels will be via an easement through the remainder parcel from San Felipe Road. This access point and easement is proposed to serve the greenhouse parcels, but not the dispensary use. This access is proposed as a right-in/right-out movement for

safety reasons. The plan also includes a 60' right of way for future public roadway dedication between the two greenhouse parcels, at the end of Kirkpatrick Road. The future dedication is shown for planning purposes only, and there will be no project access at this location.

Physical Improvements

On each of the two primary parcels the project will construct indoor cultivation/manufacturing buildings ranging in size from approximately 90,000 square feet to 130,000 square feet, for a total of approximately 220,000 square feet of building area. Each building would be constructed with a solid concrete exterior with a greenhouse canopy over the cultivation area. The buildings will be "mixed light" facilities, using natural and artificial light sources. On-site parking would be provided for each building per city code (19 standard spaces plus 4 handicap spaces). The current site plan also includes a 96 square foot guard house. Total lot coverage is 60.4%, landscape coverage is 18.8%, and open space area is 39.1%.

Other improvements include storm drainage and utility systems constructed to local code, emergency/fire access, landscaping, and security systems/fencing. Sewer and water service will be provided by the City of Hollister.

Increased electricity demand to power the buildings will require additional coordination and approval from PG&E. Landscaping and design will be consistent with Northern Gateway Commercial design guidelines; however, the project does not front a public roadway. For purposes of responsibility, it is assumed that the dispensary parcel fronting San Felipe Road will be responsible for frontage improvements consistent with North Gateway Commercial guidelines.

Construction

The site is relatively flat. Construction will require grading with heavy equipment, ground preparation, trenching, staking and flagging, installation and extension of utility systems and typical industrial building techniques. Existing structures will require demolition and removal. Construction will require the use of bulldozers and excavators to level the site and grade the detention basins, compacting machinery, concrete pumpers for pouring foundations and wall forms, cranes, and paving equipment for parking areas and hardscape. Construction is expected to progress over a 6-month period.

Operations

The cultivation park will operate 24 hours per day, seven days per week. Approximately twenty employees will be present for each of the three 8-hour shifts. Shift start and end times are proposed for non-peak hours to avoid peak travel times. Once the cannabis is harvested it would be expected to be routed on site to the manufacturing area and converted to saleable items including cured/packaged product, edibles, oils, and related products now found in the cannabis retail environment. The specifics of the operations and end products are not known at this time and will be defined by the licenses requested. No retail point of sale will take place at the facility.

The site plan detail is shown in **Figure 4.**

2.3 PROJECT CONSISTENCY ANALYSIS

CEQA Guidelines Section 15063(d)(5) states that the Initial Study is to examine whether the project would be consistent with existing zoning, plans, and other applicable land use controls. This section includes a discussion of the proposed project's consistency with the City of Hollister General Plan (2005a) and Zoning Code, the Monterey Bay Air Resources District's (2016) Air Quality Management Plan, and the Council of San Benito County Governments' 2035 Regional Transportation Plan (2014).

GENERAL PLAN AND ZONING CODE

According to the City of Hollister General Plan, the project site has a General Plan land use designation of North Gateway Commercial, with a conforming North Gateway Commercial zoning designation. Under this designation and zoning, cannabis cultivation and manufacturing facilities, in addition to a dispensary, are permitted uses subject to City approval. The dispensary parcel is under different ownership and has been entitled separately.

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

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

AIR QUALITY MANAGEMENT PLAN

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

Projects that are not consistent with the AQMP have not been accommodated in the plan and could have a significant cumulative impact on regional air quality unless emissions are completely offset. The MBARD has developed a consistency determination process for local jurisdictions to identify whether proposed land uses are consistent with the AQMP. Specifically, the MBARD consistency determination process demonstrates whether the population associated with growth, such as the proposed project, is accommodated because AMBAG's regional forecasts for population and dwelling units are embedded in the emissions inventory projections used in the AQMP. Projects that are consistent with AMBAG's regional forecasts have been accommodated in the AQMP and therefore are consistent with the plan. Buildout of the project's 9.1 acres as North Gateway Commercial has been anticipated since adoption of the 2005 Hollister General Plan.

The greenhouse use is consistent with the land use designation and represents a less intensive use (in terms of potential end users, employees, traffic generation etc.) than is allowed. For these reasons the use is considered consistent and within AMBAG's regional forecasts for the City of Hollister.

REGIONAL TRANSPORTATION PLAN

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

2.4 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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

. Check here if this finding is not applicable.

FINDING: For the above-referenced topics that are not checked, there is little no potential for significant environmental impact to occur from construction, operation, or maintenance of the proposed project. However, discussions are provided for all sections in order to inform responsible agencies, decision makers and the public to the greatest extent possible.

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

On the basis of this initial evaluation:

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

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

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

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

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

Tad Stearn for City of Hollister
Signature (City Representative)

April 10, 2019
Date

2.6 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

The visual and aesthetic characteristics of the project site are typical of the area, consisting of rural residential and agricultural fields, vacant fields and industrial uses.

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

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

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

According to the California Department of Transportation's (Caltrans) Scenic Highway Program (2014), State Route (SR) 25 between SR 198 and SR 156 is an eligible scenic highway. However, the highway does not currently have scenic highway status. The project site is located approximately 1,000 feet north and east of SR 25. No scenic resources would be damaged by the project because there are no such resources on the site. The proposed project would therefore have **no impact** on scenic resources as none are present.

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

The project site is in the north/central portion of the city and is bounded by a mix of residential, agriculture and commercial/light industrial uses. This section of the city is characterized by a patchwork of large vacant parcels, industrial uses, rural residential and agricultural land. The General Plan EIR (2005b) identified buildout of the planning area to have a potentially significant impact on the visual character of the area; however, implementation of North Gateway design guidelines, as well as the application of other design policies, reduced this impact to a less than significant level. The proposed project would be required to comply with any applicable design guidelines and implement a performance agreement, which would minimize the proposed project's potential to substantially degrade the existing visual character or quality of the site and its surroundings. Such improvements would include visual screening of parking areas, incorporation of tree plantings, and architectural review of new buildings. This would be considered a **less than significant impact**.

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

The Hollister General Plan identifies about 90 percent of the 9-acre site as Prime Farmland. Additionally, the California Department of Conservation's (2014) Farmland Mapping and Monitoring Program (FMMP) identifies nearly the entire site as Prime Farmland. The General Plan EIR determined that the loss of farmland through planned urbanization was a significant and unavoidable impact. Findings recognizing this impact were adopted by the City of Hollister. Additionally, the City's General Plan land use designation (Northern Gateway Commercial) and zoning designation identify the site for future commercial and business park use. The loss of farmland citywide was previously considered and determined to result in a significant and unavoidable impact in the City's General Plan EIR. The City of Hollister determined that the loss of agricultural land was an important consideration in the development of new land uses; however, the benefits of converting the land to urban uses outweighed identified impacts. The City Council

adopted a Statement of Overriding Considerations for loss of important farmlands identified in the Hollister General Plan EIR (2005b).

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

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

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

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

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

After project implementation, a long narrow strip of vacant land will remain immediately south of the project. However, this ruderal, vacant field does not appear to have been farmed in some time and is not currently in production. Fields immediately west of the project are in production; however, the project will not impede or impact continued agriculture at this location.

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

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

DISCUSSION OF IMPACTS

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

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

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

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

Projects that are not consistent with the AQMP have not been accommodated in the plan and could have a significant cumulative impact on regional air quality unless emissions are completely offset. The MBARD has developed a consistency determination process for local jurisdictions to identify whether proposed land uses are consistent with the AQMP. Specifically, the MBARD consistency determination process demonstrates whether the population associated with growth, is accommodated because AMBAG's regional forecasts for population and dwelling units are embedded in the emissions inventory projections used in the AQMP. Projects that are consistent with AMBAG's regional forecasts have been accommodated in the AQMP and therefore are consistent with the plan. Buildout of the project's 9.1 acres as North Gateway Commercial been anticipated since adoption of the 2005 Hollister General Plan; therefore, it was included in AMBAG's regional forecasts.

The proposed project would result in a change in land use (fallow field and residence to greenhouses) in a manner consistent with the AQMP and the resulting development will be less intensive than allowed by the General Plan's North Gateway commercial designation. Therefore, the proposed project would have **no impact** on the AQMP.

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

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

Short-Term Construction Emissions

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

The MBARD's construction-related pollutant of concern is particulate matter smaller than 10 microns in diameter (PM_{10}), and the MBARD threshold for PM_{10} is 82 pounds per day. The MBARD provides screening thresholds to determine whether construction activities could exceed this threshold. According to the MBARD, construction activities that involve minimal earth moving over an area of 8.1 acres or more could result in potentially significant temporary air quality impacts if not mitigated. Construction activities that require more extensive site preparation (e.g., grading and excavation) may result in significant unmitigated impacts if the area of disturbance exceeds 2.2 acres per day. The project site, at 9.1 acres, is essentially flat and will be prepared to support the greenhouse buildings.

Table 1 shows the maximum daily PM_{10} for the proposed project.

TABLE 1
CONSTRUCTION-RELATED EMISSIONS (MAXIMUM POUNDS PER DAY)

Construction Year	Total Particulate Matter (PM_{10})
2019	10.3
MBARD Threshold	82
Exceed MBARD Threshold?	No

Source: CalEEMod version 2016.3.2.
Notes: Mitigation Measure 1 Dust Abatement was applied.

A modeling effort (CalEEMod Version 2016.3.2) was conducted in April 2019 to quantify the project's construction and operational emissions. Per **Table 1**, the project would not exceed MBARD thresholds. However, to ensure that temporary construction effects and nuisance emissions are adequately addressed, the following mitigation measures are required:

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

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

MM 2 **Construction Equipment.** The applicant shall, whenever feasible, utilize cleaner construction equipment during the project's construction phase. This includes equipment that conforms the ARB's Tier 3 or Tier 4 emission standards, equipment that uses alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.

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

Long-Term Operational Emissions

Project-generated increases in emissions would be predominantly associated with motor vehicle use by employees travelling to and from the site. To a lesser degree, secondary effects could see increases in emissions from increased power usage during the growing and processing phases, landscape maintenance equipment, and architectural coatings. All operations will occur indoors, and no on-site burning of cannabis material is proposed.

Based on the projected traffic trip generation for manufacturing uses of 864 trips per day and other model inputs, the CalEEMod results in **Table 2** below demonstrate that project emissions would not trigger significance thresholds.

TABLE 2
OPERATION-RELATED EMISSIONS (MAXIMUM POUNDS PER DAY)

Construction Year	Volatile Organic Compounds (VOC)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Summer					
Area	5.6	0.0004	0.04	0.0002	0.002
Energy	0.1	1.0	0.9	0.1	0.1
Mobile	2.6	28.0	23.4	5.4	1.5
Total	8.3	29.1	24.3	5.5	1.6
MBARD Threshold	137	137	550	82	N/A
Exceed MBARD Threshold?	**No**	**No**	**No**	**No**	**N/A**
Winter					
Area	5.6	0.0004	0.04	0.0002	0.0002
Energy	0.1	1.0	0.9	0.1	0.1
Mobile	2.4	28.5	25.3	5.4	1.6
Total	8.2	29.6	26.2	5.5	1.6
MBARD Threshold	137	137	550	82	N/A
Exceed MBARD Threshold?	**No**	**No**	**No**	**No**	**N/A**

Operation of the project would have a **less than significant impact**. However, to limit $PM_{2.5}$ emissions due to project operations, **MM 2** would prohibit open burning of cannabis material.

MM 3 **Prohibition of Open Burning of Cannabis Material.** The applicant and individual license holders shall be prohibited from open burning of cannabis materials as part of project operations.

Implementation of mitigation measure **MM 3** would ensure that impacts remain **less than significant**.

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

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

d) Expose sensitive receptors to substantial pollutant concentrations?

Toxic Air Contaminants (TACs)

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

Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. There are residential uses located approximately 250 feet southeast of the project site. However, the project will not produce concentrations of TACs; therefore, there will be no impact regarding stationary or mobile TACs.

Carbon Monoxide Hotspots

Typically, substantial pollutant concentrations of carbon monoxide (CO) are associated with mobile sources (e.g., vehicle idling time). Localized concentrations of CO are associated with congested roadways or signalized intersections operating at poor levels of service (LOS E or lower). High concentrations of CO may negatively affect local sensitive receptors (e.g., residents, schoolchildren, or hospital patients). As identified above, there are no sensitive receptors closer than 250 feet. As stated in Section 16, Transportation/Traffic, the project would not create any significant impacts to traffic congestion. Therefore, the project operation would not result in CO hotspot impacts on sensitive receptors. Impacts on sensitive receptors would be **less than significant**.

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

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

Project construction would use a variety of gasoline- or diesel-powered equipment that would emit exhaust fumes. While exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. Construction-related odors would be less than significant, as there are no sensitive receptors closer than approximately 250 feet. Mitigation Measure MM 2 is intended to reduce these emissions to the extent feasible, based on the type and availability of equipment for a specific task.

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

All manufacture and cultivation of marijuana plants and products will occur indoors. Per the City's ordinance, each of the applicants/licensees would be required to prepare an odor management plan detailing steps that will be taken to ensure that the odor of marijuana will not emanate beyond the exterior walls of the facility, including as necessary, the installation and use of air purification systems and/or air scrubbers. An Air District Authority to Construct and Permit to Operate is required for odor control devices, fume hoods and engineer generator sets and may require specific permitting depending upon the operation associated with each license. With implementation of standard conditions and considering that there is not a concentration of sensitive receptors nearby, this impact would be **less than significant**.

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

DISCUSSION OF IMPACTS

An environmental planner conducted an evaluation of the project site to characterize the biological baseline on and adjacent to the proposed project. The evaluation involved a

reconnaissance-level survey of site conditions. Studies for nearby projects were also reviewed to obtain baseline habitat and species data that may potentially be present.

Special-Status Species

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

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

Locally occurring wildlife presence on the site would be negligible. Due to the existing commercial improvements, the lack of natural habitats in proximity, and the disturbed nature of the remainder of the site which is a vacant infill lot, most of the species of local or regional concern would not be expected to use the site regularly or for extended periods. Common rodents, reptiles, and other animals commonly found in agricultural/fallow fields could be found on the site.

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

Based on site conditions and known regional occurrences, there is a possibility that special-status species may occur on the project site.

Burrowing Owl. Project implementation may result in the loss of this species through destruction of active nesting sites and/or incidental burial of adults, young, and eggs, should they become established on-site. Potential nest abandonment and mortality to burrowing owl individuals would be a significant impact on protected species. Mitigation measures are required.

Raptors/Migratory Birds. Raptors and migratory bird species have the potential to inhabit the project area. Swainson's hawk (Buteo swainsoni) and white-tailed kite (Elanus leucurus) are afforded additional protection through state laws. Swainson's hawk is listed in California as a threatened species under the CESA. The white-tailed kite is a California fully protected species.

Some raptor and migratory bird species, such as Cooper's hawk (Accipiter cooperii), prairie falcon (Falco columbarius), and merlin (Falco mexicanus), are not considered special-status species because they are not rare or protected under the ESA or the CESA; however, the nests of all raptor species are protected under the MBTA and Section 3503.5 of the FGC. The nests of all migratory birds are protected under the MBTA, which makes it illegal to destroy any active migratory bird nest. The fallow agricultural lands with sparse vegetation and the mature trees in the project area and vicinity provide potential foraging and nesting habitat for migratory birds and some of the raptors that occur in the region.

If nesting migratory birds and/or raptors are present during project construction, the proposed project may cause direct mortality through impacts to habitats that contain active nests. Excessive noise, disturbance, and vibrations can cause nesting raptors and birds to abandon their nests. The loss of active nests or direct mortality is prohibited by the MBTA and FGC Section 3503.5. The proposed project could result in indirect impacts to migratory birds and raptors through habitat degradation and removal of trees/shrubs suitable for nesting, as well as from increased human presence.

Bat species. Special-status bat species, including the pallid bat, Townsend's big-eared bat, and western mastiff bat, could inhabit the area in the vicinity of the project. These species are widely distributed throughout California; however, many of these species are rare within the overall ranges. Bat species require foraging habitat, night roosting cover, day roosting sites, maternity roost sites, and winter hibernacula. These bat species may forage in a variety of habitats, including annual grasslands, agricultural lands, and wetland habitats. Suitable roosting sites include caves, rock crevices, cliffs, buildings, tree bark, and snags. Some or all of these bat species are likely to forage in the vicinity of the project area, but there is a low likelihood that maternity roosts or hibernacula are located in the project area itself. Tree bark, snags, and manmade structures within or adjacent to the project area could, however, provide some roosting habitat for special-status bat species.

Mitigation Measures

MM 4 **Burrowing Owl.** If clearing and construction activities will occur during the nesting period for burrowing owls (February 1–August 31), a qualified biologist shall conduct focused surveys for burrowing owls on and adjacent to the project site. Surveys shall be conducted in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation (Staff Report), published March 7, 2012. Surveys will be done within 14 days prior to construction activities and will be repeated if project activities are suspended or delayed for more than 15 days during nesting season.

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

MM 5 **Nesting Raptors**. If clearing and/or construction activities would occur during the raptor nesting season (February 15–September 15), a qualified biologist shall conduct preconstruction surveys to identify active nests within 14 days of construction initiation. Surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within the proposed impact area, including construction access routes and a 200-foot buffer (if feasible). If no active nests are found, no further mitigation is required. Surveys

shall be repeated if construction activities are delayed or postponed for more than 30 days.

MM 6 **Migratory Birds**. If clearing and/or construction activities will occur during the migratory bird nesting season (February 1–September 1), a qualified biologist shall conduct preconstruction surveys to identify active migratory bird nests within 14 days prior to construction initiation. If migratory bird nests are identified within 200 feet of project activities, the applicant will impose a 150-foot setback to all active migratory bird nest sites prior to commencement of project construction activities to avoid construction- or access-related disturbances to nesting birds. Project-related activities (i.e., vegetation removal, earth moving, and construction) shall not occur within any setbacks until nests are deemed inactive. Activities permitted within setbacks and the size of setbacks may be adjusted through consultation with the city.

MM 7 **Tree Removal**. Trees containing active migratory bird and/or raptor (excluding Swainson's hawk) nests that must be removed as a result of project implementation shall be removed during the non-breeding season (September 16–January 31). Swainson's hawks are state listed as threatened species; therefore, impacts to Swainson's hawk nest trees require regulatory authorization from the CDFW prior to removal.

MM 8 **Bats.** Construction activities shall occur during daylight hours. If bats are observed foraging during daylight hours, construction activities shall cease until bats are no longer observed in the area.

Implementation of mitigation measure **MM 4 through MM 8** would reduce impacts to **less than significant**.

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

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

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

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

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

Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. The project site consists of rural residential uses, asphalt, and ruderal habitat that is isolated by development and agriculture from other areas of natural habitats occurring on all sides. The habitat values are extremely fragmented in this area. The conversion of approximately 9 acres of such habitat would not significantly impact wildlife. Therefore, impacts on wildlife habitat and movement would be **less than significant**.

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

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

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

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

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

DISCUSSION OF IMPACTS

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

The site contains a single-family home with an adjacent workshop building. Although the exact year of construction of the home is not known, it appears to be pre-1939, which is typical of homesteads and rural residences in the Hollister area (AEI Consultants, 2017). As the project will clear the site, the existing structures would be demolished and removed.

Based on publicly available real estate information and field visit by the consulting archaeologist, the stucco home appears to have been significantly modified over the years with additions, stucco siding, window and door replacements, and other improvements that detract from any architecturally historic significance there may have been at one time. As such, removing the structures will result in a **less than significant** impact to historic resources.

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

Findings from an archaeological assessment (Holman Associates, 2019) and nearby studies indicate that there is a low potential for the site to contain buried or obscured archaeological resources as defined in Public Resources Coe section 21074. The field assessment included an archival research and field transects of the property. All findings were negative. However, the project would involve ground-disturbing activities that have the potential to uncover archeological resources during construction. Therefore, the project could have a **significant impact** on archaeological resources. The following mitigation measure would be required. Please also see Section 17 of this Initial Study, which specifically addresses tribal resources.

Mitigation Measure

MM 9 **Undiscovered Cultural Resources**. During project construction, if any archeological, paleontological or tribal resources (e.g., evidence of past human habitation or fossils) are found, the project applicant and/or its contractor shall cease all work within 50 feet of the discovery and notify the City of Hollister Planning Division immediately. The project applicant and/or its contractor shall retain a qualified archaeologist, paleontologist and Native American representative to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered resources. The City and the applicant shall consider the mitigation recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures. (Health and Safety Code Section 7050.5)

Implementation of mitigation measure **MM 9** would reduce impacts on archeological and paleontological resources to **less than significant**.

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

The potential exists for discovery of paleontological resources during ground-disturbing activities. Therefore, the project may impact paleontological resources. This impact would be **significant**. Implementation of mitigation measure **MM 9** would reduce impacts on paleontological resources to **less than significant**.

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

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

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

Mitigation Measure

MM 10 **Discovery of Human Remains**. If human remains or cultural resources associated with a burial (i.e. grave goods) are discovered during construction, the project applicant and/or its contractor shall cease all work within 50 feet of the find and notify the City of Hollister Planning Division and the County Coroner, according to California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and shall follow the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) regarding treatment and disposition of recovered cultural items. The Commission will designate a Most Likely Descendant (MLD) who will be authorized to provide recommendations for management of the Native American human remains and any associated materials or objects (Public Resourced Code Section 5097.98 and Health and Safety Code Section 7050.5).

Implementation of mitigation measure **MM 10** would reduce potential impacts on human remains to a **less than significant** level by requiring that work cease immediately and ensuring the appropriate procedures are followed in the event of an unanticipated discovery of human remains during project construction.

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

DISCUSSION OF IMPACTS

This section addresses the site's suitability for greenhouse use based on the preliminary soils and geotechnical report prepared for the 2005 Hollister General Plan and other readily available sources. Based upon soil sampling conducted by AEI Consultants (2017), the local geology consists of both fine and coarse sedimentary soils.

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

Hollister is in a seismically active region and has experienced damage caused by ground shaking within the last 40 years. The San Andreas fault line is the general boundary between the northward-moving Pacific Plate and the southward-moving North American Plate. The San Andreas fault system crosses San Benito County in a southeasterly direction along the Gabilan Range 2.5 miles west of the city and is capable of generating an earthquake of up to 8.3 magnitude on the Richter Scale. The project site is located outside of a California Earthquake Fault Zone for an active fault. The nearest active fault is the Calaveras fault, which is located approximately 2,000 feet to the south. The Calaveras fault runs north–south and bisects the city through the downtown area. This fault has the capacity for a quake of magnitude 7+ on the Richter Scale. Additional nearby faults include the Quien Sabe and the Tres Pinos. The Quien Sabe fault registered an earthquake of at least magnitude 5.5 on the Richter Scale in 1986. The Tres Pinos fault is a minor fault that is connected to the Calaveras fault in Hollister's downtown area and is aligned in a southeasterly direction through the area. All but the Tres Pinos fault are considered active faults. The project's potential to be impacted by fault rupture, ground shaking, liquefaction, and landslide is discussed below.

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

i) Rupture of a known earthquake fault?

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

ii) Strong seismic ground shaking?

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

iii) Seismic-related ground failure, including liquefaction?

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

iv) Landslides?

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

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

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

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

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

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

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

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

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

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

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

Expansive soils can cause damage to buildings and paved areas. Near-surface soils that exhibit low strength may settle under building loads. The City of Hollister General Plan EIR addresses the potential for expansive soils in the Hollister planning area. According to the General Plan EIR, the potential for expansive soils can be eliminated by conducting engineering tests to determine the proper design criteria. The project applicant would be required to observe those techniques during site development. As such, the potential for expansive soils creating substantial risks to life or property would be a **less than significant impact**.

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

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

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

DISCUSSION OF IMPACTS

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

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

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

SB 32 (SB 32), signed into law in September 2016, codifies a GHG reduction target of 40 percent below 1990 levels by 2030 and authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the

California Legislature passed companion legislation AB 197, which provided additional direction for developing an updated Scoping Plan. CARB released the second update to the Scoping Plan to reflect the 2030 target set by SB 32 in November 2017.

Additionally, signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

As discussed in Air Quality, the Monterey Bay Air Resources District (MBARD) has primary responsibility for developing and implementing rules and regulations to maintain the national ambient air quality standards and attain the California ambient air quality standards, permitting new or modified sources, developing air quality management plans, and adopting and enforcing air pollution regulations for all projects in the North Central Coast Air Basin. The AB 32 Scoping Plan does not specify an explicit role for local air districts with respect to implementing AB 32, but it does state that CARB will work actively with air districts in coordinating emissions reporting, encouraging and coordinating GHG reductions, and providing technical assistance in quantifying reductions. The ability of air districts to control emissions (both criteria pollutants and GHGs) is provided primarily through permitting, but also via their role as a CEQA lead or commenting agency, the establishment of CEQA thresholds, and the development of analytical requirements for CEQA documents. The MBARD drafted potential quantitative thresholds for projects undergoing CEQA review in February 2014. The draft thresholds include an annual threshold of 10,000 metric tons for stationary sources and a tiered approach for land use projects, whereby one of the following is applied: a bright-line (numeric) threshold of 2,000 metric tons annually; or compliance with an adopted climate action plan. However, the MBARD has not formally adopted these thresholds, and they remain in draft form.

On April 28, 2017 the California Department of Food and Agriculture released a set of proposed regulations to establish cannabis cultivation licensing and a track and-trace system, collectively referred to as CalCannabis Cultivation Licensing. Section 8315 (Additional Environmental Protection Measure for Indoor Licenses) of the regulations included several environmental protection measures intended to reduce energy use including:

Indoor license types of all sizes shall ensure that electrical power used for commercial cannabis activity shall be provided by any combination of the following:

a. On-grid power with 42 percent renewable source.
b. Onsite zero net energy renewable source providing 42 percent of power.
c. Purchase of carbon offsets for any portion of power above 58 percent not from renewable sources.
d. Demonstration that the equipment to be used would be 42 percent more energy efficient than standard equipment, using 2014 as the baseline year for such standard equipment.

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

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

the year. Compared to existing conditions, greenhouse uses and lighting will use more electrical energy to operate the buildings, irrigate, and grow indoor crops.

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

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

The proposed project would result in direct GHG emissions from construction and operation related activities. The approximate daily GHG emissions generated by the Project are included in **Table 3**.

TABLE 3
CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS

	$MTCO_2e$
Total Construction Emissions	348
30- Year Amortized Construction	12

Source: CalEEMod version 2016.3.2.
Notes: Mitigation measure AQ-1 Dust Abatement was applied.

As shown in **Table 4**, project construction-related activities would generate approximately 348 $MTCO_2e$ of GHG emissions over the course of construction. Construction GHG emissions are typically summed and amortized over the project's lifetime (assumed to be 30 years), then added to the operational emissions. The amortized project emissions would be 12 $MTCO_2e$ per year. Once construction is complete, the generation of construction-related GHG emissions would cease.

TABLE 4
OPERATIONAL-RELATED GREENHOUSE GAS EMISSIONS

Emissions Source	**$MTCO_2e$ per year**
Unmitigated	
Construction Amortized Over 30 Years	12
Area	0.01
Energy	520

Emissions Source	$MTCO_2e$ per year
Mobile	1,342
Waste	137
Water	2.6
Total Unmitigated Project Emissions	***2,012***
Mitigated	
Construction Amortized Over 30 Years	12
Area	0.01
Energy	468
Mobile	1,342
Waste	69
Water	2.6
Total Mitigated Project Emissions	**1,893**
MBARD Threshold	2,000
Exceed MBARD Threshold?	No

Source: CalEEMod version 2016.3.2.
Notes: Mitigation measure GHG-1 was applied.

Table 4 shows that the proposed project would exceed MBARD GHG threshold for unmitigated emissions. This is a potentially significant impact. However, with implementation of **MM 11** emissions would be reduced. Mitigated GHG emissions would not exceed the MBARD GHG threshold of 2,000 $MTCO_2e$ per year with mitigation. In addition, with continued implementation of various statewide measures, the project's operational energy and mobile source emissions (approximately 96 percent of total project emissions) would continue to decline in the future. Project-related GHG emissions would be **less than significant** with implementation of **MM 11**.

MM 11 **Greenhouse Gas (GHG) Reduction Plan.** Prior to issuance of a building permit, the Project applicant shall prepare a Greenhouse Gas (GHG) Reduction Plan that identifies all feasible GHG reduction measures that shall be incorporated into the project to reduce annual project operational GHG emissions to below 2,000 $MTCO_2e$ annually. The GHG Reduction Plan shall also identify the value of GHG reductions associated with each measure and provide evidence to the satisfaction of the Development Services Director that supports the level of reduction assumed. All measures shall be implemented and operational prior to final occupancy.

On-site reduction measures shall be prioritized. If all feasible on-site reduction measures are not sufficient to reduce emissions to below the threshold of significance, the applicant shall identify feasible off-site reduction measures available through projects or programs within the air basin, if any (e.g. energy efficiency retrofit programs, engine replacement programs, etc.) to reduce the balance of emissions to below the threshold. If such programs are not in place or deemed infeasible based on evidence supplied by the applicant and accepted by the Development Services Director, purchase of carbon off-sets that are validated through a recognized source such as the Climate Action Registry may

then be considered to meet the balance of the GHG emissions reduction volume required.

Evidence of an off-set purchase contract shall be provided prior to approval of an occupancy permit. The GHG Reduction Plan is subject to review and approval of the Development Services Director.

On-site GHG reduction measures that should be considered for inclusion in the GHG Reduction Plan include, but are not limited to the following:

- Design the project to exceed current Title 24 (e.g. solar power) to offset project energy demands;
- Install energy efficient (e.g. Energy Star) appliances and equipment;
- Include the necessary infrastructure in the project design (e.g. physical design, energy, and fueling) to support the deployment of zero emission technologies now and into the future including zero emission (battery electric or fuel cell electric) to the fullest extent feasible;
- To the fullest extent possible, utilize zero and near-zero technologies including battery electric or fuel cell electric technology;
- Develop strategies to promote telecommuting, reduce transit costs to employees, and to develop innovative ways to encourage and facilitate rideshare, transit, cycling, and walking for employee work trips and/or work breaks;
- Use reclaimed, gray and/or locally sourced water as allowable for irrigation;
- Incorporate indoor water conservation measures, such as use of ultra-low flow toilets and faucets (bathrooms); and
- Incorporate water efficient irrigation into the project design.

Implementation of **MM 11** would reduce the impact of the project to less than significant by assuring that its GHG emissions will be reduced to below the threshold of significance.

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

While California has adopted several policies and regulations for the purpose of reducing GHG emissions, the City of Hollister does not currently have an adopted Climate Action Plan. The project's potential impacts and mitigation in response to current plans and policies are described above. There would be a **less than significant impact** beyond the assessment in this section.

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

DISCUSSION OF IMPACTS

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

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

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

The cannabis cultivation operations taking place in each building may use inert and/or hazardous materials and pressurized gas in the processing and manufacturing of cannabis-based products, depending on the process. If Cannabidiol (CBD) is manufactured, the oil is extracted from the plant using a distilling process. This process commonly uses CO2 as the solvent, but other solvents may be used. Specific materials, products, and processes to be used by the license holders are not known at this time.

These materials are incidental to the process and are not acutely volatile or hazardous when used and stored in accordance with federal, state and local regulations. A critical factor in manufacturing and safety is the design of the facility and the equipment to be used. Extraction equipment (if used for this project) may require food grade components, proper electrical components, pressure ratings, storage facilities, exhaust systems, vent hoods, and related equipment consistent with the City's ordinance and related building and fire codes. Such details will be reviewed in conjunction with specific license applications.

All cannabis cultivators are required to comply with all California Department of Pesticide Regulation (CDPR) laws and regulations related to cannabis cultivation (Cal. Code of Regulations, Title 3, Section 8307). The California Department of Food and Agriculture (CDFA) regulations contain protocols to reduce potential effects from pesticide use, including compliance with all label requirements, storage of chemicals in a secure building, containment of leaks and spills, application of the minimum amount necessary to control the target pest, and prevention of off-site drift.

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

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

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

A Phase I Environmental Site Assessment was conducted for the property (AEI Consultants, 2017). Based on the prior uses on the property, including agriculture and a commercial automobile repair and dismantling operation, the report identified potential contamination issues to be further investigated.

In addition, the age of the residence raised the probability of the presence of asbestos containing materials and lead paint. As recommended in the Phase I ESA, prior to demolition, the applicant will be required to conduct surveys for both asbestos containing materials and lead paint as required by EPA NESHAP 40 CFR Part 61, and 29 CFR 1910.1025 and 1926.62. Presence of any such materials must be disposed of in accordance with all existing regulations.

Based on the Phase I findings regarding the prior auto dismantling operation, a Phase II investigation was conducted consisting of a series of soil borings and laboratory analysis to determine the absence or presence of hydrocarbons, pesticides or other contaminants. The findings of the analysis concluded that the soils do not pose any environmental hazard and no further action is required.

As the demolition must be conducted in accordance with existing regulations and no other hazardous conditions were found, risk to the public or environment from hazardous materials is **less than significant.**

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

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

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

The property is not included on a list of hazardous materials sites. Therefore, the project would have **no impact**.

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

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

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

f) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

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

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

The project site is located in the Outer Safety Zone (OSZ) as identified in the 2001 Comprehensive Land Use Plan (CLUP) for Hollister Municipal Airport. Land use restrictions within the OSZ discourage residential use and uses that would result in greater than 60 people per acre when occupied. New structures should also result in no more than 50% of gross site coverage (or 65% of net coverage, whichever is greater). Based on the uses proposed, the project will have no more than 20 people on the 9 acres and the uses and building heights would be compliant.

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

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

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

MM 12 **Light and Glare**. Final project design shall include and demonstrate the following:

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

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

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

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

DISCUSSION OF IMPACTS

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

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

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

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

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

The City of Hollister has developed a Storm Water Management Plan (SWMP) in order to fulfill the requirements of the Phase II NPDES General Permit for Discharges of Storm Water from Small Municipal Separate Storm Sewer Systems. The project will be required to comply with all existing State and local stormwater quality requirements.

The City of Hollister would provide water, wastewater, and storm drainage services to the project. Because this project would create over 1 acre of new impervious surface area, the Hollister SWMP

requires that the project be consistent with the State Water Resources Control Board Construction General Permit (CGP), the purpose of which is to reduce water quality impacts associated with construction activities.

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

The project would connect to the City's existing storm drainage and sewer facilities. Drainage from the site and surrounding properties currently flows to an open earthen ditch along San Felipe Road. The City of Hollister Domestic Water Reclamation Facility would treat wastewater from the project site from bathrooms and municipal indoor use. Additionally, the project would include a stormwater detention and infiltration system, which would be designed in accordance with the California Stormwater Best Management Practices Handbook and the City's NPDES permit. The proposed drainage system is intended to pre-treat detained stormwater, allow for percolation, and control the rate and volume of outflow to existing facilities. Because no on-site septic systems would be required to treat wastewater, no other sources of wastewater discharge are proposed that would go through the City's Domestic Water Reclamation Facility, and all stormwater would be directed into a project stormwater infiltration system, the project would have a **less than significant impact** associated with wastewater or stormwater discharge.

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

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

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

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

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

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

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

f) Otherwise substantially degrade water quality?

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

Construction Impacts

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

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

Operation Impacts

On-site sources of polluted runoff associated with residential uses typically include surface parking areas and driveways, garbage areas, and planting areas where pesticides and fertilizers are used. Pollutants from these areas can wash into the storm drain system during storm events, thereby affecting surface water quality. Removing these uses from the site will remove associated water quality concerns, while new impervious surfaces will drain to new capture basins designed to mitigate and filtrate stormwater runoff.

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

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

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

The project's impervious surface coverage would be 5.51 acres, or 60% of the project site. The project's conceptual grading and drainage plan incorporates two large detention and infiltration basins along the project's northern boundary. The basins have a combined capacity of 1.48 acre feet, with a calculated volume requirement of 1.3 acre feet. The basin design is proposed to include a two-pump structure to release storm water at the 10-year pre-development flow rate, the 2-year pre-development flow rate, and 90% of the pre-development 100-year design storm. Due to the project's proximity to State Highways 25 and 156, Caltrans review of final drainage plans is recommended as a condition of approval.

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

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

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

Federal Emergency Management Agency (FEMA) (2014) Flood Map FIRM Panel 06069C0185D shows Hollister, including the project site. According to this map, the project site is located in Zone X unshaded. Most of the site is in Zone X, which FEMA describes as an "area of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level." City of Hollister Municipal Code Chapter 15.20, Flood Damage Prevention, identifies standards to minimize public and private losses due to flooding. Section 15.20.130 specifies standards of construction for buildings in flood zones. Section 15.20.130(C)(1) requires that all new development have the lowest floor, including the basement, elevated to or above the base flood elevation. Because the project site is located in Zone X unshaded, the potential to be impacted by flooding is minimal. Therefore, the project would have a **less than significant impact** regarding flood flows.

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

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

- ***Inundation by seiche, tsunami, or mudflow?***

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

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

DISCUSSION OF IMPACTS

a) Physically divide an established community?

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

DISCUSSION OF IMPACTS

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

Fundamentals of Sound and Environmental Noise

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

A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

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

Addition of Decibels

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

Sound Propagation and Attenuation

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

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

Noise Descriptors

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

- L_{eq}, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For

evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

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

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

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

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

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

The nearest sensitive receptors to changes in noise is a small cluster of residences approximately 250 to the south, accessed from North Chappell Road.

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

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

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

Construction Impacts

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

The US Environmental Protection Agency (EPA) has compiled data regarding the noise-generating characteristics of typical construction activities. These data are presented in **Table 5**. Noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 86 dBA measured at 50 feet from the noise source to the receptor would reduce to 80 dBA at 100 feet from the source to the receptor, and would reduce by another 6 dBA (to 74 dBA) at 200 feet from the source to the receptor. Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Average-hourly noise levels associated with construction projects can vary, reaching levels of up to approximately 83 dBA L_{eq} at 50 feet, depending on the activities performed. Short-term increases in vehicle traffic, including worker commute trips and haul truck trips, may also result in temporary increases in ambient noise levels at nearby receptors.

TABLE 5
NOISE RANGES OF TYPICAL CONSTRUCTION EQUIPMENT

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

Source: City of Hollister, 2017

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

As noted earlier, the nearest residential receptors are approximately 250 feet to the south.

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

Operation Impacts

Project operations, including cannabis product manufacturing, will occur indoors within concrete walled structures. No significant noise sources are predicted or planned for this use. Other noise sources would include increased vehicle traffic to the site and along San Felipe Road. However,

with only 20 employees on site at one time and associated traffic, this represents a minimal increase in an environment that has existing truck and industrial noise from adjacent uses.

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

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

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

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

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

Construction equipment groundborne vibration levels are summarized in **Table 6**. Based on the vibration levels, ground vibration generated by construction equipment would not be anticipated to exceed approximately 0.08 inches per second peak particle velocity (ppv) at 25 feet. Predicted vibration levels at the nearest on- and off-site structures would not exceed the minimum recommended criteria for structural damage and human annoyance (0.2 and 0.1 inches per second ppv, respectively). As a result, this impact would be **less than significant.**

TABLE 6
REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

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

Source: City of Hollister, 2017.

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

As discussed in Issue a), the proposed project would not result in a substantial permanent increase in ambient noise levels that would exceed applicable noise standards. As a result, this impact would be **less than significant**. Refer to Issue a) for additional discussion of the project's short- and long-term noise impacts.

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

As discussed in Issue a), the nearest noise-sensitive land uses in the project area are about 250 feet away. Nearby uses are industrial, agriculture and commercial, which are not sensitive to minor changes. This impact would be **less than significant**. Refer to Issue a) for additional discussion of the project's short- and long-term noise impacts.

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

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

DISCUSSION OF IMPACTS

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

a) Fire protection?

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

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

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

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

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

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

b) Police protection?

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

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

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

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

c) Schools?

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

d) Parks?

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

e) Other public facilities?

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

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

DISCUSSION OF IMPACTS

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

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

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

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

DISCUSSION OF IMPACTS

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

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

To evaluate potential impacts from traffic operations a traffic and circulation study was prepared (Hollister Cultivation Business Park San Felipe Road Traffic and Circulation Study [Draft], ATE, December, 2017). The study evaluated five intersections:

- State Route 156/San Felipe Road
- San Felipe Road/Fallon Road
- San Felipe Road/Wright Road-McCloskey Road
- State Route 25/Wright Road
- State Route 25/San Felipe Road

According to the study, all five intersections currently operate at LOS "C" or better during the A.M. peak hour and P.M. peak hour periods.

The study estimated project trip generation of 864 trips per day using the ITE land use code for manufacturing uses. This traffic would be distributed to the roadway network. The traffic study concludes that existing plus project conditions will continue to operate at LOS C or better in both the A.M. and P.M. peak hour, resulting in **less than significant** project impacts.

According to input from the project's traffic engineer (ATE, 2018), the project's 20 employees during each shift would result in a negligible change in traffic and an increase in delay of approximately 1 second at all intersections except SR 25/Wright Road, which would experience an increase of 6.6 seconds in the P.M. peak hour. To minimize the effects of additional project traffic, the applicant has proposed shift start/ends to avoid the peak periods. Off peak shift times (noon to 8pm, 8pm to 4am, and 4am to noon) will remove employee and delivery trips from peak hour periods (5-9am and 2:30-7:30pm). With this schedule no employee peak hour trips will occur.

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

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

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

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

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

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

e) Result in inadequate emergency access?

The project site plan provides for a wide primary entrance to the project to service all buildings. Fire access along the sides of structures is also indicated on site maps. Therefore, the proposed project would have a **less than significant impact** regarding emergency access.

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

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

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

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or?	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

As described in Section 5, Cultural Resources, an archaeological investigation was conducted in April 2019 (Holman Associates). As part of that investigation, Holman also conducted direct outreach to representatives of the Indian Canyon Mutsun Band of Costanoan, Amah Mutsun Tribal Band and Amah Mutsun Tribal Band of Mission San Juan Bautista tribes (the tribes). The City of Hollister has also initiated tribal consultation pursuant the Lead Agency's responsibilities under AB 52.

In March 2019 Holman contacted the NACH to request a search of the Sacred Lands File (SLF)and the current list of Native American contacts that might have local knowledge of resources in the project area. In addition to the consultation efforts, the SLF search and field investigation did not identify the existence of cultural resources/tribal cultural resources that would warrant a plan for avoidance, preservation or mitigation. The results of the investigation suggest that the likelihood of encountering tribal resources is low. However, the identification of otherwise unknown or unseen resources could occur during construction. Mitigation Measures MM 9 and MM 10 provide contingencies in the event that any such resources are discovered during construction. These measures would adequately mitigate this potential impact to a **less than significant level**.

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

DISCUSSION OF IMPACTS

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

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

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

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

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

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

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

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

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

The domestic wastewater treatment facility is currently capable of treating up to 4 million mgd and the current average flow is approximately 3 mgd. In addition, the facility can be expanded to accommodate peak flows of 5 mgd through the installation of additional membranes when

required by additional development (Todd Groundwater 2016). Thus, the domestic wastewater treatment facility has approximately 1 mgd of unused capacity, as well as the optional expansion capacity of an additional 1 mgd.

Most of the project's water use will be recycled internally or lost to evapotranspiration. However, as much as 15% of the irrigation water, or about 454 gallons per day, may exit the facility as "runoff" through the wastewater system. As such, the incremental wastewater generated by the project will not exceed existing wastewater treatment requirements, can be treated by existing facilities, and will not cause the need for expansion of those facilities. This is **a less than significant** impact.

The project would connect to an existing sewer line adjacent to the project site and therefore would not require the extension of City sewer pipelines except to service the property. All sewer pipelines on the project site would be installed in the project roadways during construction and are the responsibility of the project applicant. The only additional wastewater generated by the project will be for on-site restrooms, estimated to generate 180 gallons per shift, or about 540 gallons per day. The addition of combined wastewater estimated from the project's proposed uses (about 1,000 gallons per day or 365,000 gallons per year) would not cause an exceedance of the operational or permitted capacity at the Domestic Water Reclamation Facility. Therefore, the project would have a **less than significant impact** on wastewater facilities.

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

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

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

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

To become less dependent on groundwater and improve the water quality of the municipal water supply, the City of Hollister, along with the Sunnyslope County Water District and the San Benito County Water District, has implemented the Hollister Urban Area Water Project (HUAWP). The HUAWP includes three main components: expanded drinking water treatment, improved water supply reliability, and protection of the groundwater basin. The project includes the expansion of the Lessalt Water Treatment Plant, the construction of the West Hills Water Treatment Plant, and pipeline infrastructure. Currently, the SBCWD is not able to use all of its Central Valley Project

allocated water (8,250 acre-feet) due to water treatment limitations. Upon completion of the HUAWP, the San Benito County Water District will have the ability to treat and deliver the full CVP contracted water allocation.

Future water demand and supply is identified in **Table 7**. As shown, the Hollister urban area has an adequate supply of water to meet its anticipated future demand.

TABLE 7
PAST AND PROJECTED WATER SUPPLY (ACRE-FEET PER YEAR)

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

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

Notes:

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

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

The project site is currently unoccupied, and the former orchard comprising the majority of the site have been fallowed and is not currently in production. Existing water use at the site is therefore nominal. Compared to the historic residential and agricultural use of the property, the indoor cultivation and manufacturing use of the project is estimated to demand less water than traditional agriculture, but more than the current uses on site.

According to research by the Mendocino Cannabis Policy Council on the water demands of growing cannabis, 1/8 of an acre yields approximately 50 plants. This project proposed five acres of building coverage, about 75% of which will be grow area, or 3.78 acres of grow or plant canopy.

Using the industry-researched factor of 24,000 gallons per 1/8 of an acre over a 240-day growing season, demand would be 100 gallons/day per 1/8 acre. With a growing area of 3.78 acres, the project's estimated water demand would be 3,024 gallons per day. It should be noted that this demand reflects outdoor grows. Indoor grows with sophisticated irrigation and conservation techniques can substantially reduce water demands.

By comparison, an average single-family home with four residents uses approximately 300 gallons per day (75 gallons per person per day). Using a typical density of six houses per acre, that same 3.78 acres could yield 23 homes, using about 6,900 gallons per day.

According to the California Department of Water Resources data (2010), truck/row crops common to the area use 1.51-acre feet per acre for a single crop cycle. Converted to gallons, irrigation can use 638,487 gallons per acre for such crops, or up to 5.7 million gallons over the 9-acre project site. If crops were grown year-round, this would convert to over 15,000 gallons per day for irrigated agriculture on the same property. By comparison, the project's water use (3,024 gallons per day plus a nominal amount for 2 bathrooms) would use considerably less water than agriculture or residential uses.

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

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

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

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

There is a potential for significant impacts on biological resources from future development of the project site. Mitigation measures require preconstruction surveys and avoidance measures for burrowing owl. Implementation of mitigation measures **MM 4 through MM 8** would ensure that potential impacts on biological resources would be reduced to **less than significant** by requiring that appropriate measures are taken and mitigation measures are in place prior to construction.

The potential for the proposed project to disturb important examples of California history or prehistory would be low. However, mitigation measures **MM 9** and **MM 10** would ensure that if unknown cultural or tribal resources are discovered during construction activities, the proposed

project does not adversely affect any cultural resources or human remains. Implementation of these mitigation measures would ensure that the proposed project does not eliminate examples of major periods of California history and prehistory, which would reduce potential impacts to **less than significant**.

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

Cumulative projects may include other development in the North Gateway area as envisioned by the General Plan, and/or other cannabis cultivation facilities in the immediate area. The project is one of three similar projects proposed in the immediate vicinity. The other two projects, being processed by the City as separate applications, are located across San Felipe Road and north of Wright Road and could result in an additional 884,000 square feet of similar indoor growing/manufacturing space.

The proposed project would contribute incrementally to cumulative impacts relative to air quality, hazards and hazardous materials, local hydrology, and traffic. However, the project's ability to mitigate for impacts on site would reduce the project's contributions to less than cumulatively considerable levels. For example, drainage controls to capture and detain stormwater caused by an increase in impervious surfaces will control flows on site and will not combine with flows from the other projects. Construction impacts such as air quality emissions would also be addressed by site-specific measures, while potential operational impacts will be addressed by State and local permit requirements tied to each license application.

In terms of cumulative traffic, the traffic study identified potentially significant peak hour impacts in the cumulative plus project condition for three intersections: San Felipe Road/Wright Road; SR 25/Wright Road; and SR 25/San Felipe Road. The assumptions for cumulative development of approved or pending projects totals 96,375 daily trips. In the P.M. peak hour, these three facilities are projected to operate at LOS F conditions if unmitigated. The project's contribution to future cumulative traffic is potentially significant.

As described in Section 16 of this Initial Study, the project is proposing shift start times during non-peak periods. According to the traffic engineer (ATE 2018) this project feature would mitigate the project's contribution to cumulative peak hour conditions. To ensure that the project complies with this feature, the following mitigation measure is required:

Mitigation Measure

MM 13 **Cumulative Peak Hour Shift Starts**. As a condition of project approval, the project and all license holders/operators shall stagger shift start/end times to avoid the A.M. and P.M peak periods (5-9am and 2:30-7:30pm).

Implementation of mitigation measure **MM 13** would reduce potential impacts of the project's contribution to cumulative peak hour traffic by removing project trips during those periods.

In addition, the project applicant would be required to pay adopted development impact fees for common public services, traffic improvements, and utility and service system improvements. With the payment of development impact fees and implementation of mitigation measures MM 1 and MM 12, the project's cumulative impacts on air quality and hazards and hazardous materials would be **less than significant**.

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

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

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

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

1. AEI Consultants. Phase I and II Environmental Site Assessments for 773 San Felipe Road. April/May 2017.

2. Associated Transportation Engineers. December 2017. *Draft Traffic and Circulation Study for the Hollister Cultivation Business Park, San Felipe Road, Hollister, CA*.

3. *CalEEMod Version 2016.3.2.* April 2019.

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

5. Caltrans (California Department of Transportation). 2002. Transportation Related Earthborne Vibrations. January.

6. ———. 2014. Scenic Highway Program. http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm.

7. California Public Utilities Commission (CPUC). 2017. Energy Impacts of Cannabis Cultivation: Workshop Report and Staff recommendations.

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

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

10. ———. 2014. *Farmland Mapping and Monitoring Program (FMMP)*. Accessed May 17. http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx.

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

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

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

14. ———. 2005b. *City of Hollister General Plan Environmental Impact* Report.

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

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

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

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

19. ———. 2012. *2012 Annual Water Quality Report – City of Hollister Water System*.

20. ———. 2017. *2017 Annual Water Quality Report – City of Hollister Water System*.

21. Holman and Associates. April 2018. *Archeological Investigation for the Felipe 9 Cannabis Business Park, Hollister, CA.*

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

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

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

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

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

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

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

Planning Commission
Staff Report
August 25, 2022
Item 4

SUBJECT: **Extension of Time for Minor Subdivision 2018-6 and Site and Architectural Review 2018-23** for the subdivision of a 13.19-acre parcel into four individual lots and for the construction of approximately 340,000 SF of cannabis greenhouse buildings in the North Gateway (NG) Zoning District.

STAFF PLANNER: Eva Kelly, Interim Planning Manager (831) 636-4360

ATTACHMENTS:

1. Resolution approving a 90-day extension of time for MS 2018-6 and S&A 2018-23 to allow for revisions to bring the project into conformance with the municipal code, with conditions of approval
2. Tentative Parcel Map
3. Wright 13 Site Plan
4. January 2021 Circulation Analysis
5. Resolution 2018-44 adopting project Mitigated Negative Declaration
6. Mitigated Negative Declaration (SCH#2018121074)
7. Resolution 2018-45 adopting MS 2018-6
8. Resolution 2018-46 adopting S&A 2018-23
9. Resolution 2021-24 adopting 1-year extension for MS 2018-6 and S&A 2018-23

RECOMMENDATION: Approval of a 90-day extension of time with conditions

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PROJECT DESCRIPTION:

The Applicant is requesting an extension of time for previously approved Minor Subdivision 2018-6 and Site & Architectural Review 2018-23 for the subdivision of a 13.19-acre parcel into four individual lots and for the construction of approximately 340,000 SF of cannabis greenhouse buildings. The parcel has a General Plan Land Use Designation of North Gateway Commercial and is located in the North Gateway (NG) Zoning District. The project plans are included as Exhibit A of Attachment 1.

The Planning Commission adopted Resolution 2019-45 approving MS 2018-6 and Resolution 2019-46 approving S&A 2018-23 at the regular meeting of September 26, 2019. At the regularly scheduled meeting of August 26, 2021, the Planning Commission adopted Resolution 2021-24 approving a one-year extension for MS 2018-6 and S&A 2018-23.

ANALYSIS:

Site Plan:

The Applicant is proposing to subdivide the existing parcel into four new lots. Parcel A is proposed to be 4.25 acres, Parcel B 4.01 acres, Parcel C 4.07 acres, and Parcel D 37,637 SF. See Attachment 2, *Tentative Parcel Map*.

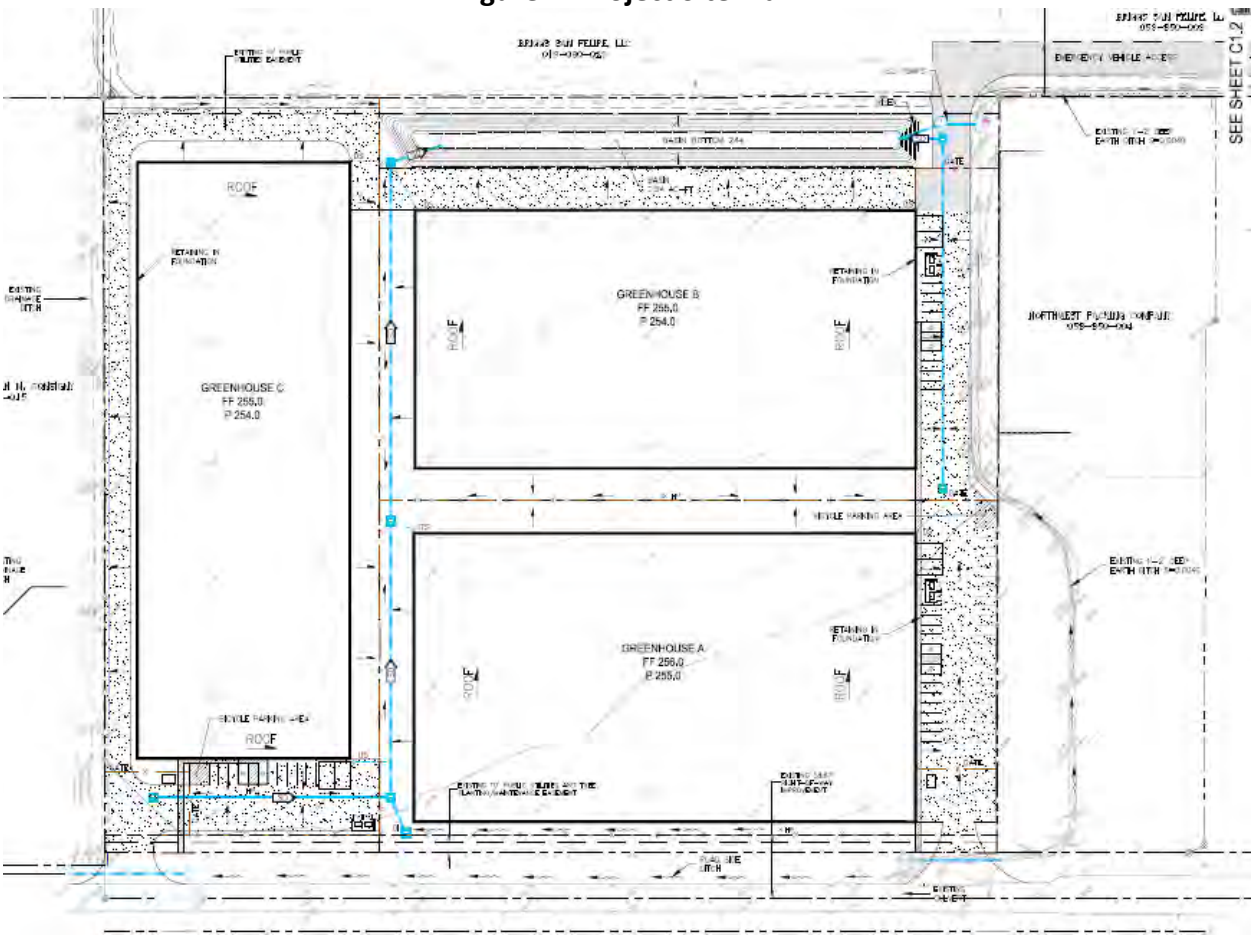
The Applicant is proposing to construct three cannabis greenhouse buildings totaling ~340,000 SF of gross floor area, one on each of Parcels A, B, and C. Parcel D is proposed to contain shared stormwater facilities for the entire project site.

The following aerial photo depicts the location of the project site and the surrounding area.

Figure 1: Project Site and the Surrounding Area

While Parcels A and B are consistent with the minimum dimensions for lot size, depth, width, and frontage in Section 17.08.020 of the Zoning Ordinance, Parcels B and D are proposed to have zero (0) feet of frontage on a public road. This is inconsistent with the minimum requirement of 50 feet. In addition, Parcel D is proposed to have dimensions of 571.05' in width by only 65.79' in depth. The minimum width and depth of lots in the NG Zoning District is 100 feet each. Parcel D is inconsistent with this requirement.

Figure 2: Project Site Plan



The proposed site can be accessed via car from two driveway entrances on Wright Road. There is also a proposed emergency vehicle access (EVA) road proposed across the neighboring property to the north, which would provide access to San Felipe Road. ADA access is proposed from Wright Road to the front of Greenhouse C, and separately to the eastern sides of Greenhouses A and B. There are no reciprocal access agreements proposed on the tentative map. It is unclear if there is proposed to be vehicular and/or pedestrian connections between the proposed buildings. Sheets C1.1 and C2.1 of the Site Plan (Attachment 3) indicate that there are potentially proposed fences along the proposed property lines, while Sheets 3.1 and 3.2 indicate that there is vehicular access and turning radii which cross these potential fences.

Section 17.08.040(A) of the Zoning Ordinance places an emphasis on master planning for well-coordinated commercial centers in the NG Zoning District. In the case, such as this project, of the development on one parcel, Section 17.08.040(A) requires the preparation of a street network/infrastructure plan. In January of 2021, the City prepared a circulation analysis of the proposed site plan, which identified several conflict points and other potential circulation issues (Attachment 4). The applicant has not addressed the January 26, 2021 memo with changes to the site plan.

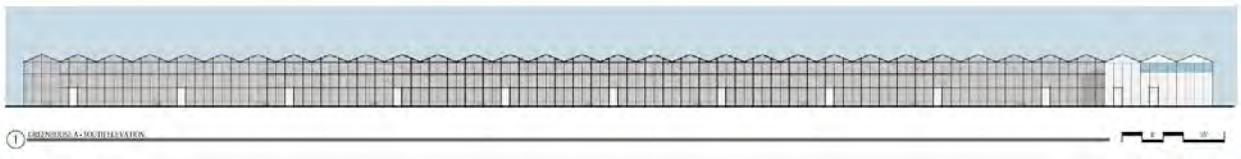
In addition, the plan set does not provide sufficient information to make a determination of consistency with the Section 17.18.120(C), Driveway Width and Length, of the Hollister Municipal Code, nor 17.18.120(D) which requires that the "nearest edge of any driveway curb shall be at least three feet from the nearest property line…"

Architecture:

Greenhouse A:
Front - South Elevation

The South Elevation of the proposed building is the most prominent elevation and contains a series of entrances to the building and faces Wright Road. The vast majority of the building is proposed to be made of insect screening material, with corrugated metal siding towards the eastern elevation. The dimensions and heights of the buildings are not provided.

Figure 3: Greenhouse A – South Elevation



Side - East Elevation

The east elevation will face toward San Felipe Road, but will be limited in its direct visibility from the right-of-way due to the neighboring property to the east. This elevation contains the main entrance in to the building located near the center. There are two roll-up doors on the northern end of this elevation, and corrugated metal siding on the majority of the elevation.

Rear - North Elevation

This elevation is the reverse elevation of the front/south elevation of the building. It is largely insect screening siding and a series of entrance doors. This portion of the building is blocked from view and is not required to have articulation and design features pursuant to the Zoning Ordinance.

Side – West Elevation

The portion of the building is on the side of the building. This side of the building will be made out of white polycarbonate panel siding with a singular entrance door located in the center. Views of this elevation will be blocked from the street due to the orientation of the building and an enhanced elevation is not required.

Greenhouse B:
Greenhouse B is located behind Greenhouse A to the north. The two buildings share almost identical proposed architecture on all four sides. The dimensions and heights of the proposed building are not provided.

Greenhouse C:
Front – South Elevation

Unlike the other buildings, Greenhouse C has the main entrance facing toward the south and Wright Road. This entrance is similar to the eastern elevations of the other two buildings with a central entrance door and windows, two roll up doors to the eastern side of the building, and corrugated metal siding. The dimensions and heights of the proposed building are not provided.

Figure 4: Greenhouse C – South Elevation

Side – East Elevation

This elevation faces the interior of the project toward Greenhouses A and B. it consists of corrugated metal siding for a short portion of the southern end and then insect screening along the majority of the elevation. There are several entrance doors located along the elevation. Views of this elevation from the street will be limited, and an enhanced elevation is not required.

Rear – North Elevation

This elevation consists of one entrance door located on the eastern corner, and white polycarbonate panel siding. The elevation is not visible from the street and an enhanced elevation is not required.

Side – West Elevation

This elevation is the reverse reflection of the east elevation, consisting of several entrance doors and insect screening as the siding, with some corrugated metal siding located closer to the south end of the elevation. This elevation is visible from Highway 25 to the west, though there is an undeveloped parcel located between this property and the Highway.

Parking:

The plan set indicates inconsistent parking stall counts between "Parking Data" on Sheet C0.1 (56 spaces), and the number of spaces shown on the site plan itself (35 spaces on Parcel A, 10 spaces on Parcel B, and 10 spaces on Parcel C; total: 55). There are also two bicycle parking areas on Parcels A and C, but no space count is provided on the plans.

Section 17.18.030, General pedestrian, bicycle and parking regulations, Table 17.18-1 does not identify "cannabis cultivation" in the list of land use types for determining off street parking calculations. The closest industrial land use types to this project and their requirements are listed in Table 1 below.

Table 1: Parking Requirements

Land Use Type	Vehicle Spaces Required	Bicycle Spaces Required
Manufacturing and industrial, general	Two spaces for each three employees or one space for each 400 sq. ft. of gross floor area, whichever is greater plus one space for each vehicle operated in connection with each on-site use	Five percent of vehicle spaces
Warehousing	One space for each 1,000 sq. ft. of gross floor area plus two spaces for any resident manager	None
Research and Development	Three spaces for each 1,000 sq. ft. of gross floor area	Five percent of vehicle spaces

The proposed total gross floor area of the facilities is 341,062 SF. This would require the following number of parking spaces based on the three land use types above:

1. Manufacturing and industrial, general: 853 vehicle spaces and 43 bicycle spaces
2. Warehousing: 341 vehicle spaces and 0 bicycle spaces

3. Research and Development: 1,023 vehicle spaces and 51 bicycle spaces

Pursuant to Section 17.18.060(E), for uses not listed in Table 17.18-1, the Director shall use the requirements of the table as a guide when making a determination on the parking requirements. The project plans do not provide consistent parking and use information that is sufficient for the Director to make a recommendation on a reduced parking ratio. The plans also do not provide information on the sizes of each of the three proposed greenhouses, so a reduced parking ratio – if identified – cannot be equitably applied across each proposed parcel and structure.

The minimum number of parking spaces required based in Table 17.18-1 would be 341 vehicle spaces, which is 285-286 (83%) more spaces than is proposed on the site plan.

The parking that is proposed for Greenhouse C is located in the front (south) of the building, which is inconsistent with Section 17.18.110(C), Street-Fronting Parking Lots, which states that parking located in the front of buildings should be minimized and located to the rear of buildings where practical.

The project additionally does not propose any off-street loading spaces on the site. Per Section 17.18.130, a minimum of 2 off-street loading spaces per each proposed parcel would be required for this project. The proposed zero spaces are inconsistent with this requirement.

Building (Tenant) Use:

The allowable uses for the GN Zoning District can be found under Section 17.08.020 of the Zoning Ordinance. The Applicant is proposing to construct greenhouses for future cannabis cultivation uses. Cannabis Cultivation requires the approval of a Conditional Use Permit approval from the City Council prior to occupancy of the use. The City of Hollister City Council adopted a resolution authorizing the mayor to execute a Cannabis Development Agreement with Wright Thirteen, LLC on December 16, 2019; however, the applicant requested changes to the development agreement after the approval and the agreement was never fully executed. As of today, there are no other active cannabis approvals for this project. The Cannabis Affairs Division has received several other applications for this parcel, but all are considered abandoned under Section 5.42.290 of the Hollister Municipal Code.

Any approval by the Planning Commission should include a provision that all cannabis uses obtain proper permitting through the Cannabis Affairs Division and City Council prior to occupancy.

Stormwater Facilities (Sheet C1.1):

The original project approval shows an above-ground stormwater basin on Parcel D to retain the stormwater for the project. However, this is inconsistent with Section 17.16.140, Stormwater management, which requires that:

> ***Section 17.16.140 (A)(4).*** "Whenever feasible, every effort to design, construct, and install underground stormwater infiltration basins for all new and redevelopment projects instead of utilizing open retention or detention ponds for stormwater management shall be made. If it is infeasible for a development to meet this requirement the development's design engineer shall submit a letter explaining the reason it is infeasible for the city engineer's review and approval consideration."

The project applicant has not provided a letter of infeasibility for the City Engineer's review for the proposed stormwater design. In lieu of a letter of infeasibility, the stormwater management must be undergrounded by the project. Underground stormwater facilities do not necessarily have the same footprint as their above-ground counterparts, and the undergrounding of this facility pursuant to the code may affect the site plan and/or footprint of the proposed structures.

Landscaping (Sheet L1.1):

The Applicant is proposing a variety of landscaping throughout the site. A total of 8% of the site will be landscaped, which is greater than the 5% minimum landscape coverage required by Section 17.08.020, Commercial and Mixed Use Zone land uses and permit requirements. The plans do not indicate the landscape percentage of each of the four proposed parcels.

There will be a series of trees and shrubs planted along the frontage of Parcels A and C along Wright Road. There will also be trees planted along the east boundary of Parcels B and D, and the northern boundary of Parcels D and C. No landscaping is proposed on the western boundary of the site or within the interior. The applicant proposes to plant fruitless Olive, Holly Oak, and Sweet Bay trees.

The Preliminary landscape plan does not provide sufficient information (plant spacing, planter box sizes, setbacks from driveways, shade calculations, etc.) to determine whether the project is consistent with Sections 17.08.040(C)(5) and (6), 17.16.080(D) and (E), and 17.18.110(I) of the Hollister Municipal Code.

The project does not provide information on the details of the trash enclosures for each building. All trash enclosures, pursuant to Section 17.16.130, Solid waste/recyclable materials storage, should be in compliance with the City's waste provider standards. The trash enclosures on the plan sets appear to be large enough for two containers, however the current waste provider standards required three-stream enclosures and services for all residential and commercial users. Sufficient screening is also unclear from the provided plan sets. Additional screening, either via landscaping, or fencing, or other architectural screens may be needed.

General Plan Compliance:

The proposed buildings do not meet the Goals and Policies of the General Plan. The proposed

greenhouses have very limited design variation and articulation of the architecture, which is inconsistent with Land Use Policies LU11.1 and 11.2. In particular, the facades of Greenhouses A and C which are visible from the public right-of-way on Wright Road do not provide a varied building façade, roofline, or other forms of articulation to create differentiated building forms and shapes rather than a monotonous design proposal.

The proposed project does not provide pedestrian and bicycle connectivity between the proposed buildings on-site, nor does is contribute to the promotion of a fully connected transit network within the City of Hollister and encourage alternative modes of transportation in accordance with Policies LU4.1, LU4.2, LU4.4, and C2.3. The subject property is located in the North Gateway Commercial General Plan Designation, and is surrounded by properties to all sides which are also designated North Gateway Commercial. This project site, while not constituting the entire street length, consists of the majority of the street frontage along Wright Road. The General Plan and Zoning Ordinance encourage consideration of the larger circulation network when considering projects. This project does not provide any opportunities for future connectivity to the north gateway commercial sites to the north and west of the site. The properties to the North and West of the project site are enclosed by San Felipe Road to the east and Highway 25 to the west, which are major arterials that will have limited (if any in the case of Highway 25) opportunities for roadway connections in the future, leaving Wright Road as the ideal point of connection for vehicular traffic. This project limits that opportunity for future connection in the project vicinity.

California Environmental Quality Act:

A Mitigated Negative Declaration (SCH#2018121074, Attachment 6) was prepared during the original project approvals and was adopted by the Planning Commission via Resolution 2019-44 at the regular meeting of September 26, 2019 (Attachment 5). The project remains consistent with that analysis and the mitigation measures that would be implemented by the project ensure that there are no significant environmental effects as a result of the project.

CONCLUSION:

The Applicant is proposing an extension of time for the subdivision of a 13.19-acre parcel into four individual lots (MS 2018-6) and for the construction of approximately 340,000 SF of cannabis greenhouse buildings (S&A 2018-23) on an existing vacant lot. The Municipal Code allows for the reconsideration of a project under the current codes and standards when considering a request for extension, and allows for the extension to be approved, denied, or conditions modified or added to the extensions approval.

The project has several points of inconsistency with the City of Hollister Municipal Code and General Plan, and as such, staff cannot recommend the approval of the entitlement extension. However, the applicant has indicated willingness to make amendments to the project plans to

bring them into conformity with the City's codes. With that being said, the applicant's original approvals are set to expire on September 26, 2022. The applicant submitted a request for an extension on July 13, 2022. The remaining time available in the applicant's approval does not allow sufficient time for either the applicant to amend the plans, or for staff to review the plans and make a recommendation to the Planning Commission.

Staff is recommending that the Planning Commission approve a 90-day extension of time for the application to resubmit revised plans that are in conformance with the City's codes and policies and for staff to review the plans and return with a recommendation on the extension of the project to the Planning Commission. This extension shall not allow the applicant to pull building permits on the plans as they are currently proposed and not in conformity to the City's municipal code.

PLANNING COMMISSION OPTIONS:

The Planning Commission can choose one of the following options:

1. Adopt a Resolution approving a 90-day extension of time for MS 2018-6 and S&A 2018-23, subject to the Conditions of Approval (Attachment 1);

2. Adopt a Resolution approving a 90-day extension of time for MS 2018-6 and S&A 2018-23, with Conditions of Approval modified by the Planning Commission;

3. Continue the hearing and provide staff with the findings to draft a resolution approving a one-year extension of time for MS 2018-6 and S&A 2018-23, with Conditions of Approval modified by the Planning Commission;

4. Deny the Proposed Project; or

5. Continue the hearing and direct Staff to provide additional information or clarification.

Staff recommends the Planning Commission select Option 1 for this Item.

GENERAL INFORMATION

APPLICANT: Wright Thirteen, LLC
10 Harris Court, Suite B-1
Monterey, CA 93940

PROPERTY OWNER: Wright Thirteen, LLC
10 Harris Court, Suite B-1
Monterey, CA 93940

LOCATION: North of Wright Road, east of Highway 25, west of San Felipe Road

ASSESSOR PARCEL NUMBER: APN 053-250-005

GENERAL PLAN DESIGNATION: North Gateway Commercial

ZONING DISTRICT: NG (North Gateway)

SURROUNDING USES:

Location	Zoning Designation	General Plan Land Use	Current use of Property
APN 053-350-005	NG	North Gateway Commercial	Vacant
North	NG	North Gateway Commercial	Vacant
South	NG	North Gateway Commercial	Vacant
East	NG	North Gateway Commercial	Gas Station Storage
West	NG	North Gateway Commercial	Vacant

PLANNING COMMISSION RESOLUTION NO. 2022-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER APPROVING THE EXTENSION OF A MINOR SUBDIVISION (MS 2018-6) AND SITE AND ARCHITECTURAL REVIEW (S&A 2018-23) TO SUBDIVIDE AN EXISTING 13.19-ACRE PARCEL INTO FOUR INDIVIDUAL LOTS AND FOR THE CONSTRUCTION OF APPROXIMATELY 340,000 SQUARE FEET OF CANNABIS GREENHOUSE BUILDINGS IN THE NORTH GATEWAY (NG) ZONING DISTRICT LOCATED NORTH OF WRIGHT ROAD, EAST OF SAN FELIPE ROAD, AND WEST OF HIGHWAY 25
APN 053-350-005-000

WHEREAS, the Applicant, Wright Thirteen, LLC, has requested approval of an extension of Minor Subdivision 2018-6 and Site and Architectural Review 2018-23 for the subdivision of an existing 13.19-acre parcel into four individual lots and for the construction of approximately 340,000 square feet of cannabis greenhouse buildings located north of Wright Road, east of San Felipe Road, and west of Highway 25 ("the project"); and

WHEREAS, the Planning Commission adopted Resolution 2019-45 approving Minor Subdivision 2018-6 and Resolution 2019-46 approving Site and Architectural Review 2018-23 at the regularly scheduled meeting of September 26, 2019; and

WHEREAS, the Planning Commission adopted Resolution 2021-24 approving a one-year extension of Minor Subdivision 2018-6 and Site and Architectural Review 2018-23 at the regularly scheduled meeting of August 26, 2021; and

WHEREAS, the Applicant has submitted an application for the requested entitlement prepared by Whitson Engineers received by the Planning Division on July 13, 2022; and

WHEREAS, under the provisions of Section 17.24.060 of the Hollister Municipal Code, the City Planning Division received the Applicant's plans and forwarded the request to the Development Review Committee (DRC) to assess the proposal for compliance with all relevant regulations; and

WHEREAS, under the provisions of Section 16.44.040 of the Hollister Municipal Code, the Planning Commission is charged with receiving, investigating, and taking action on Minor Subdivision applications; and

WHEREAS, under the provisions of Section 17.24.190 of the Hollister Municipal Code, the Planning Commission is charged with receiving, investigating, and taking action on Site and Architectural Review applications; and

WHEREAS, the Development Review Committee considerations were presented to the Planning Commission as part of the Staff Report and the Conditions of Approval for the project; and

WHEREAS, a Staff report was submitted to the Planning Commission of the City of Hollister recommending approval of the proposed Minor Subdivision and Site and Architectural Review Extension; and

WHEREAS, the Planning Commission held a duly noticed public hearing on August 25, 2022 to consider the Applicant's request, review the City Staff report, and receive written and oral testimony for an against the proposal; and

WHEREAS, after closing the Public Hearing, the Planning Commission determined that the project complies with the adopted "Wright 13 Unified Cannabis Cultivation Park, Hollister CA Initial Study/Mitigated Negative Declaration for Minor Subdivision No. 2018-6; Conditional Use Permit No. 2018-13; and Site and Architectural Review No. 2018-13 – Wright 13" (SCH #2018121074) that was prepared for the project and adopted by the Planning Commission at the regularly scheduled meeting of September 26, 2019 (Resolution 2019-44); and

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Hollister does hereby make the following findings and determinations regarding the proposed extension of the Minor Subdivision and Site & Architectural Review:

A. The Project, as conditioned in the original approvals, has been found to be inconsistent with the policies of the General Plan because:

    1. The proposed project has limited design variation and articulation on the building architecture which is inconsistent with Land Use Policies LU11.1 and 11.2. In particular, the facades of Greenhouses A and C which are visible from the public right-of-way on Wright Road do not provide a varied building façade, roofline, or other forms of articulation to create differentiated building forms and shapes rather than a monotonous design proposal.

    2. The proposed project does not provide pedestrian and bicycle connectivity between the proposed buildings on-site, nor does it contribute to the promotion of a fully connected transit network with in the City of Hollister and encourage alternative modes of transportation in accordance with the goals of Policies LU4.1, LU4.2, LU4.4, and C2.3.

B. The Project, as conditioned in the original approvals, has been found to be inconsistent with Chapter 17.08 Commercial Zone Land Uses and Permit Requirements, Chapter 17.16 Performance Standards, and Chapter 17.18 Pedestrian, Bicycle, Parking and Loading Standards of the Zoning Ordinance because:

1. The proposed parcels B and D are inconsistent with the requirements of Section 17.08.030, Commercial and Mixed-Use Zone land uses and permit requirements, Table 17.08-3 Commercial District Development Regulations. Table 17.08-3 requires a minimum lot frontage of 50 feet; Parcels B and D are proposed to have zero (0) feet of frontage on a public road. Table 17.08-3 also requires a minimum lot width and lot depth of 100 feet each; Parcel D is only proposed to be 65.79' in width.

2. Section 17.08.040(A) requires that "proposals for development of individual parcels will be required to prepare infrastructure plans" and that "[t]he plans shall be approved by the Development Review Committee prior to consideration of a Site & Architectural Review for a new development." No infrastructure plan has been prepared for this parcel/area and the circulation memo dated January 26, 2021 which was prepared for the project by Kimley-Horn and Associates, has identified several points of circulation issues which have not been addressed in the project plans.

3. The preliminary landscape plan (Sheet L1.1) does not provide sufficient information (i.e. dimensions, setbacks, spacing, shade calculations etc.) to determine whether the project is consistent with Section 17.08.040(C)(5) and (6), 17.16.080(D) and (E), and 17.18.110(I) of the Hollister Municipal Code.

4. The plan set does not provide sufficient details of the proposed trash enclosures on the project site in order to make a determination that the project is consistent with Section 17.16.130, Solid waste/recyclable materials storage, of the Hollister Municipal Code.

5. The plan set indicates that the stormwater facilities will be located above-ground, which is inconsistent with the requirement to underground or provide an engineer's report determining infeasibility of undergrounding facilities, which is inconsistent with Section 17.16.140, Stormwater management, of the Hollister Municipal Code.

6. The plan set indicates inconsistent parking stall counts between the "Parking Data" on Sheet C0.1 (56 spaces), and the number of spaces shown on the site plan itself (35 spaces on Parcel A, 10 spaces on Parcel B, and 10 spaces on Parcel C; total: 55) as well as two bicycle parking areas that do not identify the number of bicycle parking spaces that are proposed to be provided within them. Section 17.18.030, General pedestrian, bicycle and parking regulations, Table 17.18-1 does not identify "cannabis cultivation" in the list of land use types for determining off-street parking calculations. The closest industrial land use types to this project are: a) "Manufacturing and industrial, general" which requires two spaces for each three employees or one space for each 400 square feet of gross floor area, whichever is greater and five percent of vehicle spaces as bicycle parking; b) "Warehousing" which requires one space per each 1,000 square feet of gross floor area

plus one space for each company vehicle, and zero bicycle parking spaces; and c) "Research and development" which requires three spaces for each 1,000 square feet of gross floor area plus five percent of vehicle spaces as bicycle parking. The proposed 341,062 total square-foot facilities would require the following parking based on the above listed land use types: a) 853 vehicle spaces, 43 bicycle spaces; b) 341 vehicle spaces, 0 bicycle spaces; or c) 1023 vehicle spaces, 51 bicycle spaces.

Pursuant to Section 17.18.060(E), for uses not listed in Table 18-1, the director shall use the requirements of the table as a guide when making a determination on the parking requirements. The project plans do not provide consistent parking and use information that is sufficient for the Director to make a recommendation on a reduced parking ratio. The plans also do not provide information on the sizes of each of the three proposed greenhouses, so a reduced parking ratio – if identified – cannot be equitably applied across each proposed parcel and structure. The minimum number of parking spaces required based in Table 17.18-1 would be 341 vehicle spaces, which is 285-286 more spaces than is proposed on the site plan.

7. The proposed driveways along Wright Road are not dimensioned in the provided plan set, which does not allow the planning commission to determine consistency with Section 17.18.120(C), Driveway Width and Length, of the Hollister Municipal Code.

8. The plan set does not provide a dimension to the western driveway on Wright Road, which appears to be located directly on the western property line. This would be inconsistent with Section 17.18.120(D) which requires that the "nearest edge of any driveway curb shall be at least three feet from the nearest property line…"

9. The project does not propose any off-street loading spaces on the site. Per Section 17.18.130, a minimum of 2 off-street loading spaces per each proposed parcel would be required for this project. The proposed zero spaces are inconsistent with this requirement.

C. The proposed Project would not be detrimental to the health, safety, and welfare of persons residing or working in the neighborhood or to the general welfare of the City because:

1. The proposed project is an infill project in an existing north gateway commercial area with developed parcels to the east. The project has been evaluated under a previously adopted Mitigated Negative Declaration (SCH #2018121074) and has been found to not have a significant effect on the environment pursuant to CEQA.

D. The submittal of a request for an extension on July 13, 2022, with the approvals set to expire on September 26, 2022, does not afford staff time to adequately review the project plans under the

current codes and regulations and for the applicant to make any necessary changes to bring the project into conformance prior to the entitlements expiring.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Hollister hereby approves a 90-day extension of Minor Subdivision 2018-6 and Site and Architectural Review 2018-23 to allow the applicant time to make necessary amendments to their project plans to bring them into conformance with the City of Hollister's current codes and regulations before requesting additional time for an extension, subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL
MS 2018-6 and S&A 2018-23

General Conditions

1. **Approval.** This 90-day extension approval is for APN 053-350-005 (MS 2018-6 and S&A 2018-23). This approval shall extend the date of expiration for MS 2018-6 and S&A 2018-23 through December 25, 2022. This approval is intended to allow the applicant and city staff to amend the project plans to bring them into conformance with current City codes, policies, and regulations. Prior to the expiration of this 90-day extension, the application for an extension of the entitlement approvals for MS 2018-6 and S&A 2018-23 shall be brought back before the Planning Commission for consideration of a longer-term extension to the project.

2. **Building Permits.** Building permits shall not be issued for this project based on the plans prepared by Whitson Engineers and dated "Received, July 13, 2022" on file with the Planning Division.

3. **Appeal Period.** In accordance with Section 17.24.140, this approval may be appealed within 15 calendar days of the date of the decision.

4. **Revocation of Permit.** The extension approval shall be revocable for cause in accordance with Section 17.24.350 of the Hollister Municipal Code. Any violation of the terms or conditions of this permit shall be subject to citation.

5. **Indemnification.** The Applicant/Developer shall defend, indemnify, and hold harmless the City of Hollister and its agents, officers, employees, advisory board from any claim, action, or proceeding against the City of Hollister or its agents, officers, or employees to attack, set aside, void or annul an approval of the City of Hollister or its advisory agency, appeal board, Planning Commission, City Council, Director of Development Services or any other department, committee, or agency of the City related to this project to the extent that such actions are brought within the time period required by Government Code Section 66499.37 or other

applicable law; provided, however that the Applicant/Developer's duty to so defend, indemnify, and hold harmless shall be subject to the City's promptly notifying the Applicant/Developer of any claim against the City and shall cooperate in the defense.

6. **Resubmittal.** The applicant shall file a resubmittal of the revised plan sets in accordance with the findings of non-compliant code sections by no later than Friday, September 16, 2022 with the City of Hollister Planning Division to allow for sufficient time to review the plans. This date shall not be extended without written approval of the Development Services Director. Failure to resubmit the first set of plans by this date shall render this extension null and void.

PASSED AND ADOPTED, at a regular meeting of the Planning Commission of the City of Hollister on this 25th day of August 2022, by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

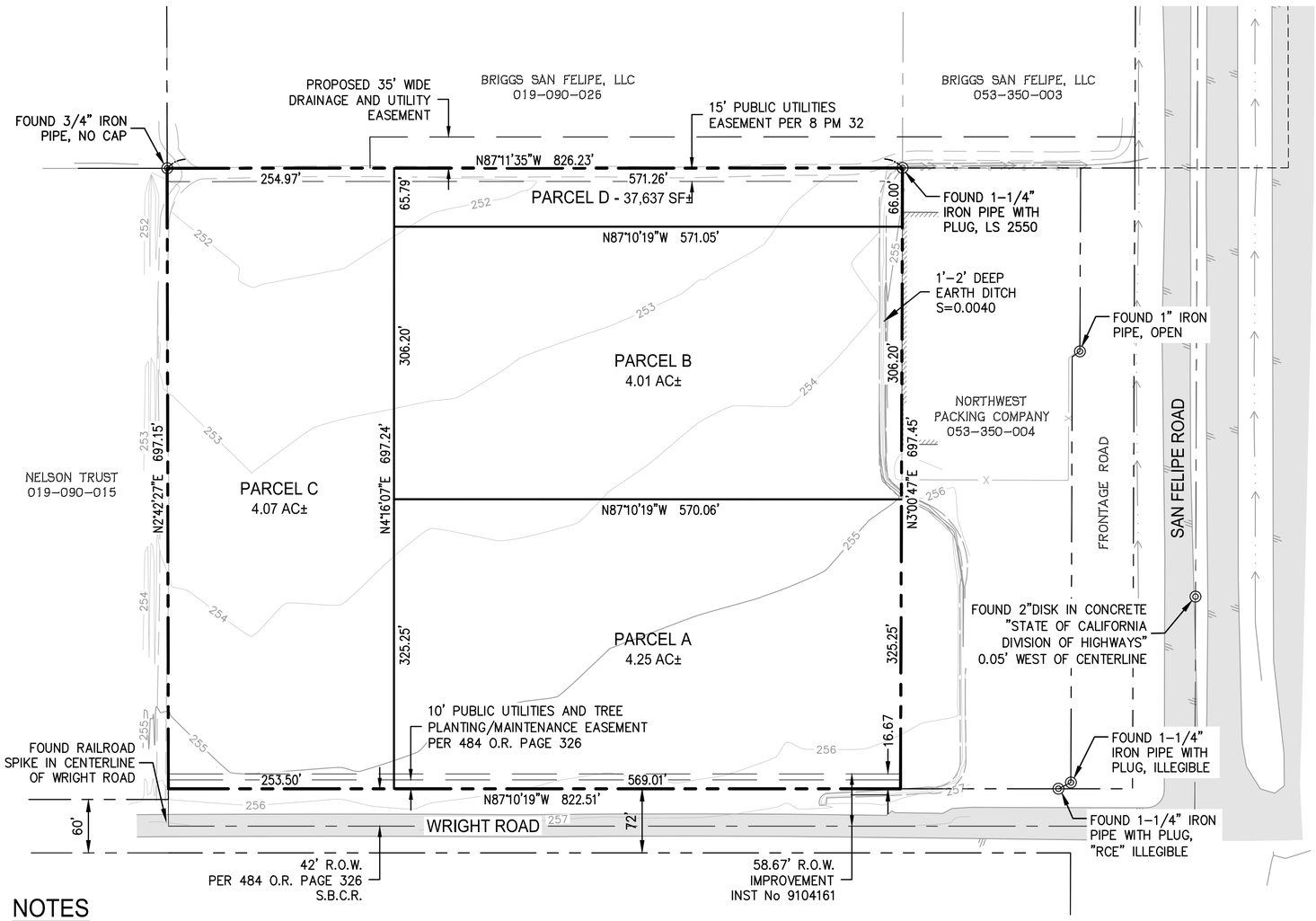
_____
Chairperson of the Planning Commission
of the City of Hollister

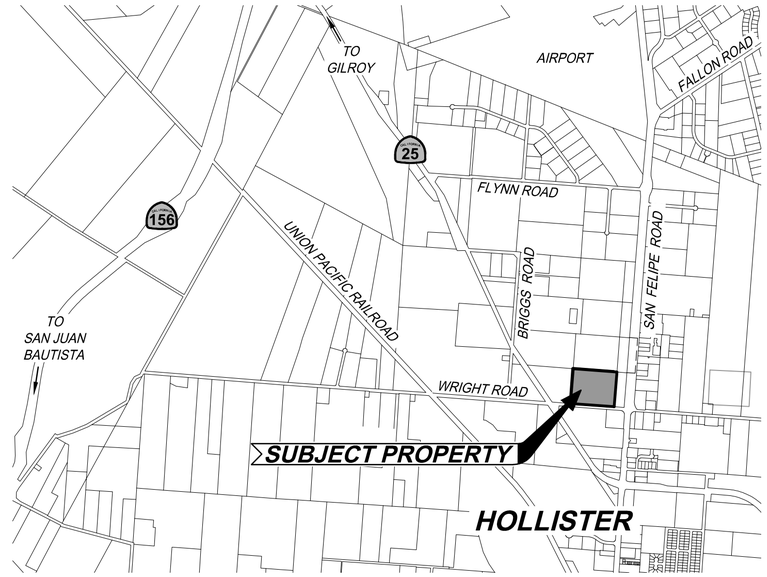
ATTEST:

_____
Adrianna Ortiz, Secretary

PLEASE NOTE

It is the sole responsibility of the project applicant to comply with the conditions as approved, modified, or added by the Planning Commission. It is recommended that the applicant review these conditions carefully and if any questions arise as to compliance with the conditions to contact the staff planner. Also, if the applicant does not agree with the proposed conditions, there is an opportunity to present your case to the Planning Commission at their meeting. In addition, the City provides for a 15-day appeal period.





VICINITY MAP

SCALE: 1" = 2000'

LEGEND

- SUBJECT PROPERTY LINE
- ADJACENT PROPERTY LINE
- PROPOSED PARCEL LINE
- CENTERLINE
- MONUMENT AS NOTED
- EXISTING DIRT ROAD
- 250 EXISTING CONTOUR

NOTES

1. OWNER: WRIGHT THIRTEEN, LLC, 10 HARRIS COURT, SUITE B-1, MONTEREY, CA 93940
2. ENGINEER: WHITSON ENGINEERS, 6 HARRIS COURT, MONTEREY, CA 93940
3. LEGAL DESCRIPTION: BEING ALL OF PARCEL 2, AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD MAY 23, 1991 IN BOOK 8, OF PARCEL MAPS, AT PAGE 32, SAN BENITO COUNTY RECORDS
4. CONTOUR INTERVAL: 1 FOOT
5. A.P.N.: 053-350-005
6. SITE AREA: ±13.19 ACRES
7. EXISTING ZONING: NORTH GATE COMMERCIAL (NG)
8. EXISTING LAND USE: AGRICULTURE
9. PROPOSED LAND USE: CANNABIS CULTIVATION AND MANUFACTURING FACILITIES
10. GENERAL PLAN DESIGNATION: NORTH GATE COMMERCIAL
11. NUMBER OF PROPOSED PARCELS: 4
12. NO IMPROVEMENTS REQUIRED OR PROPOSED AS A PART OF THIS MAP

100 0 100 200 300 Ft.

SCALE: 1" = 100'

TENTATIVE PARCEL MAP
WRIGHT THIRTEEN

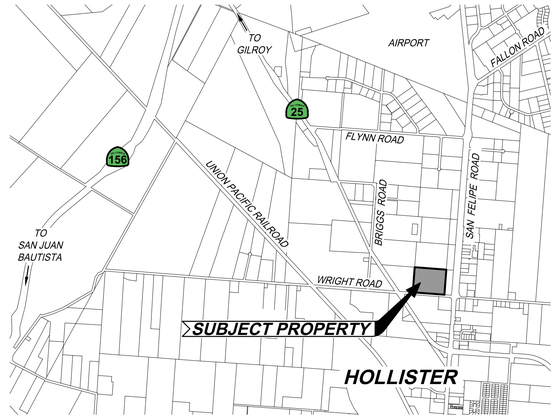
RANCHO SAN JUSTO
CITY OF HOLLISTER, COUNTY OF SAN BENITO
STATE OF CALIFORNIA

PREPARED BY:
WHITSON ENGINEERS
6 Harris Court ▪ Monterey, CA 93940
831 649-5225 ▪ Fax 831 373-5065
CIVIL ENGINEERING ▪ LAND SURVEYING ▪ PROJECT MANAGEMENT

DATE: DECEMBER 20, 2017 JOB NO. 3601.00

100 0 100 200 300 Feet

SCALE: 1" = 100'



VICINITY MAP

SCALE: 1" = 2000'

PROJECT TEAM

OWNER/APPLICANT
WRIGHT THIRTEEN, LLC
10 HARRIS COURT, SUITE B-1
MONTEREY, CA 93940

(831) 649-0220

CIVIL ENGINEER
WHITSON ENGINEERS
6 HARRIS COURT
MONTEREY, CA 93940

ANDREW HUNTER, RCE 67730
(831) 649-5225

DEVELOPMENT NOTES

PROPERTY DATA	
ASSESSOR'S PARCEL NO.:	053-350-005
PARCEL SIZE:	13.19 AC
GENERAL PLAN DESIGNATION:	NORTH GATEWAY COMMERCIAL
EXISTING ZONING:	NORTH GATEWAY NG
AREA	
SITE AREA:	13.19 AC
PROPOSED LOTS:	4 LOTS
PARCEL A:	4.25 AC
PARCEL B:	4.01 AC
PARCEL C:	4.07 AC
PARCEL D:	0.86 AC
PROPOSED BUILDING SIZE:	341,062 SF
LOT COVERAGE:	
BUILDING AREA:	59%
PAVED AREA:	0.7%
LANDSCAPE AREA:	8%

REMAINING LOT COVERAGE TO BE A PERVIOUS GRAVEL SURFACE OR UNIMPROVED

PARKING DATA	
TOTAL PARKING STALLS:	56
NUMBER OF ACCESSIBLE STALLS:	6

NOT FOR CONSTRUCTION

REVISIONS:

NO.	BY:	DATE:	DESCRIPTION:

DATE: 6/26/19 | SCALE: 1"=100' | ENGR: CW | JOB NO: 3601.00

WHITSON ENGINEERS
6 Harris Court ▪ Monterey, CA 93940
831 649-5225 ▪ Fax 831 373-5065
CIVIL ENGINEERING ▪ LAND SURVEYING ▪ PROJECT MANAGEMENT

REGISTERED PROFESSIONAL ENGINEER — ANDREW P. HUNTER — No. 67730 — CIVIL — STATE OF CALIFORNIA

WRIGHT 13 - WRIGHT ROAD
HOLLISTER CALIFORNIA
APN 053-356-005

AERIAL SITE PLAN
DEVELOPMENT PLAN SET

SHEET C0.1 OF 6

0 1 2 INCHES 3

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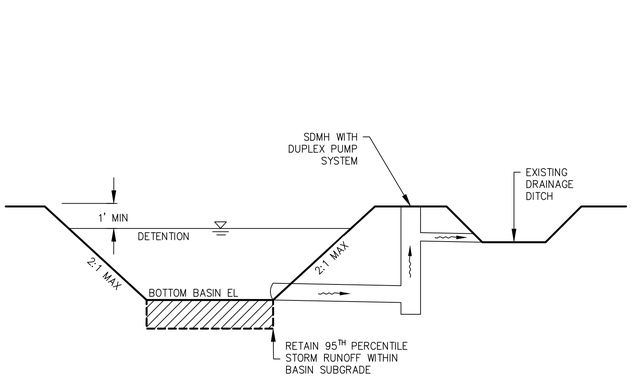
PRELIMINARY STORMWATER CALCULATIONS

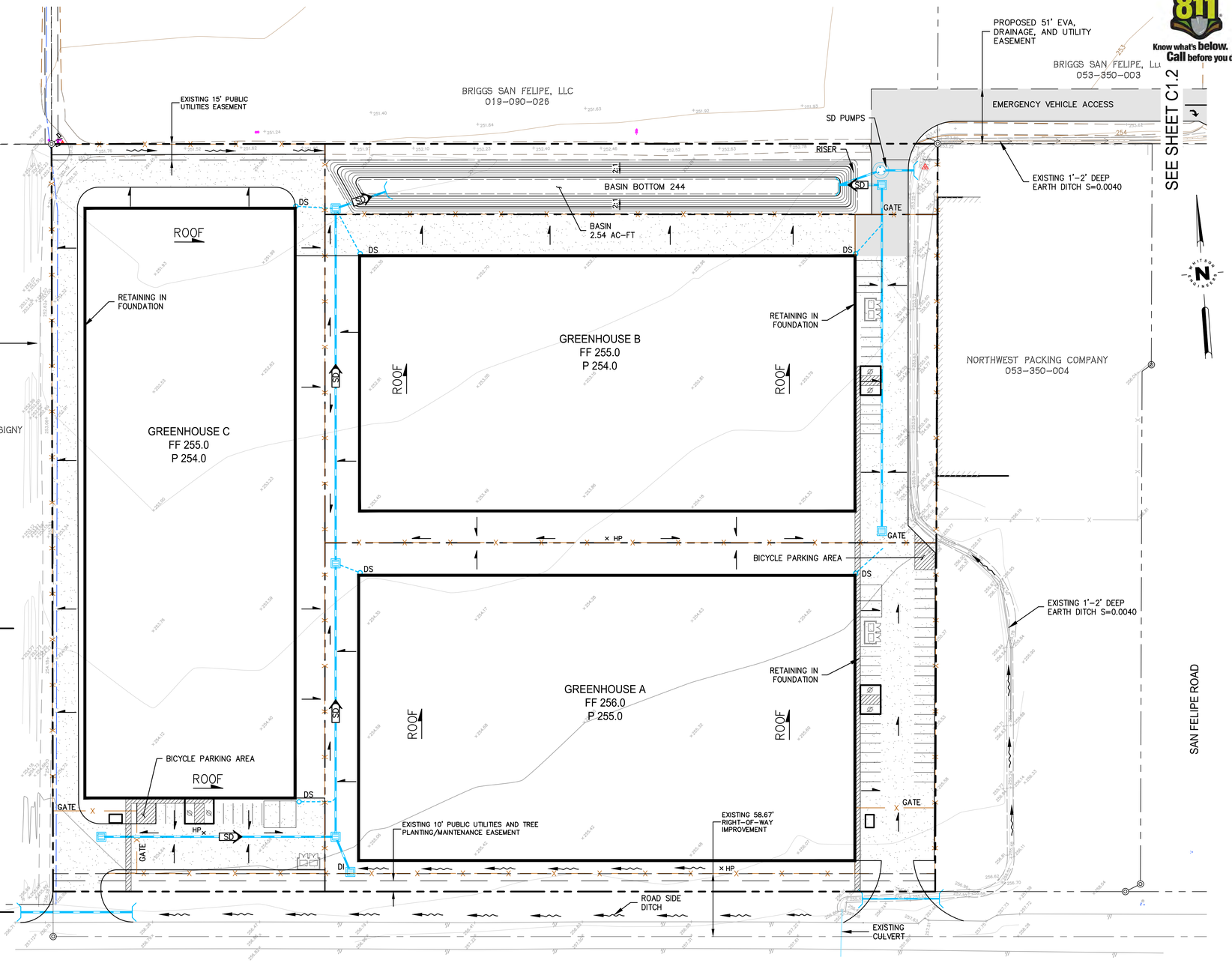
AREA DESCRIPTION	ESTIMATED AREA BREAKDOWN (SF)
PERVIOUS AREA	233,964 (5.4 ACRES)
IMPERVIOUS AREA	340,870 (7.8 ACRES)
TOTAL	574,834 (13.2 ACRES)
PERCENT IMPERVIOUS	60%
WATER MANAGEMENT ZONE	1
ASSUMED SOIL TYPE	C (SORRENTO, SILTY CLAY LOAM)
95TH PERCENTILE 24-HOUR RAINFALL DEPTH	1.2 IN
2-YEAR PRE-DEVELOPMENT FLOW	3.1 CFS
10-YEAR PRE-DEVELOPMENT FLOW	7.3 CFS
ASSUMED INFILTRATION RATE	0.1 IN/HR
TOTAL REQUIRED BASIN VOLUME	2.0 AF
TOTAL BASIN VOLUME PROVIDED	2.54 AF



BASIN DESIGN CRITERIA:

1. BASIN WILL BE DESIGNED WITH A TWO PUMP STRUCTURE TO RELEASE STORM WATER AT THE 10-YEAR PRE-DEVELOPMENT FLOW RATE,THE 2-YEAR PRE-DEVELOPMENT FLOW RATE, AND 90% OF THE PRE-DEVELOPLMENT 100-YEAR DESIGN STORM.
2. BASIN IS DESIGNED TO NOT HOLD STANDING WATER AFTER STORM EVENTS SO AS TO NOT ATTRACT BIRDS. BASIN PUMPS SHALL BE SIZED AND PROGRAMMED ACCORDINGLY TO DRAIN WITHIN 24 HOURS.

1 TYPICAL BASIN DETAIL
NOT TO SCALE



50 0 50 100 150 Feet
SCALE: 1" = 50'

NOTES:

1. TOPOGRAPHIC SURVEY WAS PERFORMED BY REPUBLIC NATIONAL ON FEBRUARY 23, 2014 AND SUPPLEMENTAL TOPOGRAPHIC SURVEY BY WHITSON ENGINEERS ON JUNE 22 AND 23, 2017.
2. THIS MAP PORTRAYS THE SITE AT THE TIME OF THE SURVEY AND DOES NOT SHOW SOILS OR GEOLOGY INFORMATION, UNDERGROUND CONDITIONS, ZONING OR REGULATORY INFORMATION.
3. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). ELEVATIONS WERE DETERMINED THROUGH STATIC GPS OBSERVATIONS AND THE USE OF THE NATIONAL GEODETIC SURVEY'S ONLINE POSITION USER SERVICE (OPUS). AN ESTABLISHED NAVD88 ELEVATION OF 259.59 FEET FOR A 2-1/2"BRASS DISC IN THE TOP OF A CONCRETE HEADWALL FOR A STORM DRAIN PIPE LOCATED AT THE NORTHWEST CORNER OF MCCLOSKEY ROAD AND SAN FELIPE ROAD (HIGHWAY #156 FRONTAGE ROAD), DESIGNATED CITY OF HOLLISTER BENCHMARK #29, IS THE LOCAL BENCHMARK TO WHICH ALL ELEVATIONS SHOWN HEREON ARE REFERENCED.

LEGEND

DESCRIPTION	PROPOSED	EXISTING
STORM DRAIN MAIN	SD	24" SD
DIRECTION OF FLOW		
STORM DRAIN INLET		
STORM DRAIN OUTFALL		
STORM DRAIN MANHOLE (SDMH)		
DOWNSPOUT (DS)		
GRAVEL		
PROPERTY LINE		

NOT FOR CONSTRUCTION

Know what's below. Call before you dig.

REVISIONS: NO.	BY:	DATE:	DESCRIPTION:

DATE: 6/26/19 | SCALE: 1"=50' | ENGR: CW | JOB NO.: 3601.00

WHITSON ENGINEERS
6 Harris Court ▪ Monterey, CA 93940
831 649-5225 ▪ Fax 831 373-5065
CIVIL ENGINEERING ▪ LAND SURVEYING ▪ PROJECT MANAGEMENT

REGISTERED PROFESSIONAL ENGINEER CRAIG P. WESSEL No. 62926 CIVIL STATE OF CALIFORNIA

WRIGHT 13 - WRIGHT ROAD
HOLLISTER CALIFORNIA
APN 053-356-005

CONCEPTUAL GRADING AND DRAINAGE PLAN
DEVELOPMENT PLAN SET

SHEET C1.1 OF 6

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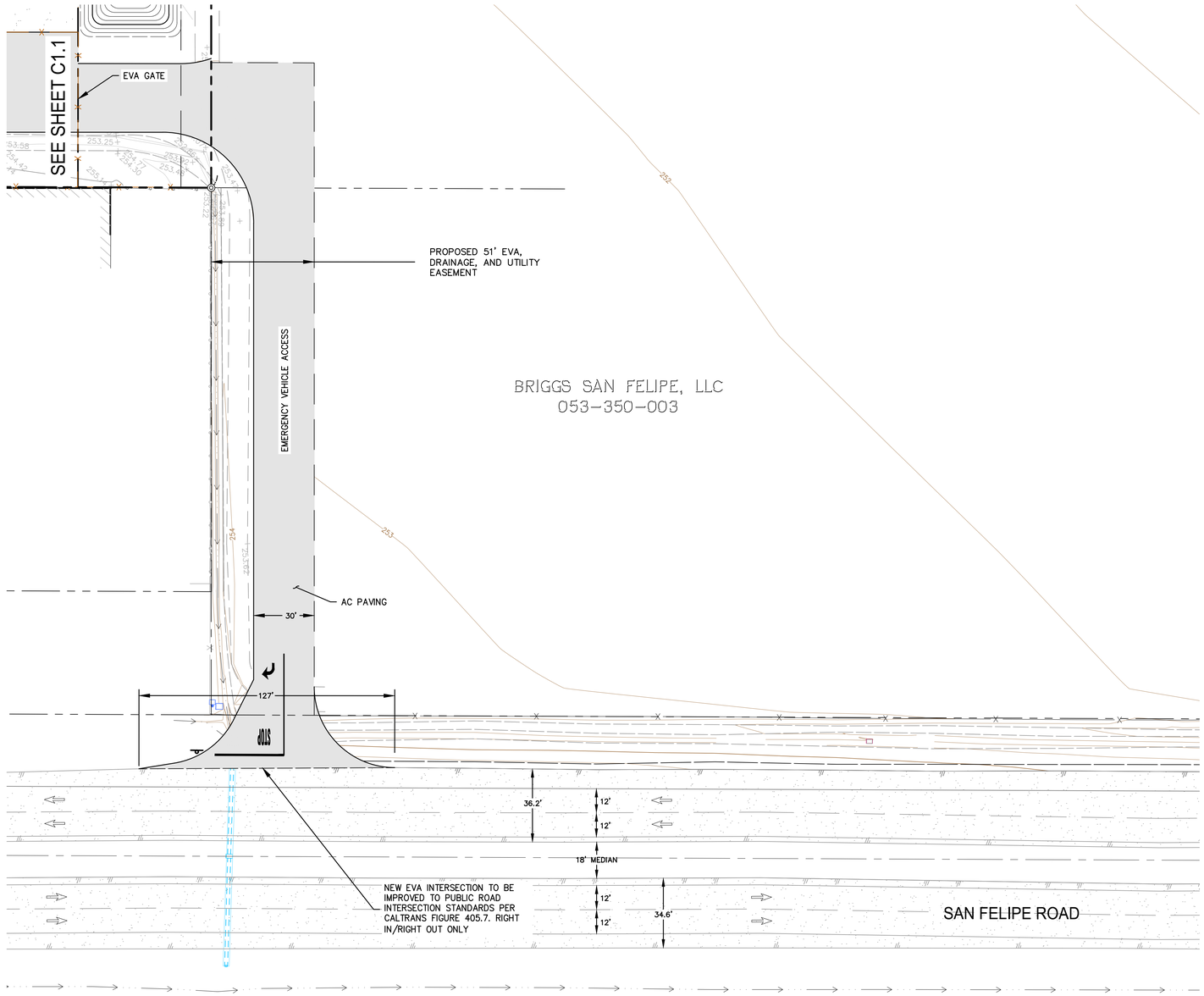

LEGEND

DESCRIPTION	PROPOSED	EXISTING
ASPHALT PAVING		
PAVEMENT MARKINGS		
PROPERTY LINE		

30 0 30 60 90 Feet

SCALE: 1" = 30'

NOT FOR CONSTRUCTION

Know what's below. Call before you dig.

REVISIONS:

NO.	BY:	DATE:	DESCRIPTION:

DATE: 6/26/19
SCALE: 1"=30'
ENGR: CW
JOB NO: 3601.00

REGISTERED PROFESSIONAL ENGINEER RICHARD P. WEISENFLUH No. 62926 CIVIL STATE OF CALIFORNIA

DRAFT

WHITSON ENGINEERS
6 Harris Court ▪ Monterey, CA 93940
831 649-5225 ▪ Fax 831 373-5065
CIVIL ENGINEERING ▪ LAND SURVEYING ▪ PROJECT MANAGEMENT

WRIGHT 13 - WRIGHT ROAD
HOLLISTER CALIFORNIA

CONCEPTUAL GRADING AND DRAINAGE PLAN
DEVELOPMENT PLAN SET

APN 053-356-005

SHEET C1.2 OF 6

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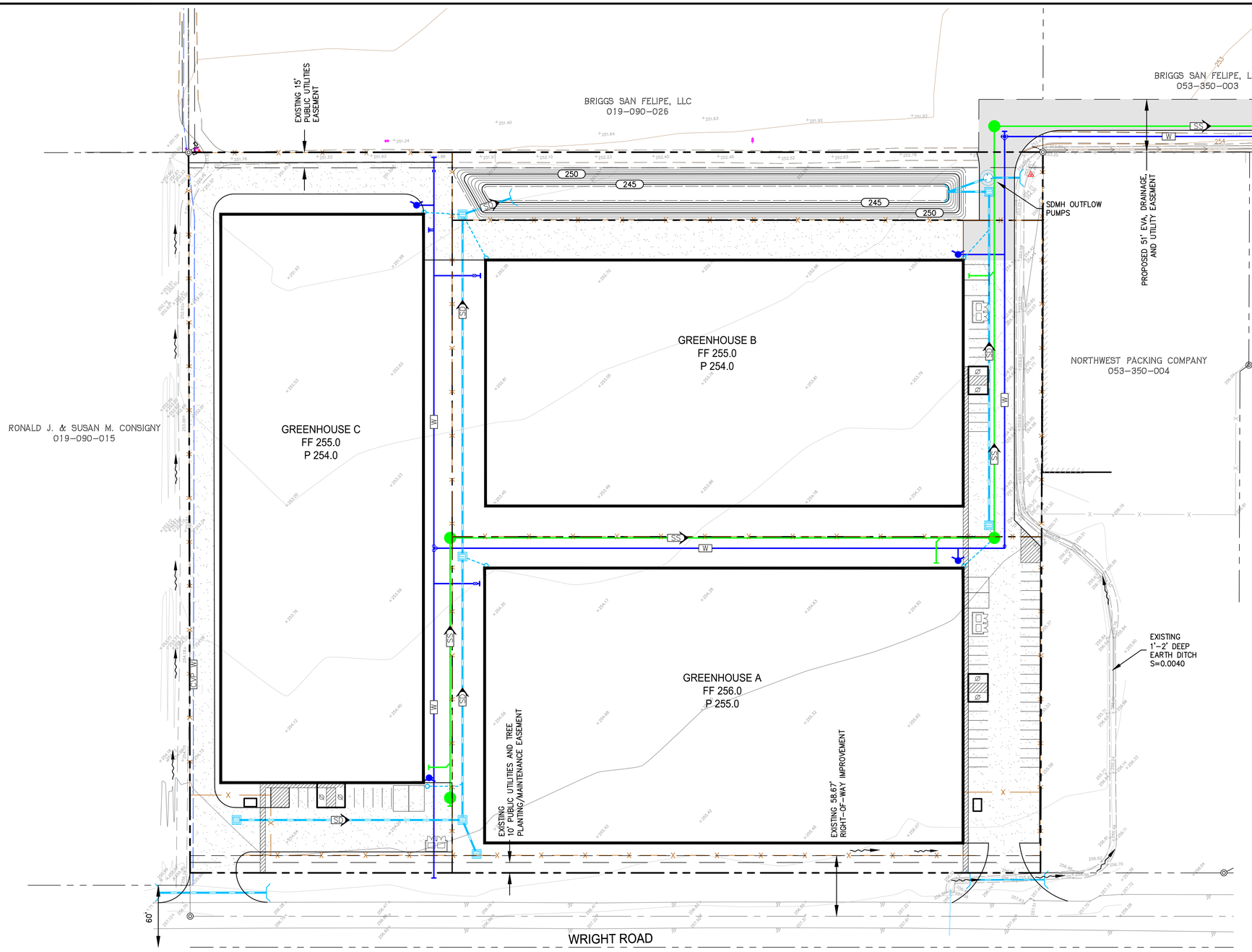

LEGEND

DESCRIPTION	PROPOSED	EXISTING
WATER MAIN	W	10" W
CVP WATER MAIN		W
STORM DRAIN MAIN	SD	24" SD
SANITARY SEWER MAIN	SS	SSFM
FIRE HYDRANT		
WATER METER		
WATER VALVE		
STORM DRAIN INLET		
STORM DRAIN OUTFALL		
STORM DRAIN MANHOLE (SDMH)		
DOWNSPOUT (DS)		
CLEANOUT (CO)		

50 0 50 100 150 Feet

SCALE: 1" = 50'

NOT FOR CONSTRUCTION

Know what's below. Call before you dig.

NO.	BY:	DATE:	DESCRIPTION:

REVISIONS:

DATE: 6/26/19
SCALE: 1"=50'
ENGR: CW
JOB NO.: 3601.00

REGISTERED PROFESSIONAL ENGINEER — RICHARD P. WHITSON — CIVIL — STATE OF CALIFORNIA

WHITSON ENGINEERS
6 Harris Court ▪ Monterey, CA 93940
831 649-5225 ▪ Fax 831 373-5065
CIVIL ENGINEERING ▪ LAND SURVEYING ▪ PROJECT MANAGEMENT

WRIGHT 13 - WRIGHT ROAD
HOLLISTER CALIFORNIA

CONCEPTUAL UTILITY PLAN
DEVELOPMENT PLAN SET

APN 053-356-005

SHEET C2.1 OF 6

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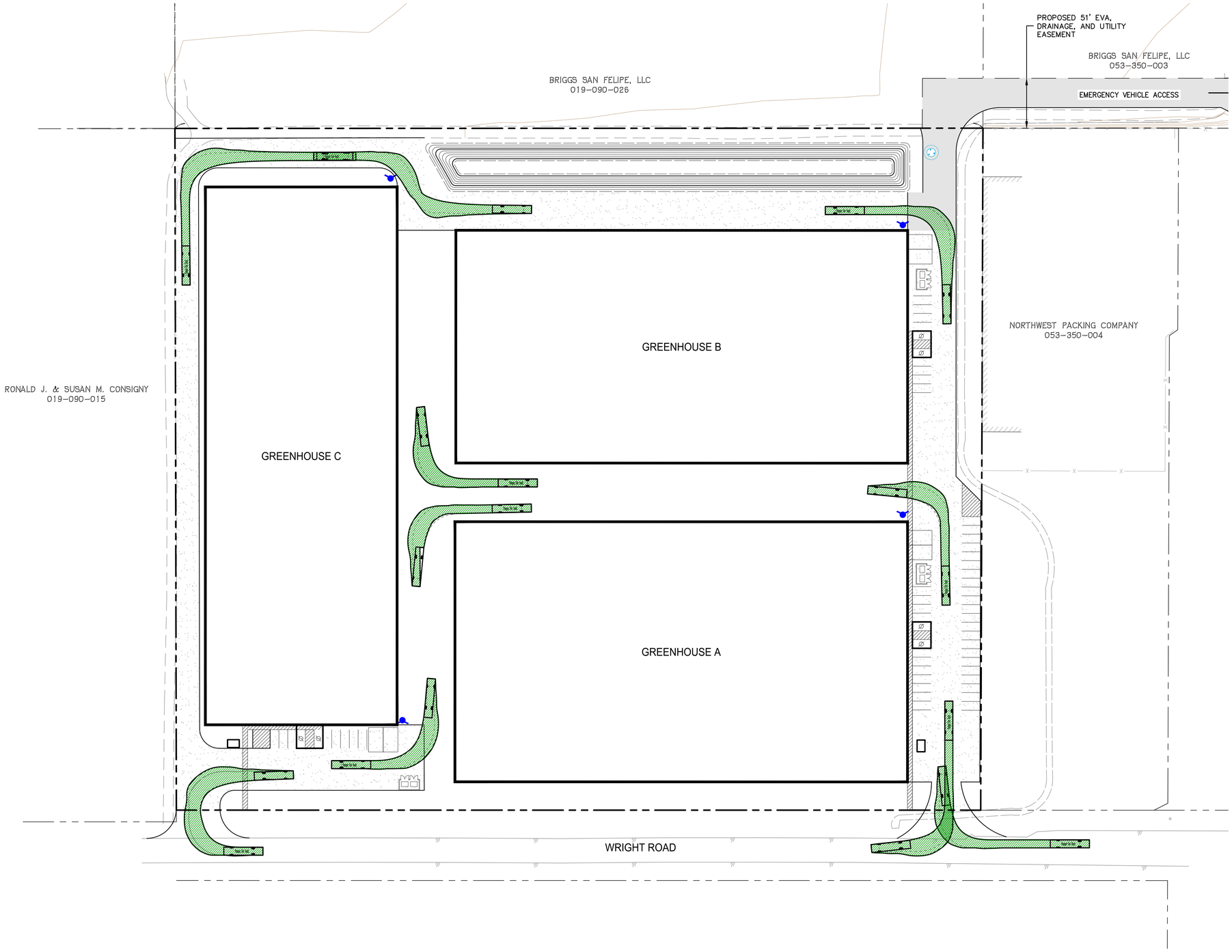

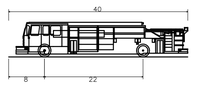

Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

50 0 50 100 150 Feet

SCALE: 1" = 50'

NOTE:

FIRE DEPARTMENT TO DETERMINE FINAL EXTENTS AND TYPE OF ALL-WEATHER ACCESS ROADS

NOT FOR CONSTRUCTION

Know what's below. Call before you dig.

REVISIONS:			
NO.	BY:	DATE:	DESCRIPTION:

DATE: 6/26/19 | SCALE: 1"=50' | ENGR: CW | JOB NO.: 3601.00

WHITSON ENGINEERS
6 Harris Court ▪ Monterey, CA 93940
831 649-5225 ▪ Fax 831 373-5065
CIVIL ENGINEERING ▪ LAND SURVEYING ▪ PROJECT MANAGEMENT

REGISTERED PROFESSIONAL ENGINEER — CRAIG P. WESTLAKE — No. 62918 — CIVIL — STATE OF CALIFORNIA

WRIGHT 13 - WRIGHT ROAD

HOLLISTER CALIFORNIA

PRELIMINARY CIRCULATION PLAN - FIRE TRUCK

DEVELOPMENT PLAN SET

APN 053-356-005

SHEET C3.1 OF 6

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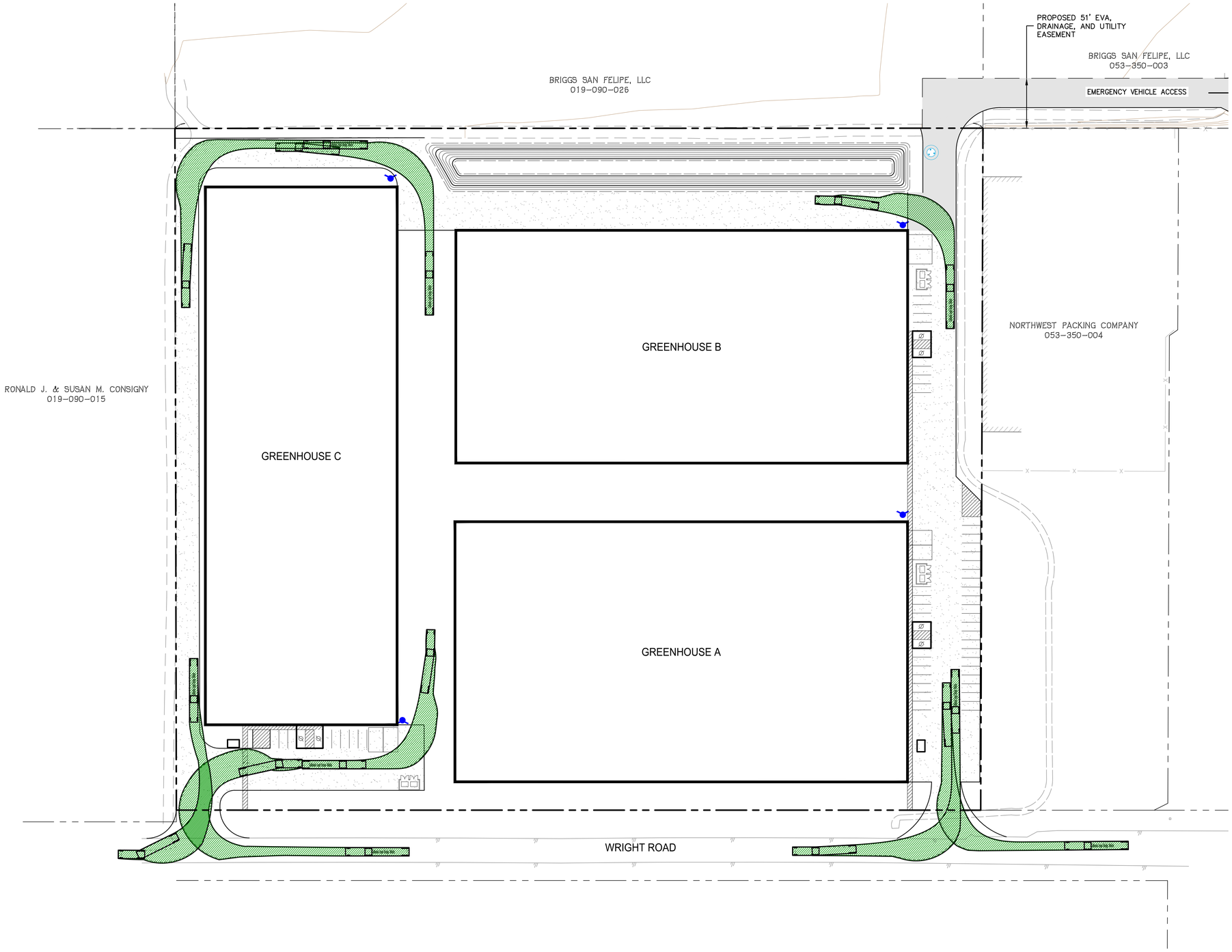

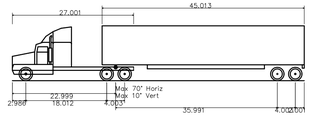

California Legal Design Vehicle	
Overall Length	64.993ft
Overall Width	8.497ft
Overall Body Height	12.226ft
Min Body Ground Clearance	1.421ft
Track Width	8.497ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	26.30°

50 0 50 100 150 Feet

SCALE: 1" = 50'

NOT FOR CONSTRUCTION

Know what's below. Call before you dig.

NO.	BY:	DATE:	DESCRIPTION:

REVISIONS:

DATE: 6/26/19 | SCALE: 1"=50' | ENGR: CW | JOB NO: 3601.00

REGISTERED PROFESSIONAL ENGINEER — DONALD P. WHITSON — No. 52019 — CIVIL — STATE OF CALIFORNIA

WHITSON ENGINEERS
6 Harris Court ▪ Monterey, CA 93940
831 649-5225 ▪ Fax 831 373-5065
CIVIL ENGINEERING ▪ LAND SURVEYING ▪ PROJECT MANAGEMENT

WRIGHT 13 - WRIGHT ROAD

HOLLISTER CALIFORNIA

PRELIMINARY CIRCULATION PLAN - LARGE DELIVERY TRUCK

DEVELOPMENT PLAN SET

APN 053-356-005

SHEET **C3.2** OF 6

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BRIGGS ROAD

CITATION WAY

SAN FELIPE ROAD

2290' TO FLYNN ROAD

FRONTAGE ROAD

FUTURE 60' PUBLIC RIGHT OF WAY

EXISTING FRONTAGE ROAD INTERSECTION

BRIGGS ROAD

PROPOSED WRIGHT 13 EVA/BRIGGS 17 ENTRANCE. RIGHT IN/RIGHT OUT (PRIVATE)

BRIGGS 17 PROPERTY

2150'

HIGHWAY 25

WRIGHT 13 PROPERTY

WRIGHT ROAD

McCLOSKEY ROAD

PRIVATE DRIVEWAYS

FELIPE 9 PROPERTY

KIRKPATRICK CT.

N. CHAPPELL ROAD

T:\Monterey Projects\3601 - Wright\CIVIL\EXHIBITS\Veh-Master Plan.dwg Jun 26, 2019 - 10:24am

REGIONAL MAP-PROPOSED ACCESS AND CIRCULATION

HOLLISTER CULTIVATION PARK

HOLLISTER, CALIFORNIA

300 0 300 600 900 Feet

SCALE: 1" = 300'

Whitson Engineers
6 Harris Court | Monterey, CA 93940 | **831 649-5225 | F 831 373-5065**
CIVIL ENGINEERING ▪ LAND SURVEYING ▪ PROJECT MANAGEMENT | www.whitsonengineers.com
Project No.: 3601, 3627, 3611

WE

6/26/2019
Sheet 1 of 3

1" = 300'

BRIGGS SAN FELIPE, LLC
019-090-026

Chain Link Fence

BRIGGS SAN FELIPE, LLC
053-350-003

RONALD J. & SUSAN M. CONSIGNY
019-090-015

GREENHOUSE C

GREENHOUSE B

GREENHOUSE A

NORTHWEST PACKING COMPANY
053-350-004

Chain Link Fence

Chain Link Fence

Wrought Iron Fence

Wrought Iron Fence

Wrought Iron Fence

WRIGHT ROAD

50 0 50 100 150 Feet

SCALE: 1" = 50'

Landscaping Notes:

1. Soil to be amended with conpost at time of planting.
2. Topdress with 3" layer of mulch to inhibit weed growth and conserve moisture
3. Enitre preimeter will be fenced. Wrought iron fencing as shown on the Wright Road side and 100' up the west and east side, chain link as shown on the remaing sides of the property.

Plant List

Symbol	Q/Size	Name
	49/15 gal.	Trees, choose from: Olea europaea - Olive (fruitless types) Querccus ilex - Holly Oak Laurus nobilis - Sweet Bay
	261/5 gal.	Low Shrubs, choose a mix of the following: Artemisia 'Powis Castle' - Wormwood Cistus salvifolius 'Prostratus' - Sageleaf Rockrose Lavandula dentata - French Lavender
	360/5 gal.	Medium Shrubs, choose a mix of the following: Berberis thunbergii 'Rose Glow' - Barberry Buxus macrophylla japonica 'Green Beauty' - Boxwood Raphiolepis indica 'Jack Evans' or 'Springtime' - Indian Hawthorn

Coats Consulting
PO Box 1356
Carmel, CA 93921
831-250-7192

Conceptual Landscape Plan

Scale: 1" = 50' Date: 6/17/2019

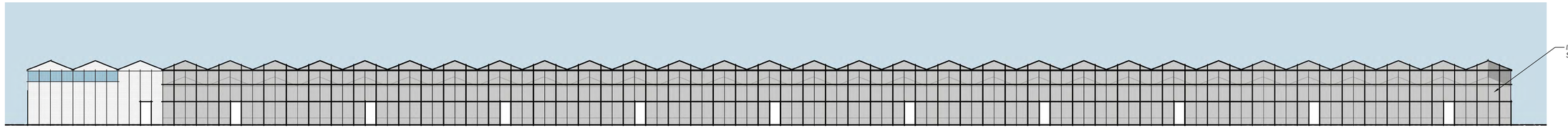
WRIGHT 13 - WRIGHT ROAD

HOLLISTER CALIFORNIA

APN 053-356-005

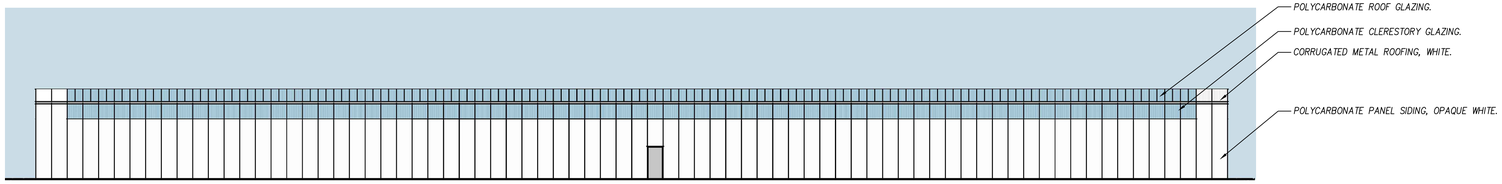
SHEET L1.1

0 1 2 INCHES 3



4 GREENHOUSE A - NORTH ELEVATION

8' 16'

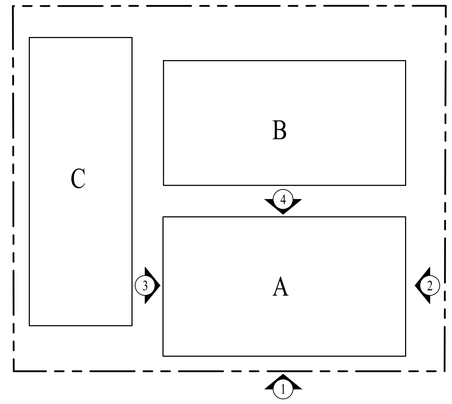


3 GREENHOUSE A - WEST ELEVATION

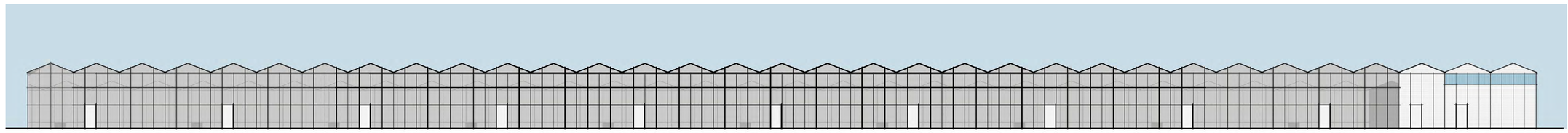
8' 16'

2 GREENHOUSE A - EAST ELEVATION

8' 16'



SITE PLAN DIAGRAM



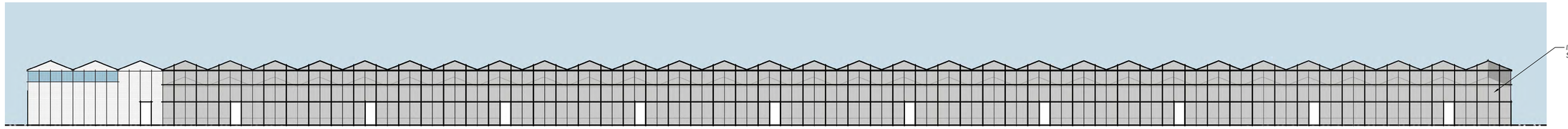
1 GREENHOUSE A - SOUTH ELEVATION

8' 16'

WRIGHT 13 - WRIGHT ROAD

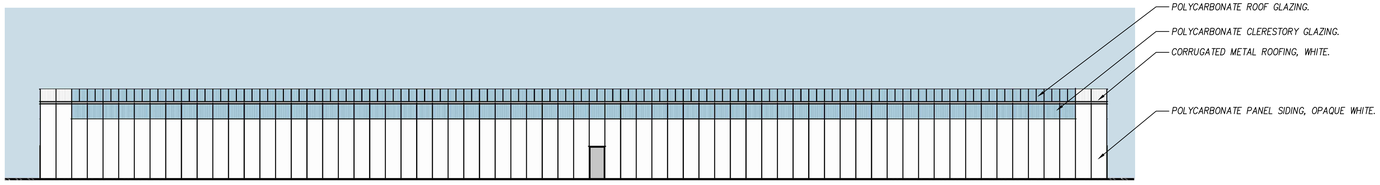
GREENHOUSE A BUILDING ELEVATIONS

MARCH 14, 2019



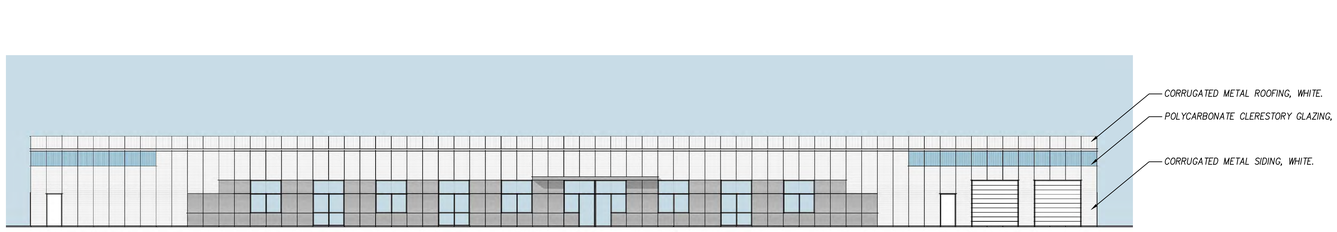
4 GREENHOUSE B - NORTH ELEVATION

8' 16'



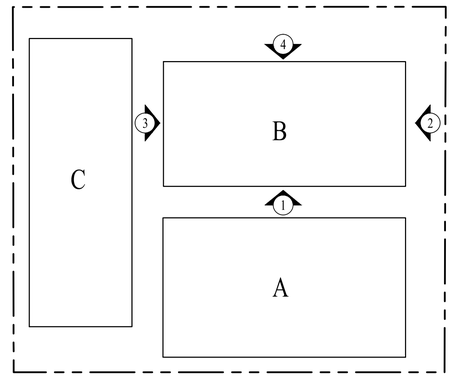
3 GREENHOUSE B - WEST ELEVATION

8' 16'

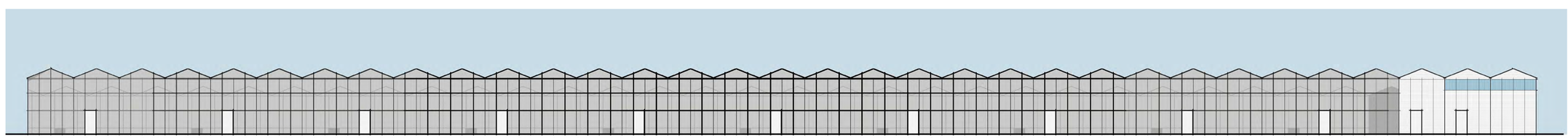


2 GREENHOUSE B - EAST ELEVATION

8' 16'



SITE PLAN DIAGRAM



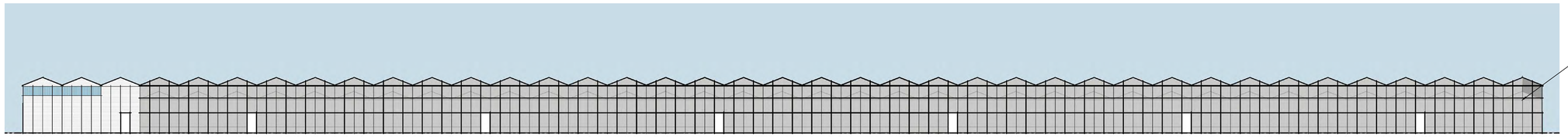
1 GREENHOUSE B - SOUTH ELEVATION

8' 16'

WRIGHT 13 - WRIGHT ROAD

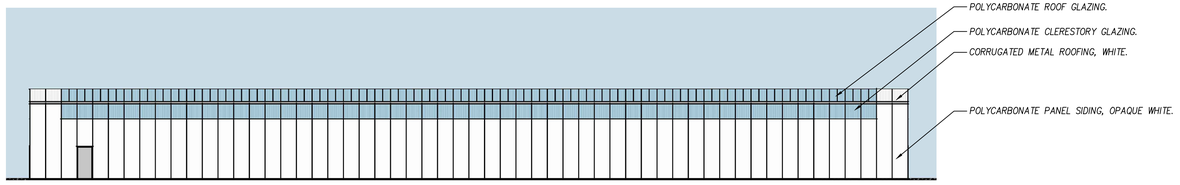
GREENHOUSE B BUILDING ELEVATIONS

MARCH 14, 2019



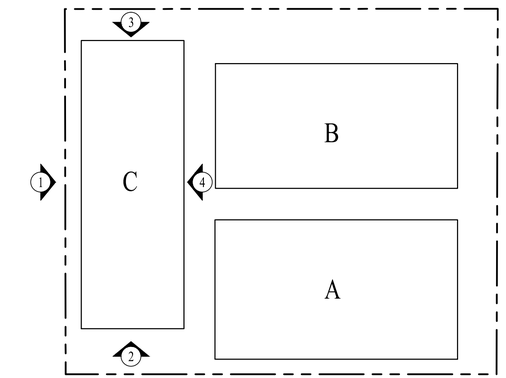
4 GREENHOUSE C - EAST ELEVATION

10' 20'



3 GREENHOUSE C - NORTH ELEVATION

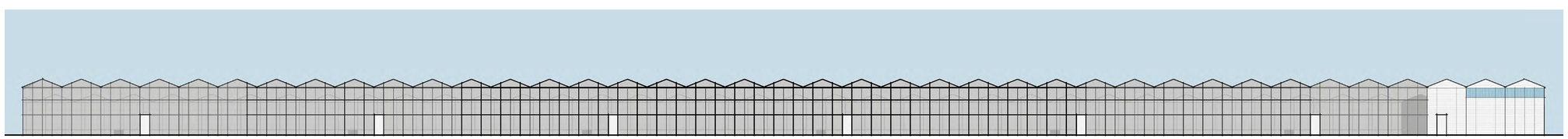
8' 16'



SITE PLAN DIAGRAM

2 GREENHOUSE C - SOUTH ELEVATION

8' 16'



1 GREENHOUSE C - WEST ELEVATION

10' 20'

WRIGHT 13 - WRIGHT ROAD

GREENHOUSE C BUILDING ELEVATIONS

MARCH 14, 2019

Kimley»Horn

MEMORANDUM

From: Frederik Venter, P.E. | Kimley-Horn and Associates

To: Abraham Prado | City of Hollister

Date: January 26, 2021

Re: **Wright 13 Cannabis Cultivation Park Engineering Review**

---

1. Introduction

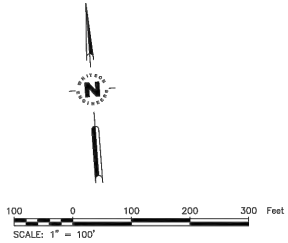
This memorandum provides the engineering review for the proposed Wright 13 Cannabis Cultivation Park (the "Project") in Hollister, CA. The Project proposes to construct three greenhouse buildings on the currently vacant 13.19-acre lot with a total building square footage of 341,062 square feet for cannabis cultivation, located on the north side of Wright Road and the west side of San Felipe Road/SR 156B.

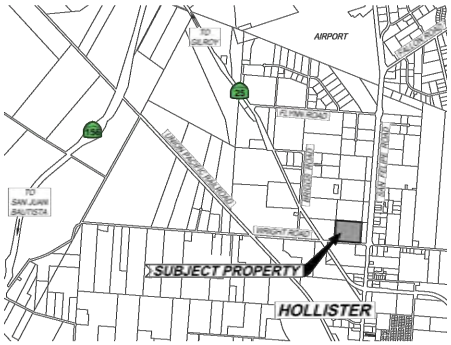
Site access for passenger cars and delivery trucks is provided by two driveways along Wright Road. An emergency vehicle (EV) access road is provided to the north of the project site and connects to San Felipe Road/SR 156B. Gates are located at each of the driveways as well as the emergency vehicle access.

This memorandum reviews the following engineering items:

- Truck Turning Templates
- Driveway Access
- On-Site Circulation and Site Access
- Emergency Vehicle Access

Figure 1 shows the site plan for the Project as provided by Whitson Engineers within the development plan sheets, dated June 26, 2019.





VICINITY MAP
SCALE: 1" = 2000'

PROJECT TEAM

OWNER/APPLICANT
WRIGHT THIRTEEN, LLC
10 HARRIS COURT, SUITE B-1
MONTEREY, CA 93940

(831) 649-0220

CIVIL ENGINEER
WHITSON ENGINEERS
6 HARRIS COURT
MONTEREY, CA 93940

ANDREW HUNTER, RCE 67730
(831) 649-5225

DEVELOPMENT NOTES

PROPERTY DATA	
ASSESSOR'S PARCEL NO.:	053-350-005
PARCEL SIZE:	13.19 AC
GENERAL PLAN DESIGNATION:	NORTH GATEWAY COMMERCIAL
EXISTING ZONING:	NORTH GATEWAY NG
AREA	
SITE AREA:	13.19 AC
PROPOSED LOTS:	4 LOTS
PARCEL A:	4.25 AC
PARCEL B:	4.01 AC
PARCEL C:	4.07 AC
PARCEL D:	0.86 AC
PROPOSED BUILDING SIZE:	341,062 SF
LOT COVERAGE:	
BUILDING AREA:	59%
PAVED AREA:	0.7%
LANDSCAPE AREA:	8%

REMAINING LOT COVERAGE TO BE A PERVIOUS GRAVEL SURFACE OR UNIMPROVED

PARKING DATA	
TOTAL PARKING STALLS:	56
NUMBER OF ADA STALLS:	6

NOT FOR CONSTRUCTION

REVISIONS: NO. | BY: | DATE: | DESCRIPTION:
DATE: 6/28/19 | SCALE: 1"=100' | ENGR. CW | JOB NO.

WHITSON ENGINEERS
6 Harris Court ▪ Monterey, CA 93940
831 649-5225 ▪ Fax 831 373-5065
CIVIL ENGINEERING ▪ LAND SURVEYING ▪ PROJECT MANAGEMENT

WRIGHT 13 - WRIGHT ROAD
HOLLISTER CALIFORNIA
AERIAL SITE PLAN

SHEET C0.1 OF 6

Kimley»Horn

N
NOT TO SCALE

Figure 1
Project Site Plan

January 2021

Hollister Wright 13

2. Turning Templates

Turning templates were provided within the development plan sheets showing vehicle paths at the two project driveways and on-site for a Pumper Fire Truck (emergency vehicle) and California Legal Design Vehicle (delivery truck).

It is recommended that turn templates be provided for a Pumper Fire Truck at the emergency vehicle access that depicts vehicle paths entering and exiting from San Felipe Road and from the emergency vehicle access driveway. Turn templates are recommended to be revised to show both fire truck and delivery trucks entering and exiting the site to utilize one lane rather than two lanes along Wright Road. Delivery trucks are assumed to unable to enter and exit the site simultaneously. Therefore, it is recommended that turn templates depict a truck waiting at both driveways to exit the site while another truck enters from Wright Road without any conflicts in vehicle paths. Loading docks at each greenhouse building should be shown on turning templates with delivery truck vehicle paths accessing the docks.

All turning template comments and recommendations for emergency vehicles and delivery trucks are provided in **Figure 2** and **Figure 3**, respectively.

3. On-Site Circulation, Driveway Access, and On-Site Recommendations

On-site circulation and driveway access were reviewed and all recommendations are provided in **Figure 4**. Adequate sight distance or stop control at corners of the greenhouse buildings should be provided to avoid conflicts with oncoming vehicles. Adequate sight distance should also be provided at both driveways along Wright Road to confirm the landscaping and fence are not obstructing drivers' line of sight. Alternatively, mitigation needs to be implemented that otherwise solve the sight distance concerns. Total number of 56 parking spaces provided, as shown in **Figure 1** of the site plan, is recommended to meet the parking demand. It is also recommended that complete signing and striping plans are provided.

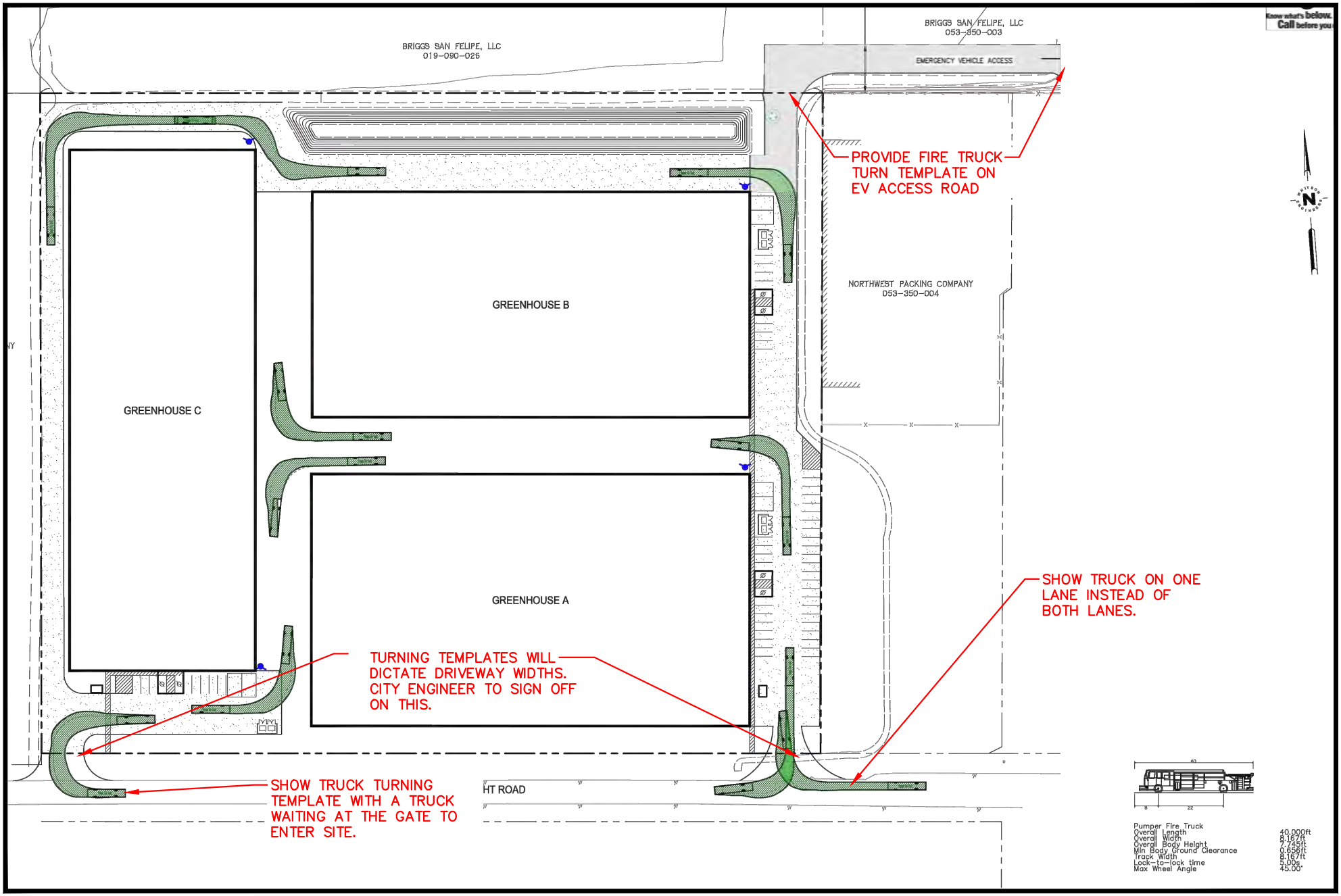
4. Emergency Vehicle Access Road

Access to the emergency vehicle road along San Felipe Road/ SR 156B were reviewed and all recommendations are provided in **Figure 5**. Warnings and restrictions should be provided for the emergency vehicle access to restrict southbound vehicles, other than emergency vehicles, on San Felipe Road/ SR 156B from entering the roadway. The access roadway should be designed based on the latest Caltrans Standards within the Highway Design Manual (HDM) and should account for existing utilities.

5. Other Recommendations

Trip generation for the project site were reviewed to determine the need for turn pockets along Wright Road. Based on the project description within the Wright 13 Initial Study/Mitigation Negative Declaration, dated December 2018, the project consists of 24 employees per shift with three shifts per day. All shifts start and end times occur outside of the AM and PM peak hours from 12 PM to 8 PM, 8 PM to 4 AM and 4 AM to 12 PM. In addition, deliveries are to be restricted outside of the AM and PM peak hours from 9 AM to 4 PM and 7 PM to 10 PM with 28 to 30 deliveries a day. Project trips are not expected occur during the peak hours and it is estimate that approximately 51 total trips (26 In / 25 Out) are expected to occur during each shift change, including passenger cars and delivery trucks. Therefore, left-turn and right-turn storage pockets are not needed along Wright Road.

In addition, project frontage improvements should be reviewed to include improvements such as sidewalks and bike lanes. Future cross-section of Wright Road should also be confirmed and provided in the development plans. No traffic calming devices are recommended on-site.



Kimley»Horn

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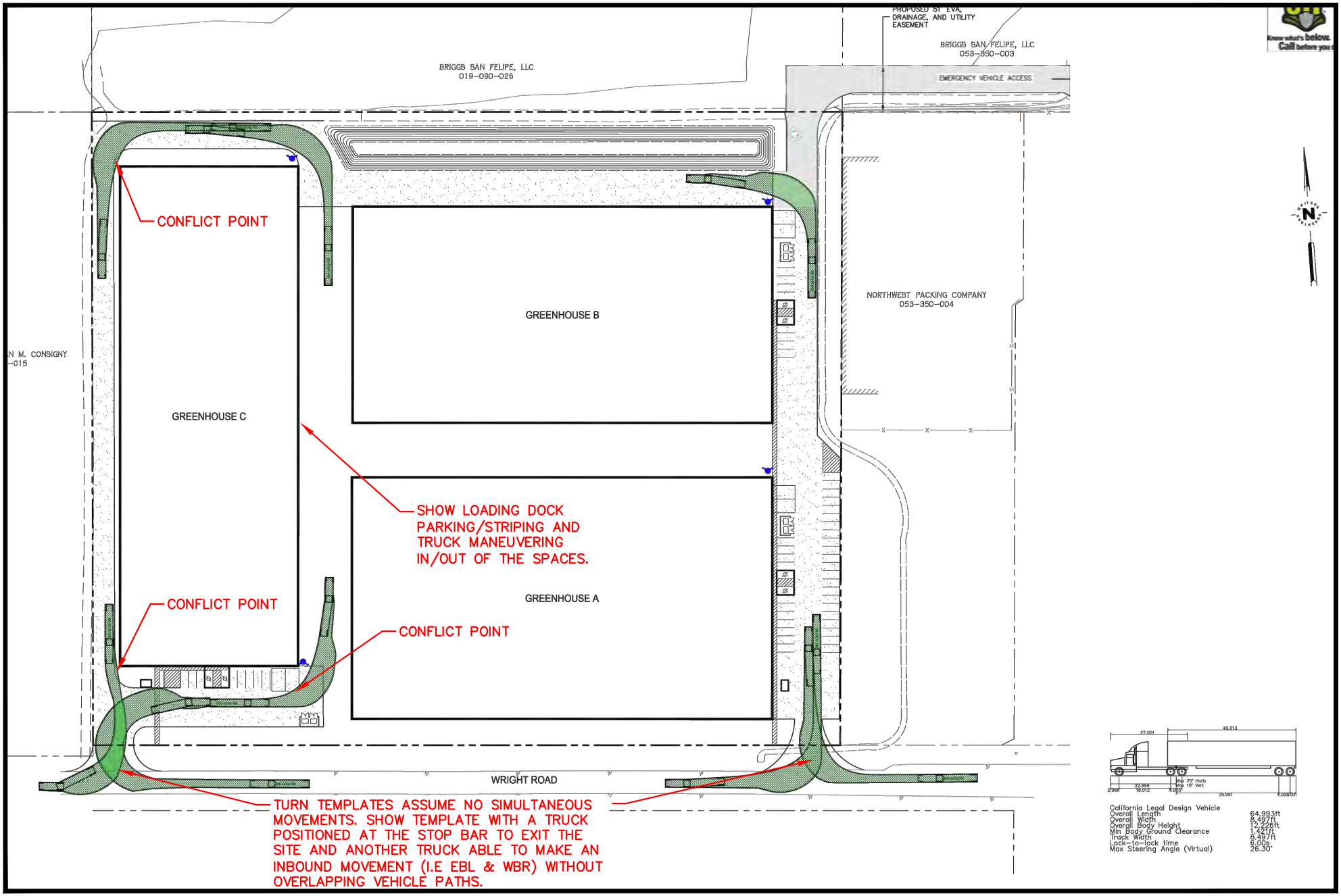
Figure 2

Emergency Vehicle Turning Template Review

Hollister Wright 13

January 2021



Kimley»Horn

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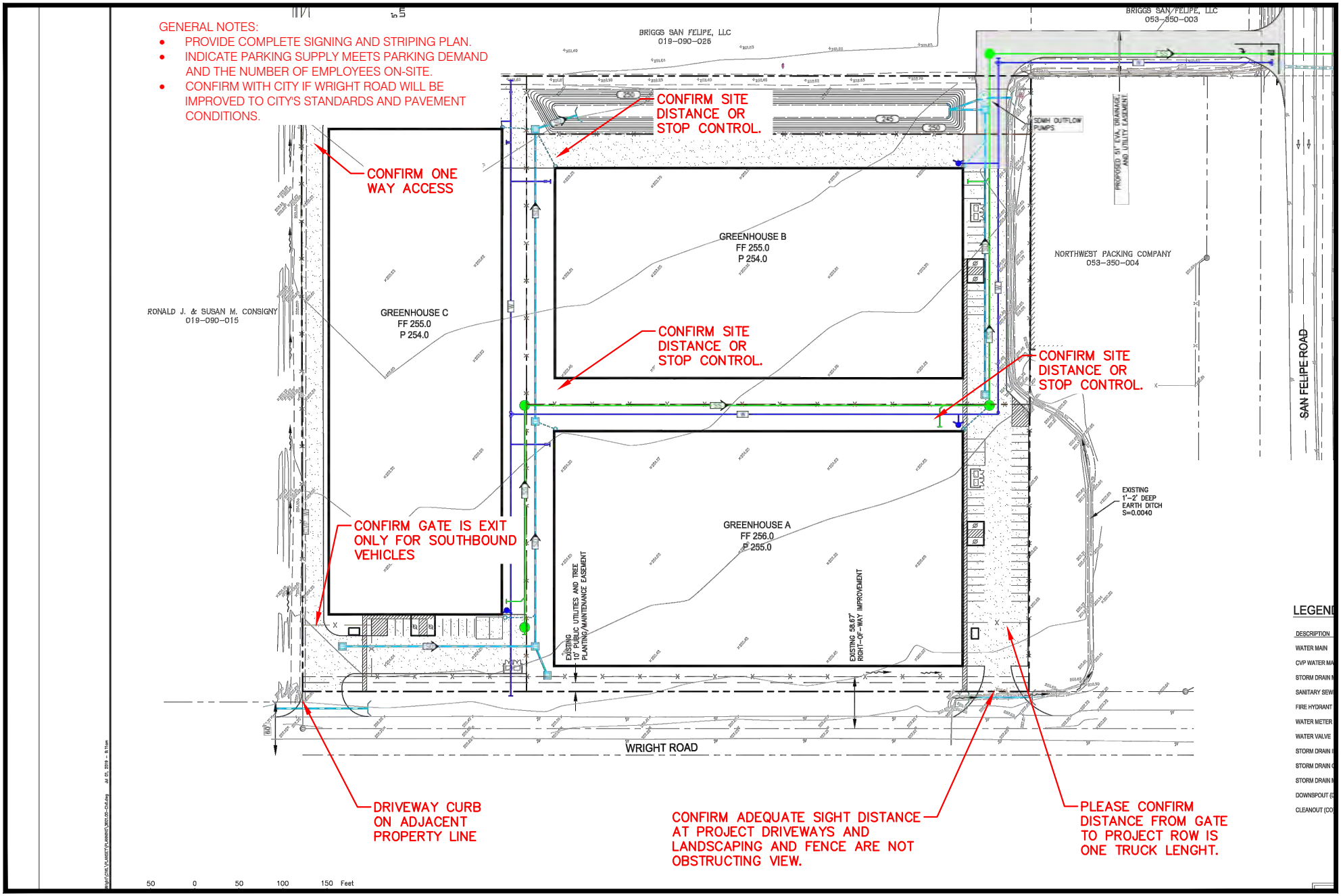
Figure 3
Delivery Truck Turning Template Review
Hollister Wright 13

January 2021



Kimley»Horn

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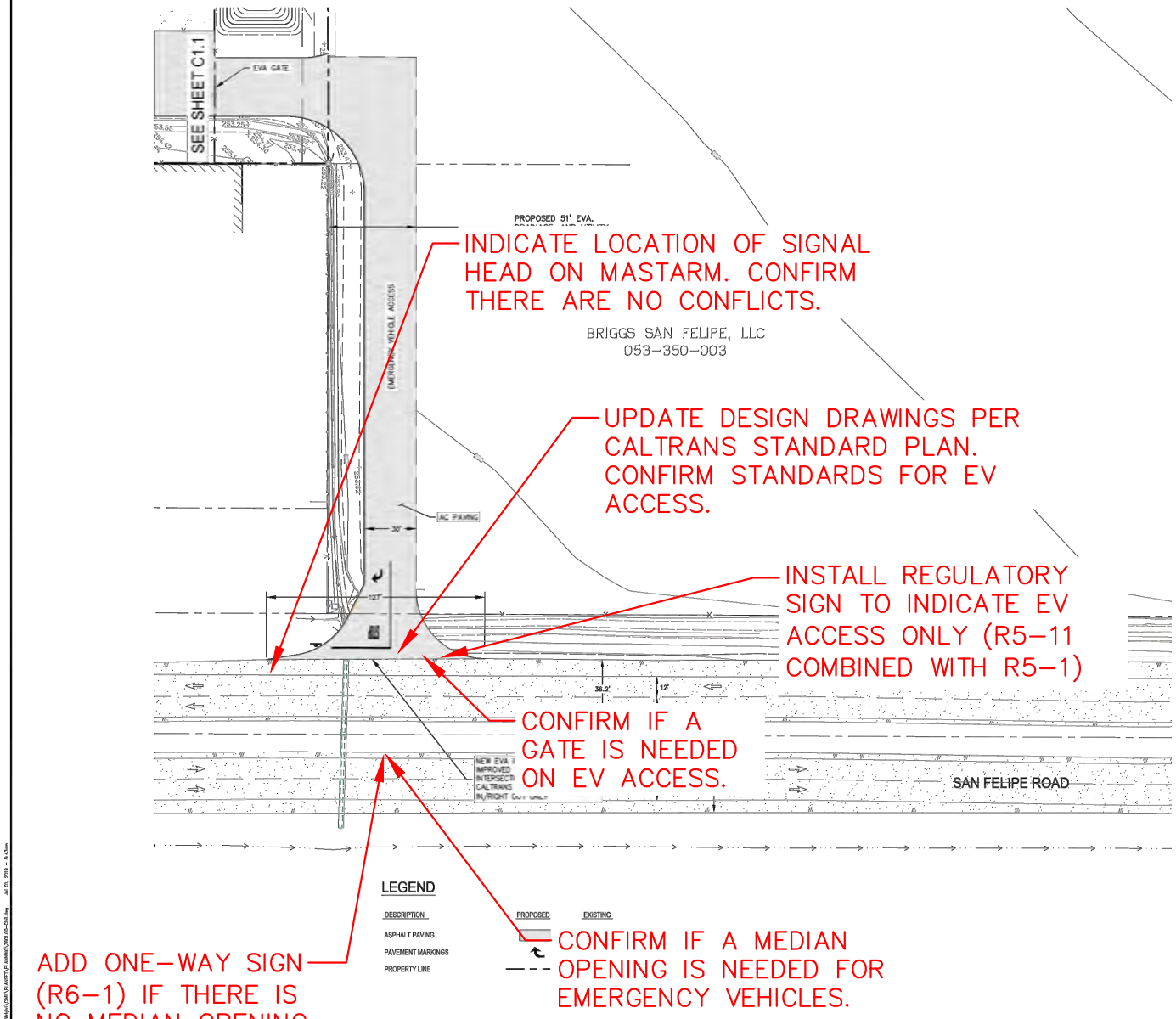
Figure 4
On-Site and Site Access Review

January 2021

Hollister Wright 13



Kimley»Horn

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Figure 5
Emergency Vehicle Access Review

January 2021

Hollister Wright 13

PLANNING COMMISSION RESOLUTION NO. 2019-44

A RESOLUTION OF THE CITY OF HOLLISTER PLANNING COMMISSION ADOPTING A MITIGATED NEGATIVE DECLARATION FOR WRIGHT THIRTEEN, LLC – MINOR SUBDIVISION APPLICATION NO. 2018-6 AND SITE & ARCHITECTURAL REVIEW APPLICATION NO. 2018-23

WHEREAS, Wright Thirteen, LLC ("the applicant") has submitted an application for Minor Subdivision 2018-6, to divide one existing 13.19 acre lot into four lots consisting of Parcel A (4.25 acres), Parcel B (4.01 acres) Parcel C (4.07 acres) and Parcel D (0.86 acres) and a Site and Architectural Review application No. 2018-23 to construct approximately 340,000 square feet of indoor greenhouse buildings for a cannabis cultivation facility on existing agricultural land ("the project"). The project site is zoned NG North Gateway Zoning District, and is further identified as Assessor's Parcel (051-100-031); and,

WHEREAS, an initial study was prepared for the project and it was determined that potentially significant impacts from the Project could be reduced to an insignificant level with the incorporation of mitigation measures agreed to by the applicant into the project and that a Mitigated Negative Declaration could be prepared; and,

WHEREAS, the Mitigated Negative Declaration for Minor Subdivision No. 2018-6 and Site & Architectural Review No. 2018-23 was circulated from December 28, 2018 to January 28, 2019 to the Association of Monterey Bay Area Governments and local agencies; and,

WHEREAS, all federal, state, and local requirements must be met with any proposed project within Minor Subdivision No. 2018-6 and Site & Architectural Review No. 2018-23; and,

WHEREAS, the Planning Commission held a duly noticed public hearing on September 26, 2019, to consider the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, staff report, and to hear and consider written and oral comments; and,

WHEREAS, after considering written and oral comment, the City of Hollister Planning Commission deliberated and determined to adopt the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting program; and,

WHEREAS, the Initial Study and Mitigated Negative Declaration and the Mitigation Monitoring Program are in compliance with the provisions of the California Environmental Quality Act; and,

WHEREAS, pursuant to Section 711.4 of the Fish and Game Code, a de minimis finding cannot be made for the proposed project and the applicant shall be required to pay Fish and Game fees when the Notice of Determination is filed.

NOW, THEREFORE BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF HOLLISTER ADOPT THE FOLLOWING FINDINGS:

1. The Mitigated Negative Declaration for Minor Subdivision 2018-6 and Site & Architectural Review 2018-23 evaluated the impacts of the proposed projects.

2. The Planning Commission has reviewed and considered the information contained in the Mitigated Negative Declaration, Mitigation Monitoring Program and based on the whole record before the Commission, including the initial study and any comments received, that there is not substantial evidence that the Project will have a significant effect on the environment.

3. The Mitigated Negative Declaration and the Mitigation, Monitoring and Reporting Program comply with the California Environmental Quality Act, the State CEQA Guidelines, and the City of Hollister CEQA process.

4. The proposed mitigated negative declaration reflects the City of Hollister's independent judgment and analysis.

5. The mitigation measures contained in the Mitigation Monitoring and Reporting Program were agreed to by the applicant and are adequate to reduce the impacts of the project on the physical environment to a less than a significant level.

6. The document and other materials that constitute the record of the proceedings on which the City's determinations are based are located at the City of Hollister Development Services Department, 339 Fifth Street, Hollister California 95023, (831) 636-4360.

BE IT FURTHER RESOLVED THAT THE PLANNING COMMISSION HEREBY ADOPTS THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR MINOR SUBDIVISION 2018-6 AND SITE & ARCHITECTURAL REVIEW 2018-23.

PASSED AND ADOPTED, at the regular meeting of the City of Hollister Planning Commission held this 26th day of September 2019, by the following vote:

AYES: Stephens, Muenzer, Johnson, Henderson, and Huboi
NOES: None
ABSTAIN: None
ABSENT: None

Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

Bryan T. Swanson, Secretary

Please Note

It is the sole responsibility of the project applicant to comply with the conditions as approved, modified or added by the Planning Commission. It is recommended that the applicant review these conditions carefully and if any questions arise as to compliance with the conditions, please do not hesitate to contact the staff planner. Also, if you do not agree with the proposed conditions, you have an opportunity to present your case to the Planning Commission at their meeting. In addition, the City provides for a 15-day appeal period.

Wright 13

Unified Cannabis Cultivation Park, Hollister CA

Initial Study/Mitigated Negative Declaration for

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

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

Prepared by:

COATS CONSULTING

December 2018

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1.5 Mitigation and Monitoring Program 1-1

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Figure 2 Existing Conditions- Wright Road and Vicinity 2-7
Figure 3 Project Site Plan 2-9
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ACRONYMS AND ABBREVIATIONS

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

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

MITIGATED NEGATIVE DECLARATION

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

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

Assessor's Parcel No. 053-350-005

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

Initial Study:

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

Findings and Reasons:

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

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

MITIGATION MEASURES

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

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

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

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

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

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

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

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

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

2.1 BACKGROUND INFORMATION

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

2.2 DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

PROJECT LOCATION

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

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

EXISTING SITE CONDITIONS

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

Figure 1: Project Location

Not to scale

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

PROJECT DESCRIPTION

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

Requested Approvals

The applicant has requested the following approvals:

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

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

Physical Improvements

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

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

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

Construction

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

Operations

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

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

Figure 2: Existing Conditions

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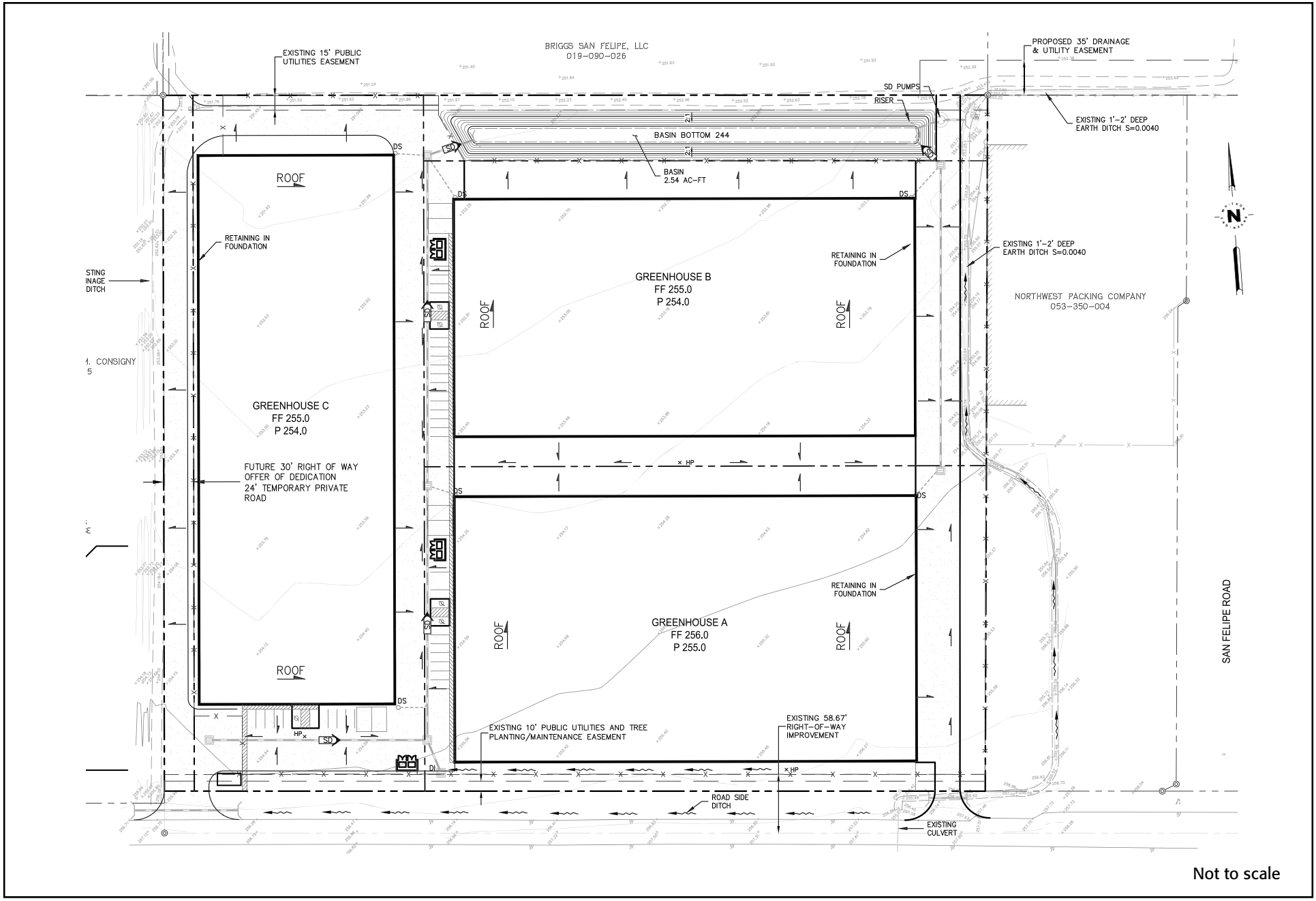

Source: Whitson Engineers, 2018

Figure 3: Site Plan

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Figure 4: Project Site Plan- Aerial Perspective

Not to scale

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2.3 PROJECT CONSISTENCY ANALYSIS

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

GENERAL PLAN AND ZONING CODE

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

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

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

AIR QUALITY MANAGEMENT PLAN

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

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

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

REGIONAL TRANSPORTATION PLAN

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

2.4 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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

☐ Check here if this finding is not applicable.

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

2.5 DETERMINATION (To be completed by the lead agency)

On the basis of this initial evaluation:

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

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

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

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

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

Signature _____ Date _____

2.6 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

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

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

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

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

Short-Term Construction Emissions

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

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

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

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

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

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

Long-Term Operational Emissions

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

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

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

d) Expose sensitive receptors to substantial pollutant concentrations?

Toxic Air Contaminants (TACs)

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

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

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

Carbon Monoxide Hotspots

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

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

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

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

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

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

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

EXISTING SETTING

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

Special-Status Species

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

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

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

DISCUSSION OF IMPACTS

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

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

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

Mitigation Measures

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

Mitigation Measure

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

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

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

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

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

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

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

Mitigation Measure

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

i) Rupture of a known earthquake fault?

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

ii) Strong seismic ground shaking?

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

iii) Seismic-related ground failure, including liquefaction?

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

iv) Landslides?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

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

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

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

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

f) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

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

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

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

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

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

f) Otherwise substantially degrade water quality?

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

Construction Impacts

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

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

Operation Impacts

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

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

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

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

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

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

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

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

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

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

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

j) Inundation by seiche, tsunami, or mudflow?

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

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

DISCUSSION OF IMPACTS

a) Physically divide an established community?

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

DISCUSSION OF IMPACTS

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

Fundamentals of Sound and Environmental Noise

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

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

Addition of Decibels

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

Sound Propagation and Attenuation

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

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

Noise Descriptors

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

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

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

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

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

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

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

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

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

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

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

Construction Impacts

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

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

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

TABLE 1
NOISE RANGES OF TYPICAL CONSTRUCTION EQUIPMENT

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

Source: Appendix G

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

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

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

Operation Impacts

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

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

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

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

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

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

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

TABLE 2
REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

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

Source: Appendix G

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

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

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

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

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

DISCUSSION OF IMPACTS

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

a) Fire protection?

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

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

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

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

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

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

b) Police protection?

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

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

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

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

c) Schools?

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

d) Parks?

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

e) Other public facilities?

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

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

DISCUSSION OF IMPACTS

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

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

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

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

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

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

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

e) Result in inadequate emergency access?

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Notes:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DISCUSSION OF IMPACTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PLANNING COMMISSION RESOLUTION NO. 2019-45

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER APPROVING MINOR SUBDIVISION 2018-6 TO SUBDIVIDE ONE EXISTING 13.19 ACRE LOT INTO FOUR (4) INDIVIDUAL LOTS CONSISTING OF 4.25 ACRES, 4.01 ACRES, 4.07 ACRES, AND 0.86 ACRES LOCATED ON THE NORTH SIDE OF WRIGHT ROAD AND WEST OF SAN FELIPE ROAD (WRIGHT THIRTEEN LLC) (APN: 053-350-005)

WHEREAS, Wright Thirteen LLC ("the applicant") has submitted an application, Minor Subdivision 2018-6, to divide one existing 13.19 acre lot into four lots consisting of Parcel A (4.25 acres), Parcel B (4.01 acres) Parcel C (4.07 acres) and Parcel D (0.86 acres) located on the north side of Wright Road and west of San Felipe Road ("the project"). The project site is zoned NG North Gateway Zoning District, and is further identified as Assessor's Parcel (053-350-005); and,

WHEREAS, the City Planning Division received the applicant's plans and forwarded the request to the Development Review Committee to assess the proposal for compliance with all relevant regulations; and,

WHEREAS, an initial study was prepared for Minor Subdivision 2018-6 ("Project"), and it was determined that potentially significant impacts from the Project could be reduced to an insignificant level with the incorporation of mitigation measures agreed to by the applicant into the project and that a Mitigated Negative Declaration could be prepared; and,

WHEREAS, the City of Hollister prepared a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) for Minor Subdivision 2018-6 and Site & Architectural Review 2018-23, which contemplates the environmental effects that would occur from development associated with the property; and,

WHEREAS, the Mitigated Negative Declaration for Minor Subdivision 2018-6 was circulated from December 28, 2018 to January 28, 2019 to the Association of Monterey Bay Area Governments, the State Clearinghouse, and local agencies; and,

WHEREAS, the Planning Commission at a duly-noticed public hearing of September 26, 2019, has considered the Mitigated Negative Declaration, related Mitigation Monitoring and Reporting Program, and,

WHEREAS, the Planning Commission at said public hearing adopted the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for the Minor Subdivision 2018-6 and Site & Architectural Review 2018-23 per Planning Commission Resolution No. 2019-44; and,

WHEREAS, the Development Review Committee considerations for Minor Subdivision 2018-6 were presented to the Planning Commission as part of the City staff report; and,

WHEREAS, the City of Hollister Planning Commission held a duly noticed public hearing on September 26, 2019, to consider the approval of Minor Subdivision No. 2018-6, review the City staff report, and receive written and oral testimony for and against the proposal; and,

WHEREAS, after closing the public hearing, the City Council deliberated and determined to approve Minor Subdivision No. 2018-6 in accordance with the City of Hollister Municipal Code, based on the facts as presented, and the code requirements as plainly stated; and,

NOW, THEREFORE BE IT RESOLVED, that the City of Hollister Planning Commission has approved Minor Subdivision No. 2018-6 with the following findings and conditions:

CEQA FINDINGS:

1. The Mitigated Negative Declaration for Minor Subdivision 2018-6 and Site and Architectural Review No. 2018-23 evaluated the impacts of the proposed project.

2. The Planning Commission has reviewed and considered the information contained in the Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program, and based on the whole record before the Commission, including the initial study and any comments received, that there is not substantial evidence that the Project will have a significant effect on the environment.

3. The Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program comply with the California Environmental Quality Act, the State CEQA Guidelines, and the City of Hollister CEQA process.

4. The proposed Mitigated Negative Declaration reflects the City of Hollister's independent judgement and analysis.

5. The mitigation measures contained in the Mitigated Monitoring and Reporting Program were agreed to by the applicant and are adequate to reduce the impacts of the project on the physical environment to a less than significant level.

6. The document and other materials that constitute the record of the proceedings on which the City's determinations are based are located at the City of Hollister Development Services Department, 339 Fifth Street, Hollister, California 95023, (831) 636-4360.

THE PLANNING COMMISSION MAKES THE FOLLOWING FINDINGS:

1. That it has reviewed and considered the information contained in the report and the whole

record of those proceedings. The documents and other materials that constitute the record of proceedings on which the City's determinations are based are located at the City of Hollister Development Services Department, Planning Division, 339 Fifth Street, Hollister, CA 95023;

SUBDIVISION FINDINGS:

1. **Finding:** The project as proposed is consistent with the City of Hollister General Plan.

   Evidence: *The project site is designated NG North Gateway Commercial by the Land Use Element of the Hollister General Plan. The subdivision is consistent with the uses allowed by the land use designation.*

2. **Finding:** The project meets the criteria of the City Zoning Ordinance and the City Subdivision Ordinance.

   Evidence: *The project subdivision plan, as submitted, along with the proposed conditions of approval, demonstrates that the application complies with chapter 17.08 of the City of Hollister Zoning Ordinance (Commercial Zone Land Uses and Permit Requirements) and all provisions of the Subdivision Ordinance.*

3. **Finding:** The design of the subdivision will not cause substantial environmental damage or result in any significant environmental effects.

   Evidence: *The Mitigated Negative Declaration prepared for the project identified several potentially significant environmental impacts, but those impacts have been mitigated by appropriate mitigation measures the proposed conditions of approval.*

4. The proposed project will not be detrimental to the health, safety and welfare of persons residing or working in the neighborhood or to the general welfare of the City.

   Evidence: *The evidence supports this finding as represented by the development plans, City prepared staff report and the proposed conditions of approval.*

CONDITIONS OF APPROVAL

1. This application approval is for the Planning Commission approval of Minor Subdivision No. 2018-6 submitted by Wright Thirteen LLC for the Wright Thirteen minor subdivision project. This approval expires on September 26, 2021, unless the City grants an extension or an extension is granted under a provision of the Subdivision Map Act. For an efficient plan review period, the applicant shall submit a parcel map package for review to the City Engineer no later than March 26, 2021. This should allow sufficient review time to process the parcel map for recordation, prior to the expiration date of September 26,

2021. The parcel map must substantially comply with the approved minor subdivision and conditions of approval. Failure to obtain an extension by the applicant either per an automatic extension of the Subdivision Map Act or by the City of Hollister shall result in the expiration of the minor subdivision. The Parcel Map shall be recorded prior to the expiration of the minor subdivision. Prior to the expiration of the minor subdivision the applicant shall enter into a subdivision Improvement Agreement with the City of Hollister and Record the Final Map.

2. Applicant shall defend, indemnify and hold harmless the City of Hollister, any agent, officer or employee of the City, against any claim, action or proceeding against the City of Hollister, its agents, officers or employees to attack, set aside, void, or annul an approval of the City Council, Planning Commission, advisory agency, or appeal board concerning this subdivision, which action is brought within the time period provided for in Section 66499.37. The City shall promptly notify the applicant of any claim, action or proceeding against the City and shall cooperate fully in the defense.

3. No entitlements that rely upon this approval shall be granted during the 15-day appeal period. In the case of an appeal being filed, no entitlements shall be granted until final action is taken on the appeal.

4. All improvements required shall be constructed in accordance with the City of Hollister Standard Plans and Specifications and receive approval by the City of Hollister Engineering Department. All applicable codes and ordinances, along with the recommendations of the City Engineer and any required Geologic Investigation, are to be adhered to, and all required fees shall be paid.

5. The parcel map shall be required to indicate all public and private rights-of-way for streets.

6. The parcel map shall be required to indicate all public and private easements necessary to serve the new parcel configurations. These easements shall include the following: utility, water, sewer, telephone, storm drainage, fiber optic conduit, cable, T.V., tree planting and maintenance.

7. The subdivider shall submit a parcel map package for review and approval by the City Engineer for the subdivision. The submittal shall be in complete form and accompanied by the traverse sheets, map checking fees and all other items required by Hollister Municipal Code Chapter 16.

8. Prior to filing of the parcel map for this project, the developer or applicant shall provide to the city proof that adequate water services exist to serve the project. Proof shall consist of documentation from the applicable water purveyor for domestic and fire suppression use. Further, the applicant or developer shall hold the City harmless in the event that

services are not available prior to the filing of the parcel map or for the withholding of any building permit or withholding of any other public services or utilities as they relate to water availability.

9. The subdivider shall submit three prints of the approved parcel map to each of the following utilities: PG&E, Pacific Bell, AT&T, and Charter Cable. The subdivider shall subsequently provide the City Engineer with each utility's easement needs as part of the initial submittal.

10. Road improvements:

    a. The subdivider shall dedicate, improve, and guarantee by bond full rights-of-way for the following road improvements as shown on the approved minor subdivision, including street lighting and street trees; all underground utilities including, but not limited to, sanitary and storm sewers, gas, electrical, telephone, cable TV, fiber optic conduits, and water lines; and all other improvements necessary to bring the following rights-of-way into full conformance with all applicable City standards.

       The streets as shown on the Minor Subdivision Map in their alignments and dimensions shown are to be public roadways designed to City standards.

       i. **Wright Road Improvements**: Due to the current state of disrepair of Wright Road, the Developer shall provide complete design improvement plans for the full width construction of Wright Road from San Felipe Road to the west property line of the project site for review and approval by the City Engineer prior to the issuance of the first building permit for the project site.
       ii. Developer shall construct road improvements for a 60 foot right-of-way width with a 40 foot curb to curb width on Wright Road from San Felipe Road to the west property line of the project site. The improvements that are constructed within the area from the centerline of Wright Road, north to the south property line of the project and beyond, and, between the east and west property lines of the project site shall include, but are not limited to, pavement, curb, gutter, sidewalk, undergrounding of all existing overhead utilities, landscaping, irrigation, designated bicycle lanes, water, sewer, storm drains, as well as any additional improvements necessary for the ultimate improvements as determined by the City Engineer. The improvements that are constructed within the area of Wright Road, from the centerline of Wright Road, south to the south right-of-way line, and, between the east and west property lines of the project site, shall include pavement only, as well as, any additional improvements as determined by the City Engineer. The improvements that are constructed on Wright Road, within the area from the east property line of the project site to San

Felipe Road shall include pavement only for the full width of the road, as well as, any additional improvements as determined by the City Engineer. All improvements shall adhere to Americans with Disabilities Act requirements.

iii. The undergrounding of existing overhead utilities and the curb, gutter, and sidewalk, landscaping and irrigation improvements required under condition 10(a)(ii) may be deferred for a period not to exceed 5 years from the issuance date of the first building permit for the project site or as determined by the City Engineer. Until the permanent road improvements occur, the Developer shall improve the north side of Wright Road along the project frontage with a temporary A.C. all-weather sidewalk. The temporary A.C. all-weather sidewalk shall be constructed prior to occupancy of the first building permit or as determined by the City Engineer. This condition shall be memorialized within the Development Agreement for the Cannabis Land Use, and is subject to City Council approval.

iv. The Developer is responsible for all costs associated with the design and construction of the improvements on Wright Road, within the area from the centerline of Wright Road, north to the south property line of the project and beyond, and, between the east and west property lines of the project site. Said improvements include, but are not limited to, pavement, curbs, gutters, sidewalks, undergrounding of all existing overhead utilities, landscaping, irrigation, designated bicycle lanes, water, sewer, storm drains, as well as any additional improvements necessary for the ultimate improvement as determined by the City Engineer. The Developer may be eligible for cost reimbursement from the City for costs associated with the design and construction of improvements within the area on Wright Road, from the centerline of Wright Road, south to the south right-of-way line, and, between the east and west property lines of the project site. Said improvement shall include pavement only, as well as, any additional improvements as determined by the City Engineer. Further, the Developer may be eligible for cost reimbursement from the City for costs associated with the design and construction of improvements within the area from the east property line of the project site to San Felipe Road. Said improvements shall include pavement only for the full width of the road, as well as, any additional improvements as determined by the City Engineer, as well as any additional improvements necessary for the ultimate improvement as determined by the City Engineer. This condition shall be memorialized within the Development Agreement for the Cannabis Land Use, and is subject to City Council approval.

11. Temporary maintenance and operation of utilities: The subdivider shall pay for all maintenance and operation of all utilities and improvements from the time of installation until acceptance of the subdivision improvements.

12. Noise during construction. Construction activities on the project site must employ noise suppression devices and techniques and shall be limited to the hours of 7:00 a.m. to 6:00p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturdays. No construction activities shall take place on Sundays. No Construction, Landscape Maintenance, or Grounds Maintenance activities shall occur on federal holidays. Construction equipment and activities shall use noise suppression devices and techniques.

13. Street Names: If determined by the City Engineer, prior to recordation of the parcel map the subdivider shall submit street names for the new streets to the City of Hollister Engineering Department for review and approval by the City of Hollister Development Review Committee (DRC) and County Communications. The approved street names shall be included on all final maps. Any alterations to the street names may be allowed only after a re-submittal to the City Engineering Department of the revised street names and review and approval of the DRC and County Communications.
14. Site Clearance. If applicable, the project site shall be properly cleared of all fences, wells, septic tanks, irrigation pipes, fuel tanks and other structures. Certificates from the County Environmental Health Department shall be provided to the City Engineer for any well or septic tank abandonment, and from the City Fire Department for abandoned fuel tanks.

15. Temporary barricades. All streets temporarily ending at property lines shall be barricaded in accordance with City Standards. A sign shall be posted stating that the road will be extended.

16. Soils Report: As part of the site improvements and building construction permit submission, a geotechnical soils report shall be submitted to comply with the current building code in accordance with the applicable provisions of the City Subdivision Ordinance.

17. Storm Water Management: Development projects with storm water discharge to the Waters of the U.S. through the City's MS4 drainage system are subject to the requirements of the California Regional Water Quality Control Board Central Coast Region, Resolution No. R3-2013-0032, entitled "Post-Construction Storm Water Management Requirements for Development Projects in the Central Coast Region," dated July 12, 2013 (PCRs), as applicable. The City Engineer may review and approve an alternative to the PCRs to address storm water management for those development projects that the City deems to be eligible.

18. Construction Storm Water BMP Control Plan (CSCP): Prior to any site development or grading, the applicant shall submit for review and approval by the Engineering

Department a CSCP for construction storm water runoff BMP control measures. The applicant shall coordinate and meet with the City Engineering Department to receive written instructions related to the preparation and requirements of the CSCP that the applicant shall provide and submit as part of the plan, for City review and approval.

19. Post-Construction Storm Water Control Plans (SWCP): Prior to any site development or grading, the applicant shall submit a SWCP for review and approval by the Engineering Department. The SWCP shall address all required post-construction storm water runoff BMP control measures, as applicable. The applicant shall coordinate and meet with the City Engineering Department to discuss the requirements of the SWCP that the applicant shall provide and submit as part of the plan, including Low Impact Development (LID) strategies, for City review and approval. The applicant is advised that the Engineer of Record shall inspect and provide certification to the City of Hollister that all storm water post-construction improvements are properly installed and comply with the approved civil design plans.

20. Drainage Report: A drainage report shall be submitted for review and approval by the City Engineer. The drainage report shall include, but is not limited to, depiction all areas tributary to the site, and provide all information pertinent to the capability of the proposed drainage facilities to handle the expected post-construction storm water management (LID, runoff control and reduction, water quality treatment, etc.), and flood control measures as required for the site. Additionally, the report shall include or incorporate the grading plan, CSCP, SWCP, and landscape plan for the project.

21. Grading and drainage plan: Prior to any site development or grading, the applicant shall submit for review and approval by the Engineering Department a grading plan that complies with Chapter 15.24 "Grading and Best Management Practice Control" and Section 17.16.140 "Stormwater Management," of the Hollister Municipal Code and all subsequent amendments to those codes. Low Impact Development (LID) strategies shall be considered and incorporated as part of site planning and design as appropriately feasible. Development projects with storm water discharge to the Waters of the U.S. through the City's MS4 drainage system are subject to the requirements of the California Regional Water Quality Control Board Central Coast Region, Resolution No. R3-2013-0032, entitled "Post-Construction Storm Water Management Requirements for Development Projects in the Central Coast Region," dated July 12, 2013 (PCRs), as applicable. The applicant is advised that the development shall comply with the California Central Coast Regional Quality Control Board's Stormwater Post-construction Requirements Resolution R3-2013-0032, as applicable. The applicant is also advised that the Engineer of Record shall inspect and provide certification to the City of Hollister that all storm water post-construction improvements are installed properly and comply with the approved design plans.

22. Storm water and grading permit: 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, and State Water Board 401 Water Quality Certification. Further, the applicant shall provide evidence to the City Engineer that the required permits have been obtained.

23. Solid Waste: Demolition: Prior to recordation of the final map, the subdivider shall prepare a solid waste diversion plan for all construction activities on the site. The subdivider shall submit documentation that 50% of the construction waste was diverted in compliance with Chapter 15.04.045 of the City of Hollister Municipal Code.

24. Storm water and grading permit: Prior to any approval of any storm water permit, grading permit or improvement plans the subdivider shall submit a Notice of Intent to comply with the State Resources Control Board Water Quality Order 99-08 –DWQ, a site map, a fee payable to the State Water Resources Control Board and a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must contain at a minimum all items listed in Section A of the General Permit including descriptions of measures taken to prevent or eliminate unauthorized non-storm water discharges, and both temporary (e.g., fiber rolls, silt fences, etc.) and permanent (e.g. vegetated swales, riparian buffers, etc.) best management practices (BMPs) that will be implemented to prevent pollutants from discharging with storm water into waters of the United States.

25. Initial parcel map/improvement plan submittal: The initial submission for the parcel map shall be in complete form and accompanied by the traverse sheets, map checking fee and all other items required by the City Engineer.

    a. The subdivider shall submit improvement plans for the onsite and offsite public improvements identified on the approved minor subdivision and underground utility systems and piping, as well as related work necessary for fire protection as part of the initial submission. The plans shall be in complete form and in accordance with the standards established by the City Engineer regarding format and design information required. Said plans shall be approved by the City Engineer and in the case of the fire suppression systems, by the City Engineer and Fire Chief prior to grading or final map approval.
    b. The exact location, number, size and other pertinent information for all utilities including fire hydrants, street lights, sanitary sewers and storm drains will be checked and approved at the time the final improvements plans are submitted for review.
    c. The improvement plan shall include the design of infrastructure including all appurtenant structures and special conditions related to the infrastructure that will provide a complete system to service the development and applicable mitigation measures identified in the adopted environmental document: These improvements shall include but not be limited to the following:

i. The street design for a minimum distance of 100 feet past the project limits to insure design continuity.
ii. Storm drainage improvements including erosion control during construction and post construction.
iii. Water improvements.
iv. Sewer improvements.
v. Street lighting.
vi. Public Utility.
vii. Any proposed onsite amenities such as paths, transit facilities, and common areas.

26. Construction of improvements: All improvements required shall be constructed in accordance with the City of Hollister Design Standards, Standard Plans and Standard Specifications in effect at the time the improvement plans are approved. All applicable codes and ordinances, along with the recommendations of the City Engineer and any required Geologic Investigation, are to be adhered to, and all applicable fees required for same shall be paid.
27. Water line improvements: The water system improvements shall be subject to the review and approval of the City of Hollister with the following requirements: All water system improvements shall be installed in accordance with the City of Hollister standards in effect at the time of improvement plan approval. Any offsite waterlines necessary to be installed under proposed pavements shall be installed at the time of the roadway improvements.

28. Utilities: The subdivider shall underground all utilities, including all existing overhead utilities along the project frontage. Utility boxes and similar equipment shall be sited in non-obtrusive locations. All public utilities including gas, electric, cable, telephone and fiber optic conduits shall be installed to serve the lots in the subdivision. The exact location, number, size and other pertinent information for all utilities including water lines, fire hydrants, street lights, sanitary sewers and storm drains will be checked and approved at the time the final improvement plans are submitted for review.

29. Public utilities and tree planting easement: The subdivider shall dedicate a six foot public utilities easement and a ten foot tree planting/maintenance easement along all street frontages if deemed necessary by the City of Hollister Engineering Department.

30. Sidewalk and Utilities easement: The subdivider shall dedicate a 10 foot public utilities easement and sidewalk easement along all street frontages or as approved by the city engineer.

31. Easements: The subdivider shall dedicate right-of-way and easements for the dedicated landscape as well as public utility easements, sidewalk, tree planting and maintenance easements.

32. Non-vehicular access strip: The subdivider shall dedicate a one-foot non-vehicular access strip along all streets terminating at the project boundary and at any property phase line.

33. Right-of-way Dedication: The applicant shall be required to dedicate any right-of-way and easements necessary along Wright Road to provide for ultimate improvement of the roadways.

34. Water efficient landscape: Prior to building permit issuance, the applicant shall receive approval for water efficient landscape plans for the area dedicated as open space easement for storm water retention/infiltration and any park strips and landscaping associated with the project site pursuant to Chapter 15.22, Water Efficient Landscape of the Hollister Municipal Code.

35. Landscaping and irrigation: The applicant shall use drought and fire resistant plant materials and water conserving irrigation devices. All landscaping and irrigation shall be installed prior to final of the building permit.
36. Waste diversion: Prior to issuance of building permit, the project sponsor shall submit a solid waste disposal plan for the new construction that establishes criteria and procedures to divert at least 50% of all construction debris from the landfill. The plan shall include measures to divert at least 50% of the solid waste from the John Smith landfill which shall be subject to review and approval of the City of Hollister. To ensure compliance with the recycling plan, a refundable deposit shall be paid to the City of Hollister equivalent to $50/ton of estimated construction debris for the phase of the project, to be deposited into an interest-bearing escrow account. The construction waste shall be calculated at 11.3 pounds per square foot of floor area. The City shall return the deposit with any interest generated during the deposit after submittal of verifiable documentation of the required diversions.

37. Final Occupancy Inspection for buildings: A final occupancy shall not be granted for any building unless the Building Inspector can verify the following:

    a. The water conditioning system that has been installed is a City-approved system that can be regenerated offsite and will not discharge waste or waste products into the City's sewage system.
    b. Prior to final occupancy of the building, the applicant shall install new Radio Read Meters. For details, contact the Lead Water Operator with the Utilities Division of the Community Services Department at (831) 636-4377.
    c. The landscaping has been installed incompliance with condition 34, Water Efficient Landscape.

d. Runoff from roof gutters shall be directed to landscape swales, rain gardens and shall not be piped directly to gutters or non-permeable paving.
e. The development impact fees shall be based on those in effect at the time Minor Subdivision 2018-6 was tentatively approved and as adjusted by inflation, or further study. On the date of the final inspection or the date the certificate of occupancy is issued for each residence, which occurs first, the subdivider must pay all development impact fees due to the City and county. Development impact fees that apply to the project are listed below:

i. Water Connection (City of Hollister)
ii. Traffic Impact Fee
iii. Sewer Facilities Development Impact Fee
iv. Sewer Collection Fee
v. Storm Drainage
vi. Police Impact Fee
vii. Fire Impact Fee

For a complete list of all applicable impact fees please contact the City Engineer with the City of Hollister Engineering Department at 831-636-4340.

38. Subdivider fees The subdivider shall pay all fees including all fees required by reimbursable agreements, drainage agreements, improvement plan checking fees and inspection fees as well as any applicable fees pursuant to the Public Works Master plan.

39. Fire hydrants shall be Clow 865 units only with either Clow CW50 or equivalent Longbeach breakaway spool/risers and shut off valves.

40. The applicant shall place a three valve cluster connection with installation of each new fire hydrant and lateral. The City Engineer may waive this requirement in an existing shut-off valve exists within the proximity of the new hydrant.

41. Prior to building permit issuance, if required by code or requested by the jurisdiction, the applicant shall submit a fire sprinkler system plan and obtain approval for this plan from the Fire Department. The fire sprinkler system shall be a deferred submittal where the owner's general contractor is responsible for selecting a licensed fire sprinkler design-build subcontractor to prepare, submit, and obtain the fire sprinkler system approval after the overall building permit has been issued. Underground fire line plans must also be submitted. "The civil plans are not a substitute for the fire line underground."

42. Prior to occupancy, the applicant shall provide evening lighting, which is unobtrusive for neighboring parcels, on the project site. All light sources should be fully shielded from off-site view. All lights to be downcast except where it can be proved to not adversely affect other parcels.

43. When the City of Hollister deems necessary, the applicant shall be required to install an RPP (Reduced Pressure Principal) backflow prevention device at their sites. The RPP shall conform to all AWWA (American Water Works Association) standards and shall be appropriately sized for the specific application on the site. The RPP shall be inspected by a certified California-Nevada AWWA Backflow Prevention Assembly General Tester. The Utility Division shall provide a list of acceptable Assembly Testers within the area. The Utility Division shall receive a copy of the initial RPP inspection report. Any and all RPP defects shall be immediately repaired or replaced prior to the Utility Division reestablishing water service to the sites. The owners/operators shall have the RPP inspected/tested each year thereafter, with all reports forwarded to the Utility Division. Should the RPP fail to pass any inspection or test, the device shall be immediately repaired or replaced, with all repair and/or replacement reports forwarded to the Utility Division.

44. The RPP shall be installed according to AWWA standards, in regards to concrete padding and surrounding landscape/RPP height requirements. The RPP shall be installed inside a wire-mesh cage enclosure, preferably green in color, with a hinge on one end and a locking hasp device on the other to prevent vandalism and unauthorized entries. The RPP shall be installed at a site between the City's water meter and the building inside the property line where the RPP can be readily observed and be easily accessible for future inspections.

45. The Engineering Department shall inspect all building laterals, the project's main sanitation collection system, the connection to the City's main sanitary collection system, and the interceptor installation prior to burial. The owner/developer shall contact our office at 636-4340 at least 24 hours prior to all necessary inspections.

46. The Engineering Department shall process applications for new water meters and meter boxes for irrigation and potable water systems. The owner/developer may contact the Engineering Department (831) 636-4340 for information.

47. All sanitary sewer and water service lines shall meet City standards.

AIRPORT

48. Prior to occupancy, the applicant shall submit a site plan to the City of Hollister Airport Manager and obtain approval for project lighting. For more information, contact the Airport Manager at 636-4365.

49. Prior to the building permit issuance, the applicant must receive land use consistency from the Airport Land Use Commission. For more information please contact the Planning Department at 831-636-4360 and the San Benito County Council of Governments at 831-637-7665.

50. Prior to building permit issuance, the applicant must notify the City of Hollister Airport director if a crane would be used on site. Thirty (30) days prior to the scheduling of any crane, the applicant must notify the City of Hollister Airport Director of any dates that a crane would be used on site. If the crane exceeds 80 feet in height, the applicant must complete an airspace analysis with the FAA (https://oeaaa.faa.gov/oeaaa/external/portal.jsp). If the crane is less than 80 feet in height, the Airport Director will file the required NOTAM with the FAA. The crane will be required to display an orange and white checkered aircraft flag at its highest point, if the crane is left elevated at night it must also have a flashing red beacon. For more information please contact Mike Chambless at 831-636-4365.

SPECIAL CONDITIONS

51. **Fire Hydrants**: Prior to the parcel map submittal, please coordinate with the City Engineer at 831-636-4340 and Fire Chief Bob Martin Del Campo at 831-636-4325 for the placement of fire hydrants.

52. **Utilities**: Utilities, including but not limited to water, sewer, and stormdrain shall be placed along Wright Road to the south of the project site and then along the future road towards the west property line, as determined by the City Engineer, to serve future developments to the south and north of Wright Road. The Parcel Map shall address this condition prior to recordation. The Parcel Map shall also indicate a dedicated Public Utility Easement (PUE) for utilities along the west property line as determined by the City Engineer prior to recordation.

53. **Prevention of Stagnant Water with Site Improvements**: Site improvements, including, but not limited to landscape swales, shall not allow for any stagnant water on the site to avoid attracting birds since the property is within the airport's traffic pattern zone as identified in the Hollister Municipal Airport Land Use Compatibility Plan, and birds near the airport could create safety risks for airplanes. Per Sheet C1.1 "Conceptual Grading and Drainage Plan," prepared by Whitson Engineers, dated June 26, 2019, the "basin is designed to not hold standing water after storm events so as to not attract birds. Basin pumps shall be sized and programmed accordingly to drain within 24 hours." If determined by the City Engineer that the detention basin pumps cannot be sized and programmed accordingly to drain within 24 hours, then the applicant shall use another method of drainage, as approved by the City Engineer, such as an underground stormwater management system that would be maintained privately by the property owner with a deed restriction.

54. **Encroachment Permit**: An encroachment permit shall be issued in addition to the grading permit for the work within the City of Hollister right-or-way or public easements within the property. This includes improvements such as: driveway approaches, water

line connections for domestic water or fire services, sewer lateral installations and any other improvements on right-of-way. A combination encroachment permit and grading permit may be issued with the approval of the City Engineer. The Encroachment Permit and Grading Permits are issued at the Engineering Department at 339 Fifth Street. An improvement plan may be required depending on the nature of the improvements. Contact the Engineering Department at (831) 636-4340 for further information.

55. **Vehicle Gates**: Final location of vehicle gates proposed on the Site Plan shall receive approval by the City of Hollister City Engineer in conjunction with the City of Hollister Fire Department and Police Department. For details, please contact the City Engineer at 831-636-4340.

56. **Traffic Analysis**: Prior to building permit issuance, the applicant shall pay a contribution to the City of Hollister to help fund a traffic analysis on San Felipe Road in the area between Fallon Road and McCloskey Road, as identified on Sheet 1 of 3 prepared by Whitson Engineers dated 6/26/2019 and titled "Regional Map – Proposed Access and Circulation Hollister Cultivation Park" indicating "Future 60' Public Right of Way." The traffic analysis would serve to identify traffic calming measures, future right of way access to the properties between Flynn Road and McCloskey Road/Wright Road and east of Highway 25 and west of San Felipe Road, and any potential impacts to State Highway 25. The traffic analysis would also determine the project's pro-rata share of the cost for any traffic calming measure identified and required by the City. This condition shall be incorporated as part of the future development agreement for the Cannabis Use Permit required by the city council for the proposed land use on the site.

57. **Prior to Final Acceptance of Wright Road**: Prior to final acceptance of Wright Road, if the newly constructed road is damaged as a result of the developer's construction, the developer shall repair Wright Road to a condition equal to or better than the newly constructed road between San Felipe Road to the east and the extension of the developers westerly property line to the satisfaction of the City Engineer.

58. **Future Vehicular Road Extensions**: All streets temporarily ending at property lines shall be barricaded in accordance with City Standards. A sign shall be posted stating that the road will be extended. The design of the sign(s) shall be reviewed and approved by the City Engineer prior to placement of the sign(s) on the site.

59. **Bicycle lanes:** Prior to parcel map approval, bicycle lanes shall be designed in accordance with the San Benito County Bikeway and Pedestrian Master Plan. The design shall be reviewed and approved by the City Engineer. Pending approval of the bicycle lanes, the developer shall make the bicycle lane improvements on site in a method approved by the City Engineer in accordance to City standards.

60. **Water Sampling**: Prior to parcel map submittal, the map shall identify a water sampling device for water analysis at opposite ends of the project site to avoid using water hydrants for water analysis. The map shall be submitted to the City of Hollister Development Services Department and placement of the water sampling device on the map and ultimately on the site shall be reviewed and approved by the City of Hollister Utilities Department.

61. **Grading and Subdivision Improvement Work**: After approval of the Minor Subdivision, the developer/applicant may choose to start grading and infrastructure improvements prior to the Parcel Map being recorded and a Subdivision Improvement Agreement being approved by the City Council, at developer's /applicant's own risk. The City shall have sole discretion on whether to approve any and all grading and subdivision improvement work to be performed prior to approval and recording of the Parcel Map. Applicant shall provide approved surety in the amount of 100% of the Engineers Estimate for Faithful Performance and 100% of the Engineers Estimate for Labor and Material, pay all applicable fees, and provide insurance certificates. The City will issue an appropriate permit prior to the work being started. Acceptance of improvements by the City of Hollister shall not be completed until a Parcel Map is approved by the City of Hollister and has been recorded with the County of San Benito and the improvements are complete. The developer/applicant herein agree that any and all construction shall be at developer's/applicant's own risk if the design of the map requires modifications to conform to the approved minor subdivision, state law and local ordinances.

62. **Notification Prior to Construction**: Prior to initiating any site improvements on the site notification shall be sent to property owners at minimum within 300 feet of the project site notifying the property owners of the commencement of the construction activity. Notification shall be sent at minimum 15 days prior to the initiation of the construction activity and shall indicate the days and hours of operation per the noise ordinance in condition 12 of this resolution.

63. **Safe Path of Travel/Costruction Fencing:** The developer shall erect a 6' high chain-link fence around the entire perimeter of the development with a gate opening for construction entrance. The chain-link fence shall remain in place during the entire construction duration, or as directed by the City Engineer. Improvement plans submitted to the City of Hollister shall provide the location of any proposed fence and shall define a safe path of travel location on the plans. The developer shall submit a pedestrian traffic control plan for review and approval by the City Engineer prior to any construction of the site.

64. **Caltrans Review of Drainage System Design**: Prior to recordation of the Parcel Map, the applicant shall coordinate with the City of Hollister Engineering Department to submit the final drainage plans to Caltrans for review.

65. **Shift times and Deliveries**: As part of the Conditional Use Permit for the cannabis land use operations, a condition of approval shall require work shift times and delivery times to and from the site to be off peak times as proposed by the applicant in the Mitigated Negative Declaration. Off peak shift times such as (noon to 8pm, 8pm to 4am, and 4am to noon) will remove employee and delivery trips from peak hour periods (5-9am and 2:30-7:30pm). It is the intent of this condition that with this schedule no employee peak hour trips will occur to avoid traffic congestion impacts. All delivery and product transportation will be restricted to 9am to 4pm and 7pm to 10pm, also [mostly] outside the peak hours.

66. **Construction Dust and Emissions**: To reduce dust emissions from demolition, grading, and construction activities on the project site, the following language shall be included in all grading and construction plans for the project prior to issuance of demolition or grading permits:

    Dust control measures shall be employed to reduce visible dust leaving the project site. The following measures or equally effective substitute measures shall be used:

    a. Use recycled water to add moisture to the areas of disturbed soils twice a day, every day, to prevent visible dust from being blown by the wind;
    b. Apply chemical soil stabilizers or dust suppressants on disturbed soils that will not be actively graded for a period of four or more consecutive days;
    c. Apply non-toxic binders and/or hydro seed disturbed soils where grading is completed, but on which more than four days will pass prior to paving, foundation construction, or placement of other permanent cover;
    d. Cover or otherwise stabilize stockpiles that will not be actively used for a period of four or more consecutive days, or water at least twice daily as necessary to prevent visible dust leaving the site, using raw or recycled water when feasible;
    e. Maintain at least two feet of freeboard and cover all trucks hauling dirt, sand, or loose materials;
    f. Install wheel washers at all construction site exit points, and sweep streets if visible soil material is carried onto paved surfaces;
    g. Stop grading, and earth moving if winds exceed 15 miles per hour;
    h. Pave roads, driveways, and parking areas at the earliest point feasible within the construction schedule;
    i. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours of receiving the complaint. The phone number of the Monterey Bay Air Resources District shall also be visible to ensure compliance with Rule 402 (Nuisance);
    j. Limit the area under construction at any one time; and
    k. Construction equipment shall use alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel whenever possible.

67. **Greenhouse Gas Reduction Plan**: To ensure that the project reduces greenhouse gas emissions to the greatest extent feasible, the applicant shall prepare a Greenhouse Gas Reduction Plan for review and approval of the Development Services Director. On-site GHG reduction measures that should be considered for inclusion in the GHG Reduction Plan include, but are not limited to the following:
    a. Design the project to exceed current Title 24 (e.g. solar power) to offset project energy demands;
    b. Install energy efficient (e.g. Energy Star) appliances and equipment;
    c. Include the necessary infrastructure in the project design (e.g. physical design, energy, and fueling) to support the deployment of zero emission technologies now and into the future including zero emission (battery electric or fuel cell electric) to the fullest extent feasible;
    d. To the fullest extent possible, utilize zero and near-zero technologies including battery electric or fuel cell electric technology;
    e. Develop strategies to promote telecommuting, reduce transit costs to employees, and to develop innovative ways to encourage and facilitate rideshare, transit, cycling, and walking for employee work trips and/or work breaks;
    f. Use reclaimed, gray and/or locally sourced water as allowable for irrigation;
    g. Incorporate indoor water conservation measures, such as use of ultra-low flow toilets and faucets (bathrooms); and
    h. Incorporate water efficient irrigation into the project design.

68. **All other Resolutions**: Resolutions and ordinances approving the certification of the environmental document pursuant to CEQA and the Site & Architectural Review for the project also apply.

69. **AutoCAD and GIS:** An electronic copy of the approved design improvements and map shall be submitted to the Development Services Department in both AutoCAD and GIS format, prior to recording of the map, as applicable.

MITIGATION MEASURES

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

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders to exposed areas after cut and fill operations and hydroseed area.
- Haul trucks shall maintain at least 2 feet of free board.
- Cover all trucks hauling dirt, sand or loose materials.

- Plant vegetative ground cover in disturbed areas soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Pave all roads on construction site during initial phase.
- Sweep access road if visible soil material is carried out from the construction site.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources Board shall be visible to ensure compliance with Rule 402 (Nuisance).
- Limit the area under construction at any one time.

MM 2 Burrowing Owl. If clearing and construction activities will occur during the nesting period for burrowing owls (February 1–August 31), a qualified biologist shall conduct focused surveys for burrowing owls on and adjacent to the project site. Surveys shall be conducted in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation (Staff Report), published March 7, 2012. Surveys will be done within 14 days prior to construction activities and will be repeated if project activities are suspended or delayed for more than 15 days during nesting season. If no burrowing owls are detected, no further mitigation is required. If active burrowing owls are detected, the project applicant shall implement the avoidance, minimization, and mitigation methodologies outlined in the CDFW's Staff Report prior to initiating project-related activities that may impact burrowing owls.

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

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

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

- Grow lights shall face downward and be shielded to prevent direct upward lighting.
- Lighting shall not strobe or flash.

- Building/roofing materials along with building orientation shall be submitted to the Airport Land use Commission and the Federal Aviation Administration to ensure compliance with reflective glare standards.

Specifically, the applicant shall ensure consistency with the adopted 2012 Hollister Municipal Airport Land Use Compatibility Plan, which is administered by the San Benito County Airport Land Use Commission (ALUC). In particular, the project shall comply with Policy 3.4.2., Measures of Hazards to Airspace, which states: "In evaluating the airspace protection compatibility of proposed development near Hollister Municipal Airport, three categories of hazards to airspace shall be taken into account: physical, visual, and electronic. (c) Visual hazards of concern include certain types of lights, sources of glare, and sources of dust, steam, or smoke." This condition includes providing and/or funding, as determined by ALUC and the City of Hollister upon application submittal to ALUC, a glare study to ensure potential sources of glare from the project do not negatively impair pilots' vision while in flight. The applicant shall also submit a Notice of Proposed Construction or Alteration (FAA Form 7460-1) to the FAA with the intent of obtaining a Determination of No Hazard.

PASSED AND ADOPTED, by the Planning Commission of the City of Hollister at a regular meeting held this 26th day of September, 2019, by the following vote:

AYES:	Stephens, Muenzer, Huboi, Johnson, Henderson
NOES:	None
ABSTAIN:	None
ABSENT:	None

Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

Bryan T. Swanson, Secretary

Please Note

It is the sole responsibility of the project applicant to comply with the conditions as approved, modified or added by the City Council. It is recommended that the applicant review these conditions carefully and if any questions arise as to compliance with the conditions, please do not hesitate to contact the staff planner. Also, if you do not agree with the proposed conditions, you have an opportunity to present your case to the City Council at their meeting. In addition, the City provides for a 15-day appeal period.

PLANNING COMMISSION RESOLUTION NO. PC 2019-46

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER APPROVING SITE & ARCHITECTURAL REVIEW 2018-23 TO CONSTRUCT APPROXIMATELY 340,000 SQUARE FEET OF BUILDINGS FOR A CANNABIS FACILITY ON A 13.19 ACRE AREA COMPRISED OF FOUR (4) INDIVIDUAL LOTS CONSISTING OF 4.25 ACRES, 4.01 ACRES, 4.07 ACRES, AND 0.86 ACRES LOCATED ON THE NORTH SIDE OF WRIGHT ROAD AND WEST OF SAN FELIPE ROAD (WRIGHT THIRTEEN LLC) (APN: 053-350-005)

WHEREAS, under the provisions of Section 17.24.190 of the Zoning Ordinance, the Planning Commission is charged with receiving, investigating and taking action on Site and Architectural applications; and,

WHEREAS, the applicant desires Site and Architectural Approval 2018-23 to construct approximately 340,000 square feet of indoor greenhouse buildings for a cannabis cultivation facility on existing agricultural land, including onsite parking and all utility connections, drainage and landscape improvements; and,

WHEREAS, the City Planning Division received the applicant's plans and forwarded the request to the Development Review Committee to assess the proposal for compliance with all relevant regulations; and,

WHEREAS, an initial study was prepared for Site & Architectural Review 2018-23 ("Project"), and it was determined that potentially significant impacts from the Project could be reduced to an insignificant level with the incorporation of mitigation measures agreed to by the applicant into the project and that a Mitigated Negative Declaration could be prepared; and,

WHEREAS, the City of Hollister prepared a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) for Minor Subdivision 2018-6 and Site & Architectural Review 2018-23, which contemplates the environmental effects that would occur from development associated with the property; and,

WHEREAS, the Mitigated Negative Declaration for Minor Subdivision 2018-6 was circulated from December 28, 2018 to January 28, 2019 to the Association of Monterey Bay Area Governments, the State Clearinghouse, and local agencies; and,

WHEREAS, the Planning Commission at a duly-noticed public hearing of September 26, 2019, has considered the Mitigated Negative Declaration, related Mitigation Monitoring and Reporting Program, and,

WHEREAS, the Planning Commission at said public hearing adopted the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for the Minor Subdivision 2018-6 and Site & Architectural Review 2018-23 per Planning Commission Resolution No. 2019-44; and,

WHEREAS, the Development Review Committee considerations were presented to the Planning Commission as part of the City staff report; and,

WHEREAS, the Planning Commission held a duly noticed public hearing on September 26, 2019, to consider the applicant's request, review the City staff report, and receive written and oral testimony for and against the proposal; and,

WHEREAS, after closing the public hearing, the City Council deliberated and determined to approve Site & Architectural Review No. 2018-23 in accordance with the City of Hollister Municipal Code, based on the facts as presented, and the code requirements as plainly stated; and,

WHEREAS, after closing the public hearing, the Planning Commission deliberated and determined to grant the applicant's request in accordance with Section 17.24.190 of the Zoning Ordinance, and based on the facts as presented, and the code requirements as plainly stated.

NOW, THEREFORE IT IS RESOLVED, that the proposed Site and Architectural Application No. 2018-23 is hereby approved with the following findings and conditions:

CEQA FINDINGS:

1. The Mitigated Negative Declaration for Minor Subdivision 2018-6 and Site and Architectural Review No. 2018-23 evaluated the impacts of the proposed project.

2. The Planning Commission has reviewed and considered the information contained in the Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program, and based on the whole record before the Commission, including the initial study and any comments received, that there is not substantial evidence that the Project will have a significant effect on the environment.

3. The Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program comply with the California Environmental Quality Act, the State CEQA Guidelines, and the City of Hollister CEQA process.

4. The proposed Mitigated Negative Declaration reflects the City of Hollister's independent judgement and analysis.

5. The mitigation measures contained in the Mitigated Monitoring and Reporting Program were agreed to by the applicant and are adequate to reduce the impacts of the project on the physical environment to a less than significant level.

6. The document and other materials that constitute the record of the proceedings on which the City's determinations are based are located at the City of Hollister Development Services Department, 339 Fifth Street, Hollister, California 95023, (831) 636-4360.

THE PLANNING COMMISSION MAKES THE FOLLOWING FINDINGS:

1. That it has reviewed and considered the information contained in the report and the whole record of those proceedings. The documents and other materials that constitute the record of proceedings on which the City's determinations are based are located at the City of Hollister Development Services Department, Planning Division, 339 Fifth Street, Hollister, CA 95023;

SITE AND ARCHITECTURAL REVIEW FINDINGS:

1. **Finding**: The project as proposed is consistent with the City of Hollister General Plan.

   Evidence: *The project site is designated NG North Gateway Commercial by the Land Use Element of the Hollister General Plan. The project would be consistent with land uses identified in the General Plan.*

2. **Finding:** The proposed project will not be detrimental to the health, safety and welfare of persons residing or working in the neighborhood or to the general welfare of the City.

   Evidence: *The evidence supports this finding as represented by the development plans, City prepared staff report and the proposed conditions of approval.*

CONDITIONS OF APPROVAL

PLANNING & BUILDING

1. This approval is for the construction of approximately 340,000 square feet of indoor greenhouse buildings for a cannabis cultivation facility on existing agricultural land, including onsite parking and all utility connections, drainage and landscape improvements as represented in the plans received on July 5, 2019 and prepared by Whitson Engineers. The elevations and improvements shall strictly adhere to the approved set of plans unless prior approval is granted by the City Development Services Director for changes. This approval expires on September 26, 2021 unless the City grants an extension. Any request for extension must be submitted 30-days prior to the date of expiration.

2. Applicant shall defend, indemnify and hold harmless the City of Hollister, any agent, officer or employee of the City, and any advisory board of the City, against any claim, suit, action, judgment, costs and attorney's fees arising out of this approval or any assertions that this approval, including the environmental determinations made herein, is invalid, illegal, unconstitutional or otherwise contrary to law. The City shall promptly notify the applicant of any claim against the City and shall cooperate fully in the defense.

3. A building permit shall not be issued during the 15-day appeal period. In the case of an appeal being filed, no building permit shall be issued until the appeal is settled by the

City Council.

4. Prior to any site improvements or construction, the applicant shall submit a building permit application and receive a building permit from the City Building Division. All improvements shall strictly adhere to the approved site plan, unless prior approval is granted by the City for changes.

5. All building plans submitted shall conform to all local and State energy and seismic requirements and all applicable Building and Fire Codes.

6. All requirements of the State Architect for the handicapped accessibility shall be met, including but not necessarily limited to parking, access ramps and building accessibility facilities.

7. Prior to issuance of a building permit, the applicant shall not be in violation of the City of Hollister Municipal Code involving the project site. More specifically, Chapter 1.16 Section 1.16.100 Refusal to issue permits, licenses or other entitlements states "No department, commission or public employee of the city which is vested with the duty or authority to issue or approve permits, licenses or other entitlements shall issue or approve such permits, licenses or other entitlements where there is an outstanding violation involving the property upon which there is a pending application for such permit, license or other entitlement."

8. Construction activities on the project site must employ noise suppression devices and techniques and shall be limited to the hours of 7:00 a.m. to 6:00p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturdays. No construction activities shall take place on Sundays. No Construction, Landscape Maintenance, or Grounds Maintenance activities shall occur on federal holidays. Construction equipment and activities shall use noise suppression devices and techniques

9. Prior to building permit issuance, the client is to provide the Building Department with verification that all Fire Department and San Benito County Environmental Health Department that all necessary permits and approvals have been obtained.

10. The applicant shall submit proposed color samples for the exterior painting of the building. These color samples will require an administrative approval from the Planning Division. For details, contact the Planning Division at (831) 636-4360.

11. All signs shall conform and comply with the Hollister Zoning Ordinance policies and procedures. Prior to the installation of any signage, the applicant shall secure any necessary approvals from the Development Services Department and building permits from the City of Hollister Building Division.

12. If applicable, prior to issuance of a demolition permit, the project sponsor shall apply for a demolition permit from MBUAPCD. Conditions of the permit may require preparation

of an asbestos survey. The project sponsor shall comply with MBUAPCD NESHAP policies and regulations for removal and disposal of contaminated materials.

13. Prior to demolition or construction activities, the project sponsor shall submit a solid waste disposal plan for demolition of the existing structures and new construction that establishes criteria and procedures to divert at least 50% of all construction and demolition debris from the landfill. The plan shall include measures to divert at least 50% of the solid waste from the John Smith landfill, which shall be subject to review and approval of the City of Hollister. To ensure compliance with the recycling plan, a refundable deposit shall be paid to the City of Hollister equivalent of $50/ton of estimated construction and demolition debris for the phase of the project, to be deposited into an interest-bearing escrow account. The construction waste shall be calculated at 11.3 pounds per square foot of demolished floor area. The City shall return the deposit with any interest generated during the deposit after submittal of verifiable documentation of the required diversions.

14. **Notice of Determination.** Within five days of project approval, the applicant shall supply a check payable to the "San Benito County Clerk" to the Development Services Department for filing of the Notice of Determination required by CEQA. The check shall include the administrative filing fee with the County Recorder's Office. For reference please view the following website from the California Department of Fish and Wildlife: https://www.wildlife.ca.gov/Conservation/CEQA/Fees

ENGINEERING & COMMUNITY SERVICES

15. The property owner/developer shall replace any street or sidewalk improvements or utility services that are removed or damaged during the construction of the project as determined by the City Engineer. This could include, but is not limited to, permeable paving, PCC curbs, gutters, sidewalks; street lighting; signing and striping; all underground utilities including, but not limited to, sanitary sewer, gas, electrical, telephone, and water and fire services lines; and all other improvements to bring the right-of-way into full conformance with applicable City standards. All construction in the right-of-way shall be completed prior to final building approval.

16. When the City of Hollister deems necessary, the applicant shall be required to install an RPP (Reduced Pressure Principal) backflow prevention device at their sites. The RPP shall conform to all AWWA (American Water Works Association) standards and shall be appropriately sized for the specific application on the site. The RPP shall be inspected by a certified California-Nevada AWWA Backflow Prevention Assembly General Tester. The Utility Division shall provide a list of acceptable Assembly Testers within the area. The Utility Division shall receive a copy of the initial RPP inspection report. Any and all RPP defects shall be immediately repaired or replaced prior to the Utility Division reestablishing water service to the sites. The owners/operators shall have the RPP inspected/tested each year thereafter, with all reports forwarded to the Utility Division. Should the RPP fail to pass any inspection or test, the device shall be immediately

repaired or replaced, with all repair and/or replacement reports forwarded to the Utility Division.

17. The RPP shall be installed according to AWWA standards, in regards to concrete padding and surrounding landscape/RPP height requirements. The RPP shall be installed inside a wire-mesh cage enclosure, preferably green in color, with a hinge on one end and a locking hasp device on the other to prevent vandalism and unauthorized entries. The RPP shall be installed at a site between the City's water meter and the building inside the property line where the RPP can be readily observed and be easily accessible for future inspections.

18. The owners shall install a backflow prevention device on the existing sewer lateral between the building and the City's sanitary sewer main. The device shall be maintained and operated by the owners and shall be periodically tested by the owners to insure the device is working properly.

19. The Engineering Department shall inspect all building laterals, the project's main sanitation collection system, the connection to the City's main sanitary collection system, and the interceptor installation prior to burial. The owner/developer shall contact our office at 636-4340 at least 24 hours prior to all necessary inspections.

20. The project proponent shall install oil/grease separators to minimize the impact of pollutants from entering the sanitary sewer on the event of any drain installation.

21. Stormwater Management: Development projects with stormwater discharge to the Waters of the U.S. through the City's MS4 drainage system are subject to the requirements of the California Regional Water Quality Control Board Central Coast Region, Resolution No. R3-2013-0032, entitled "Post-Construction Storm Water Management Requirements for Development Projects in the Central Coast Region," dated July 12, 2013 (PCRs), as applicable. The City Engineer may review and approve an alternative to the PCRs to address stormwater management for those development projects that the City deems to be eligible.

22. Construction Stormwater BMP Control Plan (CSCP): Prior to any site development or grading, the applicant shall submit for review and approval by the Engineering Department a CSCP for construction stormwater runoff BMP control measures. The applicant shall coordinate and meet with the City Engineering Department to receive written instructions related to the preparation and requirements of the CSCP that the applicant shall provide and submit as part of the plan, for City review and approval.

23. Post-Construction Stormwater Control Plans (SWCP): Prior to any site development or grading, the applicant shall submit a SWCP for review and approval by the Engineering Department. The SWCP shall address all required post-construction stormwater runoff BMP control measures, as applicable. The applicant shall coordinate and meet with the City Engineering Department to receive written instructions related to the preparation and

requirements of the SWCP that the applicant shall provide and submit as part of the plan, for City review and approval.

24. Drainage Report: A drainage report shall be submitted for review and approval by the City Engineer. The drainage report shall include, but is not limited to, depiction all areas tributary to the site, and provide all information pertinent to the capability of the proposed drainage facilities to handle the expected post-construction storm water management (LID, runoff control and reduction, water quality treatment, etc.), and flood control measures as required for the site. Additionally, the report shall include or incorporate the grading plan, CSCP, SWCP, and landscape plan for the project.

25. Grading and drainage plan: Prior to any site development or grading, the applicant 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. Development projects with stormwater discharge to the Waters of the U.S. through the City's MS4 drainage system are subject to the requirements of the California Regional Water Quality Control Board Central Coast Region, Resolution No. R3-2013-0032, entitled "Post-Construction Storm Water Management Requirements for Development Projects in the Central Coast Region," dated July 12, 2013 (PCRs), as applicable.

26. Storm water and grading permit: 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.

27. Prior to any site development or grading, the applicant 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. The project site development is subject to the requirements of the California Regional Water Quality Control Board Central Coast Region, Resolution No. R3-2013-0032 entitled "Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region", dated July 12, 2013". The grading and drainage design plans shall include, but is not limited to, depiction of all areas tributary to the site, and provide all information pertinent to the capability of the proposed drainage facilities to handle the expected post-construction stormwater management (LID, runoff control and reduction, water quality treatment, etc.), and flood control as required for the site. In addition, the grading and drainage design plans shall include, but is not limited to, all necessary calculations and support documentation as required by the City Engineer.

28. The Engineering Department shall process for new water meters and meter boxes for the irrigation and potable water systems. The owner/developer may contact the Engineering Department (831) 636-4340 for information.

29. All urinals and commodes in all buildings shall be low-flush models using a maximum 1.6 gpf/6Lpf (1.6 gallons per flush/6 Liters per flush).

30. No floor drains shall be connected to the site's sanitation system.

31. All sanitary sewer and water service lines shall meet City standards.

32. No buildings, trees, bushes, other structures or materials shall be placed within ten feet (10') of the meters, water lines or sanitary sewer connections and laterals.

33. The applicant shall use drought resistant plant materials and water conserving irrigation devices. All landscaping and irrigation shall be installed prior to final of the building permit.

34. The property owner shall be responsible for maintenance of all on-site landscaping and irrigation systems, which shall be kept in a neat, clean and healthy manner and in compliance with the approved plans. The applicant will maintain the approved landscaping in perpetuity. No trees, shrubs, or plant material shall obstruct site distance of motorists and pedestrians.

35. Prior to issuance of a building permit, the applicant shall submit fees for review and approval of a Water Efficient Landscape Permit in compliance with Chapter 15.22 of the Hollister Municipal Code. Prior to Final Occupancy Inspection for the project, the applicant shall submit a copy of an approved Certificate of Completion that complies with section 15.22.130 of the Hollister Municipal Code.

36. The approved trash enclosure(s) shall be designed to meet City of Hollister waste disposal provider standards. The trash enclosure must be constructed out of cinderblock concrete or stucco material and be easily accessible. For details, contact John Benavides at Recology at (831) 636-7500.

37. Final Occupancy Inspection: A final occupancy shall not be granted unless the Building Inspector can verify the following:

    a. The water conditioning system that has been installed is a City-approved system that can be regenerated offsite and will not discharge waste or waste products into the City's sewage system.
    b. Prior to final occupancy of the building, the applicant shall install new Radio Read Meters. For details, contact the Lead Water Operator with the Utilities Division of the Community Services Department at (831) 636-4377.
    c. The landscaping has been installed incompliance with condition 35, Water

Efficient Landscape.

d. Runoff from roof gutters shall be directed to landscape swales, rain gardens and shall not be piped directly to gutters or non-permeable paving.
e. The development impact fees shall be based on those in effect at the time S&A 2018-23 was tentatively approved (September 26, 2019) and as adjusted by inflation, or further study. On the date of the final inspection or the date the certificate of occupancy is issued, whichever occurs first, the property owner must pay all development impact fees due to the City and county. Development impact fees that apply to the project are listed below:

    i. Water Connection (City of Hollister)
    ii. Traffic Impact Fee
    iii. Sewer Facilities Development Impact Fee
    iv. Sewer Collection Fee
    v. Storm Drainage
    vi. Police Impact Fee
    vii. Fire Impact Fee

For a complete list of all applicable impact fees please contact the City Engineer with the City of Hollister Engineering Department at 831-636-4340.

FIRE DEPARTMENT

38. Prior to occupancy, the applicant shall install a knox key box on the outside of the building and driveway entry gate(s) per the Fire Department regulations. Contact the City Fire Marshall at the Fire Department (831) 636-4325 for details.

39. Fire hydrants shall be Clow 865 units only with either Clow CW50 or equivalent Longbeach breakaway spool/risers and shut off valves.

40. The applicant shall place a three valve cluster connection with installation of each new fire hydrant and lateral. The City Engineer may waive this requirement in an existing shut-off valve exists within the proximity of the new hydrant.

41. The applicant shall install and maintain operational fire extinguishers to be located throughout the building at all times if the Fire Department deems necessary.

42. Prior to final occupancy, if required by code or requested by the jurisdiction, an operating fire alarm system shall be installed with fully monitored detectors for hazards of the use. The fire alarm system shall be inspected and approved by the Fire Department.

43. Prior to final occupancy, if required by code or requested by the jurisdiction, the applicant shall submit a fire sprinkler system plan and obtain approval for this plan from the Fire Department. The fire sprinkler system shall be a deferred submittal where the owner's general contractor is responsible for selecting a licensed fire sprinkler design-

build subcontractor to prepare, submit, and obtain the fire sprinkler system approval after the overall building permit has been issued. Underground fire line plans must also be submitted. "The civil plans are not a substitute for the fire line underground."

44. Prior to occupancy, the applicant shall submit and obtain approval of a Hazardous Materials Management Plan (HMMP) from the San Benito County Environmental Health Department. Contact the environmental health officer at the San Benito County Environmental Health Department at 831-636-4035 and the Fire Marshall at the Hollister Fire Department (831) 636-4325.

45. The applicant shall place illuminated interior exit signs to include battery backup systems.

POLICE DEPARTMENT

46. Prior to occupancy, the applicant shall provide evening lighting, which is unobtrusive for neighboring parcels, on the project site. All light sources should be fully shielded from off-site view. All lights to be downcast except where it can be proved to not adversely affect other parcels.

47. Prior to occupancy, the applicant shall provide three security contact persons to the City Police Department. Please provide this to the Community Services Officer at 636-4330.

48. The applicant shall maintain the facility clean and graffiti free. All graffiti must be removed or painted over within 48 hours of it appearing. According to the City of Hollister Municipal Code Chapter 8.32.060, Prohibited Activities and Unlawful Conditions, Section 15, Graffiti is considered a Public Nuisance and is a violation of the City codes.

AIRPORT

49. Prior to occupancy, the applicant shall submit a site plan to the City of Hollister Airport Manager and obtain approval for project lighting. For more information, contact the Airport Manager at 636-4365.

50. Prior to the building permit issuance, the applicant must receive land use consistency from the Airport Land Use Commission. For more information please contact the Planning Department at 831-636-4360 and the San Benito County Council of Governments at 831-637-7665.

51. Prior to building permit issuance, the applicant must notify the City of Hollister Airport director if a crane would be used on site. Thirty (30) days prior to the scheduling of any crane, the applicant must notify the City of Hollister Airport Director of any dates that a crane would be used on site. If the crane exceeds 80 feet in height, the applicant must complete an airspace analysis with the FAA

(https://oeaaa.faa.gov/oeaaa/external/portal.jsp). If the crane is less than 80 feet in height, the Airport Director will file the required NOTAM with the FAA. The crane will be required to display an orange and white checkered aircraft flag at its highest point, if the crane is left elevated at night it must also have a flashing red beacon. For more information please contact Mike Chambless at 831-636-4365.

SPECIAL CONDITIONS

52. An encroachment permit shall be issued in addition to the grading permit for the work within the City of Hollister right-or-way or public easements within the property. This includes improvements such as: driveway approaches, water line connections for domestic water or fire services, sewer lateral installations and any other improvements on right-of-way. A combination encroachment permit and grading permit may be issued with the approval of the City Engineer. The Encroachment Permit and Grading Permits are issued at the Engineering Department at 339 Fifth Street. An improvement plan may be required depending on the nature of the improvements. Contact the Engineering Department at (831) 636-4340 for further information.

53. AutoCAD and GIS: An electronic copy of the approved design improvements shall be submitted to the Development Services Department in both AutoCAD and GIS format, prior to issuance of a building permit, as applicable.

54. Site improvements, including, but not limited to landscape swales, shall not allow for any stagnant water on the site to avoid attracting birds since the property is within the airport's traffic pattern zone as identified in the Hollister Municipal Airport Land Use Compatibility Plan, and birds near the airport could create safety risks for airplanes. Per Sheet C1.1 "Conceptual Grading and Drainage Plan," prepared by Whitson Engineers, dated June 26, 2019, the "basin is designed to not hold standing water after storm events so as to not attract birds. Basin pumps shall be sized and programmed accordingly to drain within 24 hours."

55. Final location of vehicle gates proposed on the Site Plan shall receive approval by the City of Hollister City Engineer in conjunction with the City of Hollister Fire Department and Police Department. For details, please contact the City Engineer at 831-636-4340.

56. Corrugated pattern metal siding for the exterior of the buildings shall not be used. The applicant may use acrylic panels, metal panels/siding, or other similar patterns/forms on the exterior of the buildings. The applicant may also use CMU, tilt-up concrete, cement fiber board, and/or cement plaster exterior finishes.

57. All outside equipment and utility devices, including, but not limited to water meters, reduce pressure principal equipment, electrical boxes, equipment for heating, ventilation, and air conditioning, shall be properly screened. Prior to building permit issuance, the applicant shall submit to the building department a plan illustrating the proper screening of all outside equipment and utility devices for review and approval by the director of

development services and/or the director's designee. Proper screening techniques shall be used in the screening of outside equipment and utility devices such as a landscape trellis system, architectural compatible walls, gates, doors, or similar techniques as approved by the director of development services and/or the director's designee. Once approved and installed, the screening of all outside equipment and utility devices shall be inspected at the site and approved by the development services director and/or the director's designee prior to final occupancy.

PASSED AND ADOPTED at a regular meeting of the City of Hollister Planning Commission held on this 26th day of September 2019, by the following vote:

AYES: Stephens, Muenzer, Huboi, Johnson, Henderson
NOES: None
ABSTAIN: None
ABSENT: None

Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

Bryan T. Swanson, Secretary

Please Note

It is the sole responsibility of the project applicant to comply with the conditions as approved, modified or added by the Planning Commission. It is recommended that the applicant review these conditions carefully and if any questions arise as to compliance with the conditions, please do not hesitate to contact the staff planner. Also, if you do not agree with the proposed conditions, you have an opportunity to present your case to the Planning Commission at their meeting. In addition, the City provides for a 15-day appeal period.

Planning Commission
Staff Report
August 25, 2022
Item 5

SUBJECT: **Zoning Ordinance Amendment 2022-1 and General Plan Amendment 2022-1** to modify the residential land use designations in the current Hollister 2005-2023 General Plan to modify how density is calculated, from net density to gross density, and amend the Hollister Zoning Ordinance to modify the existing definition of density and replace the use of net density with gross density throughout the Zoning Ordinance.

STAFF PLANNER: Eva Kelly, Interim Planning Manager (831) 636-4360
Erica Fraser, AICP, Consulting Planner

ATTACHMENTS:

1. Resolution recommending City Council approval of a General Plan Amendment related to density.
2. Resolution recommending the City Council adopt an Ordinance to amend Section 17.02.020 and Chapter 17.04 of the Hollister Zoning Ordinance.
3. August 5, 2022 Planning Commission Study Session Staff Report (without attachments)

RECCOMENDATION: Approve both Resolutions

BACKGROUND:

On August 5, 2022, the Planning Commission discussed the topic of density and how the City should calculate density during a Planning Commission Study Session (see Staff report, without attachments, included as Attachment 3). During the Study Session, the Planning Commission determined that density should be reviewed on a gross, not net, basis and directed Staff to bring amendments to the General Plan and Zoning Ordinance to the Planning Commission for recommendation to the City Council.

ANALYSIS:

The Planning Commission has directed Staff to make any necessary modifications to require the City to review the density of residential developments on a gross, not net, basis. Gross density is

typically defined as the total number of residential dwellings within the total area of a residential development. Gross density allows the City, Property Owners, and Applicants to easily determine how many dwelling units will be allowed on a property prior to preparing detailed plans. Additionally, the City has been encouraging projects which are on the higher side of the density range to encourage a wide variety of housing types. By requiring developers to calculate density on a gross basis, the City will allow for more dwelling units than would be permitted under net density.

The change from net to gross density will require an amendment to the existing General Plan and the Zoning Ordinance.

General Plan Amendment:

The Land Use and Community Design Element of the Hollister 2005-2023 General Plan states that the density of residential developments is to be calculated under a net basis in each of the residential land use categories on pages 2.7-2.8. In order to change this from net density to gross density, the following modifications are proposed:

- Modify the land use designations on page 2.7 to remove the word net from the Residential Estate, Low Density Residential, and Medium Density Residential categories

- Modify the land use designations on page 2.8 to remove the word net from the High Density Residential and Mixed Use Commercial and Residential categories.

Zoning Ordinance Amendment:

Several changes are required to the Zoning Ordinance in order to change how the City reviews density. The following modifications are proposed to be made to the Zoning Ordinance related to density:

- Delete the existing definition of density in Chapter 17.02.020 and include a new definition which reads "Density, gross means the number of primary residential dwellings per acre of land within a project site."

- Under Chapter 17.04 – Residential Zoning Districts, remove the word net from Sections 17.04.010 (A) – (H)

- Table 17.04-2 Residential Lot Size, Lot Area and Density Requirements by District – remove the word net

- Section 17.04.050(A)(2) – remove the word net

- Section 17.04.010(A) – remove the word net from the Residential Performance Overlay Zoning Districts

Based on comments received during the public comment portion of the Study Session, the following clarifying note is recommended to Table 17.04-2 to ensure that the density outlined in the General Plan takes precedence over the lot size established in the Zoning Ordinance.

- Table 17.04-2 Residential Lot Size, Lot Area and Density Requirements by District – add note 12 to Minimum Lot Size to read "Where the minimum lot size conflicts with the density established under the General Plan, the density in the General Plan shall take precedence."

While preparing the draft Zoning Ordinance amendments, Staff observed an error in the maximum density listed in the Zoning Ordinance for the R3 (Medium Density Residential) District. The Zoning Ordinance states that the density range permitted for this designation is from 8 to 16 dwelling units per acre which conflicts with the General Plan which permits 8 to 12 dwelling units per acre. This is an error and should be fixed as follows:

- Section 17.04.010(D) – modify the R3 (Medium Density Residential) District to read "from eight to 12 dwelling units per acre."

Staff recommends the housing type of "Small Lot" be removed from Table 17.04-1. This definition is not defined in the Zoning Ordinance and the type should be removed for clarity. Additionally, Staff recommends that duplexes be added to the allowable residential dwelling types for R1 Districts, consistent with SB 9 (as previously discussed with the Planning Commission during the August 25, 2022 Study Session). The following modifications to Table 17.04-1 are proposed:

- Remove the "Small Lot Housing" land use type from Table 17.04-1

- Change Duplexes from Not Permitted to allowed with a Site and Architecture Review

General Plan Update:

The City and the General Plan Advisory Committee for the Hollister 2040 General Plan Update recognized the issues of the current General Plan with respect to gross and net density. The Committee determined that the new General Plan would regulate development based on gross density for ease of use by the City and property owners. The current draft of the General Plan lists the allowable density for residential uses as a range of gross density. The proposed amendment to the General Plan to review density on a gross, not net, basis is consistent with the way density will be reviewed under the future General Plan once adopted.

California Environmental Quality Act:

The proposed modifications discussed above are consistent with the City of Hollister 2005-2023 General Plan Final Environmental Impact Report (EIR), adopted December 2005 (State Clearinghouse No. 2004081147). Table 4.1B, Summary of Land Use Changes on page 4.1-7 of the EIR lists the total number of acres to be developed in the City. This is the total number and will not change with the proposed modifications. The EIR evaluates the potential number of new housing units that could be constructed as part of the 2005-2023 General Plan. This number was calculated by multiplying a "typical density" of each category by the total number of acres within the City as shown on Table A23: Additional Housing Capacity Resulting from Proposed Changes in Residential Land Use (page A.24 of Appendix A to the General Plan). The total housing capacity shown in this Table is reference in the Final EIR.

Because the impacts of development related to the General Plan was evaluated based on a typical density, a change from net to gross would not result in the construction or more or fewer dwelling units than what was anticipated. Furthermore, maximum density was calculated on a gross basis (Table B-2 of the Hollister 2005-2023 General Plan). Both numbers are reference in the Final EIR.

The modifications to the Zoning Ordinance are consistent with the modifications to the General Plan and the way density in the City was reviewed under the EIR for the General Plan. Therefore, the proposed modifications to the General Plan and Zoning Ordinance are consistent with the Final EIR adopted for the 2005-2023 General Plan because the modification would not result in the construction of additional units beyond what was previously studied, which was an assumed density for each land use designation. No further CEQA review is required based on the proposed modifications listed under Recommendations. Future projects constructed in the City will be required to comply with the requirements of CEQA as it relates to their individual projects.

CONCLUSION:

The proposed modifications to the General Plan and Zoning Ordinance will clarify how the City reviews density and will require residential density to be reviewed on a gross basis. The proposed modifications to evaluate the gross, not net, density of a residential development allows the City to determine the overall development potential of a site without detailed plans being drawn up.

The proposed modifications are consistent with the Final Environmental Impact Report adopted for the City of Hollister 2005-2023 General Plan and further CEQA review is not required.

PLANNING COMMISSION OPTIONS:

The Planning Commission can choose one of the following options:

1. Adopt Resolutions recommending the City Council adopt an Ordinance amendment the General Plan and Zoning Ordinance;

2. Direct Staff to modify the Resolutions to remove or add additional modifications;

3. Deny the Resolutions recommending the City Council adopt an Ordinance amendment the General Plan and Zoning Ordinance; or

4. Continue the hearing and direct Staff to provide additional information or clarification.

Staff recommends the Planning Commission select Option 1 for this Item.

PLANNING COMMISSION RESOLUTION NO. 2022-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER RECOMMENDING CITY COUNCIL APPROVAL OF A GENERAL PLAN AMENDMENT RELATED TO RESIDENTIAL DENSITY (GPA 2022-1)

WHEREAS, the City occasionally initiates amendment to the Zoning Ordinance to clarify, add, or amend certain provisions to ensure that the Zoning Ordinance is simple to understand and to implement relevant to changes occurring in the community; and

WHEREAS, on August 4, 2022, the Planning Commission of the City of Hollister reviewed density and modifications to the General Plan during a noticed Study Session; and

WHEREAS, during the Study Session the Planning Commission of the City of Hollister directed Staff to prepare amendments to the General Plan to modify how the City calculates residential density from net to gross density; and

WHEREAS, under the provisions of Section 17.24.290(A) of the Zoning Ordinance, the Planning Commission may propose a General Plan Amendment and make a recommendation to the City Council; and

WHEREAS, the Planning Commission held a duly noticed public hearing on August 25, 2022, during which all interested persons were heard; and

WHEREAS, a Staff report was submitted to the Planning Commission of the City of Hollister recommending a General Plan Amendment; and

WHEREAS, the following amendments to the 2005-2023 Hollister General Plan, related to density, are proposed:

- Modify the land use designations on page 2.7 to remove the word net from the Residential Estate, Low Density Residential, and Medium Density Residential categories

- Modify the land use designations on page 2.8 to remove the work net from the High Density Residential and Mixed Use Commercial and Residential categories.

WHEREAS, the proposed amendments are consistent with the City of Hollister 2005-2023 General Plan Final Environmental Impact Report (EIR), adopted December 2005 (State Clearinghouse No. 2004081147). Table 4.1B, Summary of Land Use Changes on page 4.1-7 of the EIR lists the total number of acres to be developed in the City. The EIR evaluates the potential number of new housing units that could be constructed as part of the 2005-2023 General Plan. This number was calculated by multiplying a

"typical density" of each category by the total number of acres (gross acres, not net) within the City as shown on Table A23: Additional Housing Capacity Resulting from Proposed Changes in Residential Land Use (page A.24 of Appendix A to the General Plan). The total housing capacity shown in this Table is referenced in the Final EIR. A change from net to gross density will not affect the total number of residential dwellings anticipated in the EIR because that number was calculated on a gross basis for the anticipated density. Additionally, the proposed modification to Section 17.04.010.D is consistent with the EIR because the modification is consistent with the density allowed under the General Plan; and

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Hollister does hereby recommend that the City Council approve the General Plan Amendment to require the City and Applicants/Developers to calculate density on a gross, not net basis as outlined in this Resolution.

PASSED AND ADOPTED, at a regular meeting of the Planning Commission of the City of Hollister on this 25th day of August 2022, by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

_____
Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

_____
Adrianna Ortiz, Secretary

PLANNING COMMISSION RESOLUTION NO. 2022-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER RECOMMENDING CITY COUNCIL APPROVAL OF ZONING ORDINANCE AMENDMENTS TO SECTION 17.02.020, DEFINITIONS, AND CHAPTER 17.04 RELATED TO RESIDENTIAL DENSITY (ZOA 2022-1)

WHEREAS, the City occasionally initiates amendment to the Zoning Ordinance to clarify, add, or amend certain provisions to ensure that the Zoning Ordinance is simple to understand and to implement relevant to changes occurring in the community; and

WHEREAS, on August 4, 2022, the Planning Commission of the City of Hollister reviewed density and modifications to the Zoning Ordinance during a noticed Study Session; and

WHEREAS, during the Study Session the Planning Commission of the City of Hollister directed Staff to prepare amendments to the Zoning Ordinance to modify how the City calculates residential density from net to gross density; and

WHEREAS, the Planning Commission held a duly noticed public hearing on August 25, 2022, during which all interested persons were heard; and

WHEREAS, a Staff report was submitted to the Planning Commission of the City of Hollister recommending approval of the proposed Zoning Ordinance Amendments; and

WHEREAS, in order to ensure that residential density is consistently reviewed as gross density, the following amendments to the Zoning Ordinance are proposed:

- Delete the existing definition of density in Chapter 17.02.020 and include a new definition which reads "Density, gross means the number of primary residential dwellings per acre of land within a project site."

- Under Chapter 17.04 – Residential Zoning Districts, remove the word net from Sections 17.04.010 (A) – (H)

- Table 17.04-2 Residential Lot Size, Lot Area and Density Requirements by District – remove the word net

- Table 17.04-2 Residential Lot Size, Lot Area and Density Requirements by District – add note 12 to Minimum Lot Size to read "Where the minimum lot size conflicts with the density established under the General Plan, the density in the General Plan shall take precedence"

- Table 17.04-2 Residential Lot Size, Lot Area and Density Requirements by District – remove the

column titled “Lot Area per Dwelling Unit (Minimum)” from the table

- Section 17.04.050(A)(2) – remove the word net

- Section 17.04.010(A) – remove the word net from the Residential Performance Overlay Zoning Districts

WHEREAS, in order to ensure consistency between the Zoning Ordinance and the Land Use Categories in Chapter 2, Land Use and Community Design Element, of the 2005-2023 Hollister General Plan the following amendment to the Zoning Ordinance is proposed:

- Section 17.04.010(D) – modify the R3 (Medium Density Residential) District to read “from eight to 12 dwelling units per acre”

WHEREAS, in order to provide clarity and allow more types of housing in the R1 (Low Density Residential) District, the following amendments are proposed:

- Remove the “Small Lot Housing” land use type from Table 17.04-1

- Change Duplexes from Not Permitted to allowed with a Site and Architecture Review

WHEREAS, the proposed amendments to the Zoning Ordinance will be consistent with the 2005-2023 Hollister General Plan as amended; and

WHEREAS, the proposed Zoning Ordinance amendments are consistent with the anticipated future growth of the City in the City of Hollister 2005-2023 General Plan Final Environmental Impact Report (EIR), adopted December 2005 (State Clearinghouse No. 2004081147). Table 4.1B, Summary of Land Use Changes on page 4.1-7 of the EIR lists the total number of acres to be developed in the City. The EIR evaluates the potential number of new housing units that could be constructed as part of the 2005-2023 General Plan. This number was calculated by multiplying a “typical density” of each category by the total number of acres (gross acres, not net) within the City as shown on Table A23: Additional Housing Capacity Resulting from Proposed Changes in Residential Land Use (page A.24 of Appendix A to the General Plan). The total housing capacity shown in this Table is referenced in the Final EIR. A change from net to gross density will not affect the total number of residential dwellings anticipated in the EIR because that number was calculated on a gross basis for the anticipated density. Additionally, the proposed modification to Section 17.04.010.D is consistent with the EIR because the modification is consistent with the density allowed under the General Plan; and

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Hollister does hereby recommend that the City Council approve the modifications to the Zoning Ordinance to require

the City and Applicants/Developers to calculate density on a gross, not net, basis as outlined in this Resolution.

PASSED AND ADOPTED, at a regular meeting of the Planning Commission of the City of Hollister on this 25th day of August 2022, by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

Adrianna Ortiz, Secretary

Planning Commission
Study Session Staff Report
August 4, 2022
Item 1

PURPOSE: **Net vs. Gross Density** – A discussion of the difference between net and gross density, how the City's Zoning Ordinance and General Plan evaluate density, and how the City should calculate the density of a project moving forward.

STAFF PLANNER: Eva Kelly, Interim Planning Manager (831) 636-4360
Erica Fraser, AICP, Consulting Planner

ATTACHMENTS:

1. Draft Minutes from the June 23, 2022 Planning Commission Meeting
2. League of California Cities – Understanding Density and Development Intensity
3. Hollister General Plan (current) http://hollister.ca.gov/wp-content/uploads/2014/12/Complete_General_Plan.pdf
4. Final Environmental Impact Report http://hollister.ca.gov/wp-content/uploads/2014/12/2GPFEIRSec4.1-4.2v2.pdf
5. 2016 Housing Element http://hollister.ca.gov/wp-content/uploads/2017/07/Section-2-Final-Housing-Element-April-2016.pdf

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BACKGROUND:

During the June Planning 23, 2022 Commission Public Hearing, Chairperson Huboi asked for clarification with regards to how the City evaluates the density of a residential project (see Attachment 1). Specifically, Chairperson Huboi asked if the City evaluates net or gross density and also asked how the City defines each of these terms.

This discussion was related to the Tentative Map and other entitlements that were part of two residential projects before the Planning Commission during the Public Hearing (Public Hearing Items No. 1 and 2). During the discussion of these two items Vice Chair Stephens and Commissioner Henderson also asked for clarification on how the City should evaluate the density of residential projects. The two development projects before the Commission at that Hearing were continued and the Planning Commission requested that Staff bring the matter before the Commission for a discussion so that the Planning Commission and Staff could determine the best method for reviewing the density of a project going forward.

In response to the feedback received during the Planning Commission meeting, Staff has prepared the following information which provides additional background on the general definitions of net and gross density, how the City's General Plan and Zoning Ordinance regulate density and has made some recommendations to guide future evaluation of the density of residential projects.

Net vs. Gross Density Definition - General

Net density typically is defined as the density of residential lots within a development. This can exclude all roadways (public and private), parks, water retention ponds, etc. However the definition of net density varies from City to City. Gross density is universally defined as the total number of residential dwellings within the total area of a residential development.

The use of gross vs. net density varies from City to City, however most cities use gross when calculating the density of a large project which will typically include an internal roadway system, landscaping and parks. Gross density is mostly used in General Plans because gross is a macro calculation and the General Plan is an overview of growth and development within the entire City (rather than site specific). The use of gross density an easier calculation to use when determining the maximum number of dwellings within a large development before design on a project begins. The range allows a developer (or property owner) to estimate the minimum or maximum allowable dwellings on a lot prior to design work. For example, if an Applicant has a 10 acre parcel that is located within the Low Density Residential Land Use Designation (allows 1 – 8 dwelling units per acre), the Applicant can easily see that anywhere from 10 dwelling units up to a maximum of 80 dwelling units can be constructed. This helps the Applicant with the initial planning and layout of the new residential development.

Net density cannot be calculated until the area of the roadway (or other areas that are determined by a City to be excluded from net) is known. Using the example above, the Applicant could use the gross calculation as a starting point, but then must assume a percentage of the site that would be excluded from the net calculation to determine the number of units on the site. As site improvements vary from project to project, this can cause some uncertainty with regarding to the maximum number of residential dwellings allowed.

The following Figure shows an example of a vacant parcel within the City that has a General Plan Land Use Designation of Low Density. If a property owner wanted to know the minimum and maximum number of dwelling units permitted on the lot prior to selling the lot to a developer, a gross density calculation would be easier because only the allowable range in the General Plan is known as well as the total lot size. For example, if the gross density range was 1 dwelling unit to 8 dwelling units per acre, the property owner can easily determine that a minimum of 7 dwelling units to a maximum of 58 dwelling units are permitted (based on a 7.25 acre lot).

Figure 1 : Example of a Large Undeveloped Parcel in Hollister

As shown in the above example, a developer or property owner would have to make an assumption or guess on how much land would be left over after any areas in the public right-of-way or other items that are excluded from the net density calculation are removed. This is much harder to determine at the macro level.

The net density calculation for a project area cannot be calculated or assumed by the City until a site specific project with plans is submitted to the City for review.

How the density of a residential development feels to an inhabitant, pedestrian, motorist of visitor is not depended on net or gross density. Rather the way density is felt is due to the overall size and scale of a development, setbacks, lot coverage, housing size, height, design, buffers, parks and open space. Please note that pursuant to State Law, Accessory Dwelling Units may not be evaluated with regards to maximum density or maximum lot coverage of a site.

For a general overview of density, please refer to the Presentation by the League of California Cities during the Planning Commissioners Academy on March 7, 2019 (Attachment 2).

City of Hollister 2005-2023 General Plan

The General Plan assumes future population growth and future number of additional residential dwelling units that could be constructed following the adoption of the General Plan. The General Plan is an overview (or big picture look) of the development of the City over a period of time. The Land Use Element and the Housing Element specifically look at the construction of residential dwellings on land identified in the General Plan and on the Land Use Map (please see Attachment 3, http://hollister.ca.gov/wp-content/uploads/2014/12/Complete_General_Plan.pdf).

The existing Hollister General Plan is inconsistent with regards to net and gross density. The Land Use Designations included on pages 2.7 – 2.8 for residential parcels states that density for each designation is to be calculated as net density. A definition of net density is not provided in the General Plan.

Table LU2: Land Use Calculations (page 2.6 of the General Plan) includes a list of all of the Land Use Designations in the General Plan and includes the total number of acres designated per use and the maximum permitted intensity. The intensity range for residential units is shown as dwelling units per acre and does not state if gross or net density is to be used, rather it shows the lowest number of dwelling units and the maximum number of dwelling units (Maximum Permitted Density) per acre listed.

Table A23 in Appendix A, Housing Background Data and Tables B-1 and B-2 in Appendix B, Inventory of Housing Sites, provides the potential residential build-out from housing inventory per land use designation (See Attachment 3). Tables A23 and B-1 include each land use type and allowable density ranges and assumes a typical density per acre. This higher end of the allowable range is based on the City's goal of increasing density in the City. This typical density is then calculated by multiplying the typical density based on the total number of acres (not the net acres) to come up with the additional housing capacity within the City (please note that Staff is aware that the capacity in Table A23 and Table B-1 are not consistent).

Table B-2 goes further by providing the total acreage of vacant land per category and the maximum number of units that can be constructed. For example, under Low Density residential, Table B-2 indicates that there was 78 acres of vacant land that that a maximum of 616 dwelling units could be constructed in that land use category. This was calculated by using gross density (net would not be definable at this stage) – 78 total acres x maximum density of 8 = 618 units. As the General Plan is an overview of development of the City, the City is unable to determine the net density of a project site. Therefore when calculating potential units for the General Plan and Housing Element, gross was used. Tables B-3 and B-4 provide additional calculations on the maximum density allowed, however these calculations appear to also be based on gross rather than net density.

The housing numbers provided in Tables A23, B-1, B-2, B-3 and B-4 were used in the preparation of the Environmental Impact Report prepared in conjunction with the General Plan (Attachment 4). The numbers were also used to show compliance with the City's RHNA numbers in the Housing Element included in Attachment 3 as well as the updated 2016 Housing Element included as Attachment 5 (http://hollister.ca.gov/wp-content/uploads/2017/07/Section-2-Final-Housing-Element-April-2016.pdf)

Hollister Zoning Ordinance

Each residential Zoning District in the City includes a net density range for each District which aligns with the density in Chapter 2, Land Use and Community Design Element of the City of Hollister 2005-2023 General Plan. For example, the R1 (Low Density Residential) Zoning District states that the allowable density is one to eight dwelling units per net acre. This is consistent with the General Plan Land Use Designation of Low Density Residential which permits one to 8 dwelling units per acre.

The Zoning Ordinance includes a definition of density in Section 17.0.020:

> "*Density* means the number of dwellings per net acre or land, unless otherwise stated for residential uses."

The term "net" is not defined in the Zoning Ordinance.

The Municipal Code under Title 16, Subdivisions, includes a definition of gross and net density. The definitions included under Section 16.04.040, Definitions, are as follows:

> "*Density, gross* means the ratio of dwelling units to the area that is divided into lots or residential parcels."

> "*Density, net* means the ratio of dwelling units to the area actually divided into lots or residential parcels, together with any open space or residential parcels, together with any open space or recreation areas or nonaccess streets, but excluding all land within access roads right-of-ways."

The Zoning Ordinance further regulates density by imposing minimum lot sizes for each residential zoning district. The following Table shows a breakdown of each residential land use category with the General Plan Density, Zoning Ordinance Density and the Maximum Lot Size for each designation.

Table 1 – Development and Density Standards for Hollister

Zoning District	General Plan Density	Zoning Ordinance Density	Minimum Lot Size
(RE) Residential Estate	1 dwelling/5 net acres	1 dwelling/5 net acres	5 acres
(R1) Low Density	1 to 8 du/net acre	1 to 8 du/net acre	Interior: 5,500 sq. ft. Corner: 6,500 sq. ft.
(R2) Two-Family	8 – 12 du/net acre	8 – 12 du/net acre	8,000 sq. ft. per two units
(R3) Medium Density	8 – 12 du/net acre	8 – 12 du/net acre	1 unit: 5,000 sq. ft. 2 units: 6,800 sq. ft. 3 units: 10,000 sq. ft. Parcels of 10,000 sq. ft. or more shall be developed at a ratio of 3 dwelling units for the first 10,000 sq. ft. and 3,600 sq. ft. for each additional unit
(R4) High Density	12 – 35 du/net acre	12 – 35 du/net acre	1 unit: 4,000 sq. ft. 2 units: 6,000 sq. ft. 3 units: 8,000 sq. ft. Parcels of 8,000 sq. ft. or more shall be developed at a ratio of 3 dwelling units for the first 8,000 sq. ft. and 1,240 sq. ft. for each additional unit
(R4-20) High Density Multifamily	12 – 35 du/net acre	20 du/acre – 35 du/acre	One acre
Residential Performance Overlay	Same as the overlying designation	Targeted minimum density of 6 units per net acre	Low Density: 2,500 sq. ft. All Others: Less than 2,500 sq. ft.

As shown above, on a macro level, the City evaluates the overall density of a residential development in the General Plan and Zoning District. Once project plans are received the City further evaluates a project at a micro level to ensure that the design of the development is consistent with the minimum required lot size, which further regulates the density of a development. The City also requires minimum lot depth, width and coverage in each residential Zoning District which further regulates the density of a residential parcel (Table 17.04-3

Residential Standards for Lot Width, Depth, Coverage and Building Height.

Each of these requirements is intended to provide an applicant with direction on how to design a project. The overall "feel" and look of the density of a project changes due to landscaping, buffers, lot coverage, setbacks and housing types within a development.

As previously mentioned, the City has been encouraging projects which are on the higher side of the density range to encourage a wide variety of housing types within the City. In order to allow for a mixture of housing types and encourage a variety of types as well as lot sizes, designs and configurations, the City allows a development to apply for a Planned Unit Development. The purpose of a Planned Unit Development is to allow flexibility in design, layout and density , "while protecting the integrity and character of the residential areas of the City; encourage innovation and the development of affordable housing; and ensure consistency with the General Plan" (Section 17.24.240.A of the Zoning Ordinance) .

Furthermore, as shown in Table 1, the City has a Special Performance Overlay Zoning District (Section 17.14.010 of the Zoning Ordinance) which allows for smaller lots (as small as 2,500 square feet in the R1 Zoning District) which encourages a developer to provide a mix of housing types in a development. The overall density of the project must remain within the allowable density of the General Plan, however by allowing some lots to be smaller than what is typically required, the developer can achieve a density which is on the higher end of the density range on the overall project site.

Projects Reviewed at the June 23, 2022 Planning Commission Meeting

Based on the City's definition of net density in the Subdivision Ordinance, Major Subdivision and Vesting Tentative Map No. 2021-4, which was reviewed during the June 23, 2023 Planning Commission meeting would have a net density of 6.74 units per acre. In this case, net density would be the same as gross density because the City's definition (under Chapter 16.04.040) of net density only excludes the public right of way in the calculation of net density and the roadway network inside this project is a private road. Vesting Tentative Map No. 2021-3 would also have the same gross and net density based on the fact that it also has a private road network.

Hollister 2040 General Plan Update

The City and the General Plan Advisory Committee for the Hollister 2040 General Plan update recognized the issues of the current General Plan with respect to gross and net density. The Committee determined that the new General Plan would regulate development based on gross density for ease of use by the City and property owners. The current draft of the General Plan lists the allowable density for residential uses as a range of gross density. Once this version is adopted, the City will need to make modifications to the Zoning Ordinance so that the Zoning Ordinance is consistent with the General Plan. These modifications will include removing net

density and replacing with gross density.

ANALYSIS:

The City has inconsistently applied the use of gross and net density when reviewing development projects. While the General Plan includes net density, gross was used when calculating the number of dwelling units that could be constructed based on available acreage in each Land Use Category. As discussed previously, this is because Staff cannot determine the net density of a project without having detailed plans. Initial planning of a project would require both the City and a property owner or applicant to determine the density range based on gross density.

The City's definition of net density in the Subdivision Ordinance does not include private roads in the calculation on net. There is little difference in the overall feeling of the density of a project site based on public or private roads.

Additionally, the definition does not exclude other required elements such as required parks or open space, community facilities, stormwater ponds and any buffers which also affects how the density of a residential development is viewed by inhabitants.

Take for example the following scenario in the Low Density Land Use Designation (1 to 8 dwelling units per acre):

Project A = 10 acre site:

- 1 acre park
- .25 acres for landscape buffer
- 2 acres public roadway
- .25 acres stormwater pond

If this development was reviewed by the City with respect to the current definition of net in the Subdivision Ordinance, the site would allow 8 to 64 units per acre (for the purposes of net only the roadway is removed from the total acre acres, leaving 8 acres). The site were to be evaluated using gross density, the project site would allow a total of 10 to 80 units per acre. By reviewing the project based on gross density, this would allow for the inclusion of a variety of housing types and sizes and would meet the City's goal of increasing density within the City and providing for a variety of affordable housing types.

RECCOMENDATION:

Staff recommends that the City review the gross density of residential developments, rather then net density. This modification will require changes to the existing General Plan and the Zoning Ordinance. As discussed above, these modifications are consistent with the way the City will review density upon adoption of the 2040 General Plan.

Staff recommends the following modifications be made to the current General Plan (Hollister 2005-2023 General Plan):

- Modify the land use designations on page 2.7 to remove the word net from the Residential Estate, Low Density Residential, and Medium Density Residential categories
- Modify the land use designations on page 2.8 to remove the work net from the High Density Residential and Mixed Use Commercial and Residential categories.

Staff recommends the following modifications be made to the Zoning Ordinance to clarify how the City will review a project with regards to density:

- Delete the existing definition of density in Chapter 17.02.020 and include a new definition which reads " Density, gross means the number of primary residential dwellings per acre of land within a project site."
- Under Chapter 17.04 – Residential Zoning Districts, remove the word net from Sections 17.04.010 A – H
- Table 17.04-2 Residential Lot Size, Lot Area and Density Requirements by District – remove the word net
- Section 17.04.050.A.2 – remove the word net
- Section 17.04.010.A – remove the word net from the Residential Performance Overlay Zoning Districts

Staff recommends that the definitions in Chapter 16, Subdivisions, remain to be consistent with subdivisions approved in the past.

The proposed modifications to the existing City of Hollister 2005-2023 General Plan and the Zoning Ordinance are consistent with the way the City will review and determine density once the updated 2040 General Plan is adopted. By reviewing density on a gross, not net basis the City will utilize a calculation that is easier for the City as well as Applicants and property owners and will allow for residential developments to be constructed at the highest density.

CALIFORNIA ENVIRONMENTAL QUALITY ACT:

The proposed modifications discussed above are consistent with the City of Hollister 2005-2023 General Plan Final Environmental Impact Report (EIR), adopted December 2005 (State Clearinghouse No. 2004081147). Table 4.1B, Summary of Land Use Changes on page 4.1-7 of the EIR lists the total number of acres to be developed in the City. This is the total number and will not change with the proposed modifications. The EIR evaluates the potential number of new housing units that could be constructed as part of the 2005-2023 General Plan. This number was calculated by multiplying a "typical density" of each category by the total number of acres (gross acres, not net) within the City as shown on Table A23: Additional Housing Capacity Resulting from

Proposed Changes in Residential Land Use (page A.24 of Appendix A to the General Plan). The total housing capacity shown in this Table is referenced in the Final EIR.

Because the impacts of development related to the General Plan was evaluated based on a typical density, a change from net to gross would not result in the construction or more or fewer dwelling units than what was anticipated. Furthermore, maximum density was calculated on a gross basis (Table B-2 of the Hollister 2005-2023 General Plan). Both numbers are reference in the Final EIR.

Therefore, the proposed modifications to the General Plan is consistent with the Final EIR adopted for the 2005-2023 General Plan because the modification would not result in the construction of additional units beyond what was previously studied, which was an assumed density for each land use designation. No further CEQA review is required based on the proposed modifications listed under Recommendations.

CONCLUSION:

A consistent method of determining the density of a residential development should be utilized by the City. Gross density allows the City to determine the overall development potential of a site without detailed plans being drawn up. Further established standards related to minimum lot size, setbacks and lot coverage provide additional requirements related to the overall density of a project and each lot within a development.

The proposed modifications to evaluate the gross, not density of a residential development allows the City to determine the overall development potential of a site without detailed plans being drawn up. Net density requires the submittal of detailed plans so that public roads can be eliminated from the overall site area and determines the density of the remaining land. Minimum lot size, setbacks and lot coverage further regulate the density of a development and each parcel within a residential development.

In order to be consistent with the Draft Hollister 2040 General Plan which will review density based on gross, not net density, Staff is has recommended modifications to the existing General Plan and the Zoning Ordinance to remove net density and replace with gross density to allow Staff to consistently review proposed residential developments.

The proposed modifications are consistent with the Final Environmental Impact Report adopted for the City of Hollister 2005-2023 General Plan and further CEQA review is not required.

DEVELOPMENT SERVICES DEPARTMENT

City of Hollister Planning Division

PLANNING COMMISSION STAFF REPORT

MEETING DATE: August 25, 2022

APPLICATION NO.: Major Subdivision and Vesting Tentative Map No. 2021-3; Conditional Use Permit No. 2021-10 for a Planned Unit Development (Woodle Subdivision)

APPLICANT: Stonebridge Homes

OWNERS: Alan and Lorraine Woodle

REQUEST: The applicant is requesting a Major Subdivision, Vesting Tentative Map and Conditional Use Permit approval to subdivide 9.33 acres (APN 019-120-005) into 100 residential lots plus one parcel to be used as a stormwater treatment basin. The property has a General Plan designation of Medium Density Residential, and zoned Medium-Density Residential Performance Overlay (R3-M/PZ) Zoning District. Site and Architectural Review is not part of the current application.

LOCATION: The proposed project is located at 1070 Buena Vista Road, west of Westside Road (APN 019-120-005)

STAFF PLANNER: Eva Kelly, Interim Planning Manager (831) 636-4360
Tad Stearn, Consulting Planner

PROJECT DESCRIPTION:

Tentative Map: The project would subdivide 9.33 acres of land, identified as APN 019-120-005, into 100 single family residential lots plus a private stormwater treatment basin. The subject parcel was previously annexed into the City of Hollister (Prezone 2017-2).

Proposed minimum lot size is 2,600 square feet. The tentative map shows lots ranging from 2,630 square feet to 3,250 square feet, with an average lot size of 2,690 square feet. The stormwater detention lot is 15,610 square feet.

Access to the subdivision would be gained from a primary entrance along Buena Vista Road, with two secondary access points from Westside Road. All internal roads would be privately owned and maintained by a homeowner's association.

Conditional Use Permit for a Planned Unit Development: A Conditional Use Permit for a Planned Unit Development (CUP for PUD) allows for development to have some flexibility within the general development and site layout standards while protecting the integrity and character of the residential areas of the City; encourage innovation and the development of affordable housing or housing that is more affordable compared to standard market rate single family homes; and ensure consistency with the General Plan. For example, the minimum lot sizes requirements within the Medium Density Residential (R3) Zoning District, per Table 17.04-2 *Residential Lot Size, Lot Area, and Density Requirements by District*, are 5,000 SF for a single unit, 6,800 SF for two units, and 10,000 SF for three units. The Performance Overlay Zoning District allows for the approval of a CUP for PUD to create variation that allows unique housing developments. These flexible standards are intended to encourage innovation and the development of affordable housing or housing that is more affordable compared to standard market rate single family homes.

Minimum Lot Size Reduction: The applicant is requesting a reduction in the minimum lot size to 2,600 SF. This request is consistent with Section 17.14.010 *Residential Performance Overlay Zoning District* which allows a reduction in lot size to no less than 2,500 SF per lot. The overall density of the development is ~10.72 dwelling units per gross acre (100 units/9.33 acres), and 11.2 units/ac net. This density is consistent with the Medium Density Residential (R3) Zoning District which allows between 8-12 units per acre.

The applicant is requesting the following development standards as part of the CUP:

Zoning (R3)	**Required/Allowed**	**Proposed**
Min Lot Size	2,500 SF	2,600 SF
Density	8-12 units/ac	11.2 units/ac net
Min Lot Width	80' or 1/3 lot depth	40'
Min Lot Depth	70'	65'
Max Lot Coverage	50%	55%
Building Height	35'	35'
Front Yard Setback	15'	6"

Side Yard Setback	5' interior lot 10' corner lot	5' on non-garage side 4' on garage side
Rear Yard Setback	10'	10' to living space 5' to garage
Private Open Space	500 SF @ 10' depth	400 SF with min 5' depth
Res. Street Standard	50' ROW public	42.25' ROW private

Consistency with other Regulations:
The project proposal is consistent with other regulations of the Hollister Zoning and Subdivision Ordinance.

DISCUSSION:

Density:
At the regular meeting of June 23, 2022, the Planning Commission continued this item due to a question of how to calculate net density. This project is consistent with gross density at 10.7 units per acre, but if private roads are excluded from the net density calculation, the project exceeds the allowed maximum density of 12 units per acre in the Medium Density Zoning District.

The Planning Commission held a study session on August 4, 2022 to discuss density and provided staff with direction to move toward a gross density calculation for planning purposes. This is consistent with the adopted EIR for the 2005-2023 General Plan, and is consistent with the direction that the draft 2040 General Plan Update is also moving toward. Staff is moving forward with appropriate amendments to the General Plan and Zoning Ordinance to remove the word net from all applicable areas, and to calculate projects at gross density moving forward.

Staff has recommended the inclusion of the following draft conditions (#4) to address the density concerns of the planning commission.

> "**Gross Density.** This approval is for 100 residential units on a 9.33-acre parcel, at a gross density of 10.7 units/acre in the R3-M/PZ Medium Density Performance Overlay Zoning District. Prior to recordation of a final map, the City shall have adopted a general plan amendment and affiliated zoning amendments to remove the requirement for density to be calculated by net acreage. If the City does not amend the General Plan and Zoning Ordinance to allow for gross density calculation prior to the expiration of this approval

identified in Condition of Approval #1, this project approval shall be voided. A reduction in the number of units/lots shall be considered a significant change and not in substantial conformance with this map approval, and would require reconsideration by the Planning Commission."

This condition will allow the applicant to move forward with submission of improvement plans and their map for review by the Engineering Division at risk while the City moves through the General Plan Amendment process regarding density calculation. However, this map would not be able to be recorded if that amendment is not adopted by the City Council. Any change to the map in order to address a net density calculation, rather than gross, (i.e. a reduction in the number of lots) would require the project to come back to the commission for reconsideration.

General Plan Consistency:
The City of Hollister 2005-2023 General Plan designates the project site as Medium Density Residential. The Medium Density Residential General Plan designation allows for single-family developments. The housing density for the Medium Density Zoning District is 8 to 12 dwelling units per net acre. As discussed above, the proposed project, as conditioned, would be consistent with the density requirements for the General Plan and Zoning Code if they are to be amended in favor of a gross density calculation.

Open Space:
The tentative map does not include usable public open space. Based on the City's formula for park land dedication (HMC 16.55.040), the 100 new residential lots result in a required dedication of 1.65 acres (100 units x 0.0176 acres per unit). The project will be required to pay the City's park dedication fee in lieu of public open space.

Existing Residence:
There is an older (circa 1900) rural residence and related outbuildings on the project site proposed for demolition. A mitigation measure of the CEQA document required a historic evaluation of this structure. The historic evaluation has been completed and concluded that the property does not appear eligible for listing on California or National registers, and therefore removal of the structure would have no significant impact.

Infrastructure:
The project has access to existing City of Hollister utility systems including water, sanitary sewer, and storm drainage. The applicant

coordinated closely with City Engineering staff to resolve on site drainage issues while reducing the quantity of imported material/earthwork.

CEQA Compliance:
The prezoning, annexation and ultimate development of the subject property was evaluated with an Initial Study and Mitigated Negative Declaration (IS/MND) adopted in 2019. The analysis assumed up to 109 residential units on the property. The IS/MND identified several mitigation measures to be implemented prior to or during construction of the subdivision. Mitigation measures remain applicable as a condition of approval.

RECOMMENDATION: Staff recommends that the Planning Commission review the applicant's request; receive all written and oral testimony regarding the proposal; and make the following motions:

1. Adopt a resolution approving Tentative Map No. 2021-3 subject to the findings and conditions contained in the draft resolution.
2. Adopt a resolution approving Conditional Use Permit 2021-10 for Planned Unit Development, subject to the findings and conditions contained in the draft resolution.

SITE INFORMATION: The project site is not located within the flood plain, nor is it located within any seismic special study zone.

SITE DESCRIPTION: The proposed project is located on Buena Vista Road, south of Westside Road (APN 051-230-006)

ZONING: Medium-Density Residential Performance Overlay (R3-M/PZ) Zoning District

GENERAL PLAN: Medium Density Residential

LAND USE: Vacant/Agriculture

SURROUNDING USES:
(North) Agriculture/Orchard
(South) Residential
(East) Agriculture/Orchard
(West) Residential/Orchard

CEQA: An IS/MND was prepared and adopted for the project (SCH 2019039151).

NOTICE

Appeal Notice: Any person aggrieved by the decision of the Planning Commission may appeal the decision within fifteen (15) calendar days to the City Council. The notice of appeal must be in writing and shall set forth specifically wherein the Planning Commission's decision was inappropriate or unjustified. Appeal forms are available at the City Planning Department and the City Clerk's office and may be obtained at the Planning Commission meeting. Appeals to the City Council shall be submitted to the City Clerk as prescribed by Ordinance No. 843.

PLANNING COMMMISSION RESOLUTION NO. 2022-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER APPROVING VESTING TENTATIVE MAP 2021-3 TO SUBDIVIDE A 9.33 ACRE PARCEL INTO 100 LOTS FOR SINGLE FAMILY RESIDENITAL USE, PLUS ONE ADDITIONAL LOT FOR STORMWATER TREATMENT IN THE MEDIUM DENSITY RESIDENTIAL PERFORMANCE OVERLAY ZONING DISTRICT LOCATED AT 1070 BUENA VISTA ROAD
(WOODLE SUBDIVISION – STONEBRIDGE HOMES)
APN 019-120-005

WHEREAS, under the provisions of Section 16.36 of Title 16 *Subdivisions* of the City of Hollister Municipal Code, the Planning Commission is charged with receiving, investigating, and taking action on Major Subdivision applications; and,

WHEREAS, Stonebridge Homes ("the applicant") has submitted an application for Vesting Tentative Map 2021-3 to subdivide 9.33 acres into 101 total lots including 100 new residential lots plus an additional lot for stormwater treatment in conjunction with an application for Conditional Use Permit 2021-10 for a Planned Unit Development, located at 1070 Buena Vista Road, further identified as San Benito County Assessor Parcel Number 019-120-005; and,

WHEREAS, the City Planning Division received the applicant's plans and forwarded the request to the Development Review Committee to assess the proposal for compliance with all relevant regulations; and,

WHEREAS, the City of Hollister prepared a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) during the prezoning process of the property identified as San Benito County Assessor Parcel Number (APN) 019-120-005, per Prezone Application 2017-2, which contemplated the environmental effects that would occur from development associated with the property; and,

WHEREAS, the Planning Commission at a duly notice public hearing of June 27, 2019 considered the Mitigated Negative Declaration, related Mitigation Monitoring and Reporting Program, and Prezone Application 2017-2; and,

WHEREAS, the Planning Commission at said public hearing made recommendations to the City Council to adopt the Mitigated Negative Declaration and adopt the Mitigation Monitoring and Reporting Program for the property identified as APN 019-120-005; and,

WHEREAS, the Planning Commission at said meeting also recommended that the City Council prezone the property identified as APN 019-120-005 to the Medium Density Residential Performance Overlay Zoning District; and,

WHEREAS, on August 19, 2019 the City Council approved Resolution 2019-187 to adopt the Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program, and also held

a duly noticed public hearing for the first reading of Ordinance 1182 for Prezone Application 2017-2 for the property identified as APN 019-120-005; and,

WHEREAS, following a public hearing held at a regular meeting on September 3, 2019, the City Council adopted Ordinance 1182 prezoning the property identified as APN 019-120-005 to Medium Density Residential Performance Overlay; and,

WHEREAS, following a public hearing held on May 13, 2021 the San Benito County Local Agency Formation Commission approved the annexation of the property identified as San Benito County Assessor Parcel Number 019-120-005 into the corporate limits of the City of Hollister; and,

WHEREAS, the Development Review Committee considerations were presented to the Planning Commission as part of the City staff report; and,

WHEREAS, the Planning Commission held a duly noticed public hearing on August 25, 2022 to consider Vesting Tentative Map 2021-3, review the City staff report, and receive written and oral testimony for and against the proposal; and,

WHEREAS, after closing the public hearing, the Planning Commission deliberated and determined to grant the applicant's request in accordance with Section 16.36.070 of the City of Hollister Municipal Code, and based on the facts as presented, and the code requirements as plainly stated; and,

NOW, THEREFORE IT IS RESOLVED, that the proposed application for Vesting Tentative Map 2021-3is hereby approved with the following findings and conditions:

CEQA FINDINGS:

1. **Finding**: The approval for the Major Subdivision and Tentative Map is in compliance with the California Environmental Quality Act.

   Evidence: *The property was evaluated for future development by the City with an Initial Study/Mitigated Negative Declaration (SCH 2019039151) adopted in 2019. The Mitigated Negative Declaration was completed in compliance with the intent and requirements of CEQA, the State CEQA Guidelines, and the City CEQA process. The Resolution incorporates the applicable requirements of the Mitigation Monitoring and Reporting Program for Prezone Application 2017-2, including all mitigation measures to be implemented at all phases for project permitting, construction and operation.*

SUBDIVISION FINDINGS:

1. **Finding:** The project as proposed is consistent with the City of Hollister General Plan.

Evidence: *The project site has a land use designation of Medium Density Residential in the Hollister General Plan. The subdivision net density is 11.2 dwelling units per acre, which is consistent with the density allowed by the land use designation of eight to twelve units per net acre.*

2. **Finding:** The project meets the criteria of the City Zoning Ordinance and the City Subdivision Ordinance.

   Evidence: *The subdivision, as submitted and subject to compliance with the adopted mitigation measures and recommended conditions of approval, demonstrates that the application is compliant with all chapters of the City of Hollister Zoning and Subdivision Ordinances. The applicant has submitted in conjunction with this request, an application for Conditional Use Permit 2021-10 for a Planned Unit Development to modify the standard lot size and setback requirements of the Medium Density Residential Zoning District as permitted by Section 17.14.010* Residential Performance Overlay Zoning District.

   The subdivision as proposed meets the Residential Performance Overlay Zoning District because it: avoids encroachment on watercourses and drainage areas; provides pedestrian and bicycle connectivity, provides a diversity of housing types); would preserve/enhance the character of the surrounding neighborhoods by providing compatible residential development; and provides an appropriate overall density.

3. **Finding:** The design of the subdivision proposed by the Vesting Tentative Map will not cause substantial environmental damage or result in any significant environmental effects.

   Evidence: *As indicated in Resolution 2019-187 approved by the City Council on August 19, 2019 adopting the Mitigated Negative Declaration for the subject property, development of the project site will result in several potentially significant environmental impacts, but those impacts have been mitigated by appropriate mitigation measures and the proposed conditions of approval. This resolution incorporates the applicable requirements of the Mitigation Monitoring and Reporting Program for the project and issuance of building permit and operations. The Mitigated Negative Declaration was completed in compliance with the intent and requirements of CEQA, the State CEQA Guidelines, and the City CEQA process.*

4. **Finding:** The proposed project will not be detrimental to the health, safety and welfare of persons residing or working in the neighborhood or to the general welfare of the City.

   Evidence: *The evidence supports this finding as represented by the development plans, City prepared staff report, and the proposed conditions of approval.*

CONDITIONS OF APPROVAL

1. This approval expires on August 25, 2024, unless the City grants an extension. The applicant shall submit a parcel map package for review to the City Engineer for recordation at least 30-days prior to the date of expiration. The parcel map must substantially comply with the approved plans. Failure to obtain extension by the applicant per the Subdivision Map Act shall result in the expiration of the tentative map. Any request for an extension shall be submitted to the Development Services Department no later than 30 days prior to the date of expiration.

2. Applicant shall defend, indemnify and hold harmless the City of Hollister, any agent, officer or employee of the City, and any advisory board of the City, against any claim, suit, action, judgment, costs and attorney's fees arising out of this approval or any assertions that this approval, including the environmental determinations made herein, is invalid, illegal, unconstitutional or otherwise contrary to law. The City shall promptly notify the applicant of any claim against the City and shall cooperate fully in the defense.

3. No entitlements that rely upon this approval shall be granted during the 15-day appeal period. In the case of an appeal being filed, no entitlements shall be granted until final action is taken on the appeal.

4. **Gross Density:** This approval is for 100 residential units on a 9.33-acre parcel, at a gross density of 10.7 units/acre in the R3-M/PZ Medium Density Residential Performance Overlay Zoning District. Prior to recordation of a final map, the City shall have adopted a general plan amendment and affiliated zoning amendments to remove the requirement for density to be calculated by net acreage. If the City does not amend the General Plan and Zoning Ordinance to allow for gross density calculation prior to the expiration of this approval identified in Condition of Approval #, this project approval shall be voided. A reduction in the number of units/lots shall be considered a significant change and not in substantial conformance with this map approval, and would require reconsideration by the Planning Commission.

5. Home Owner's Association: The project will create a Home Owner's Association (HOA) that will be responsible for maintenance of the private improvements such as, but not limited to streets, utilities, storm drain, landscaping and irrigation. A copy of the CC&Rs shall be submitted for City review prior to the recording of the first Final Map. Private streets shall conform to City of Hollister Municipal Code 16.20.020(M).

6. All improvements required shall be designed in accordance with City Design Standards and constructed in accordance with the City of Hollister Standard Plans and Specifications and receive approval by the City of Hollister Engineering Department. All applicable codes and ordinances, along with the recommendations of the City Engineer and any required Geological Investigation, are to be adhered to, and all required fees shall be paid.

7. The final map shall be required to indicate all public and private rights-of-way for streets including a 5 ft. minimum P.U.E. as deemed necessary by the City Engineering Department as well as a one-foot non-vehicular access strip along all street terminating at the project boundary and at any property phase line.

8. The final map shall be required to indicate all public and private easements necessary to serve the subdivision. These easements shall include the following: utility, water, sewer, telephone, storm drainage, fiber optic conduit, cable, T.V.

9. The developer shall submit a final map package for review and approval by the City Engineer and City Council for the subdivision. The submittal shall be in complete form and accompanied by the traverse sheets, map checking fees and all other items required by Hollister Municipal Code Chapter 16.

10. **Water Supply:**
    Prior to filing of the final map, the developer shall provide to the Engineering Department, water calculations based on recent hydrant tests showing sufficient water supply for domestic & fire suppression use.

11. Prior to filing of the finals map and Subdivision Improvement Agreement, all material necessary to present the subdivision to the City Council shall be submitted to the City Engineer at least two weeks prior to the Council meeting. The material shall be submitted in a form satisfactory to the City Engineer.

12. The developer shall submit three prints of the approved tentative map to each of the following utilities: PG&E, Pacific Bell, AT&T, and Charter Cable. The developer shall subsequently provide the City Engineer with each utility's easement needs as part of the initial submittal.

13. The developer shall dedicate, improve, and guarantee by bond full rights-of-way for the following road improvements as shown on the approved tentative map, including street lighting and street trees; all underground utilities including, but not limited to, sanitary and storm sewers, gas, electrical, telephone, cable TV, fiber optic conduits, and water lines; and all other improvements necessary to bring the existing private right-of-ways into full conformance with all applicable City standards. Existing overhead utilities shall be undergrounded.

14. **Public Roads on Tentative Map:**

    a. The public streets shown on the Tentative Map in their alignments and dimensions shown to be public roadways shall be designed to City standards.
    b. The streets shown on the Tentative Map in their alignments and dimensions shown to be private roadways shall be designed per the sections on the approved Tentative Map.

15. Buena Vista Road and Westside Road Improvements: As shown of the tentative map, Buena Vista Road to the south of the site and Westside Road to the north of the site shall have full road improvements including but not limited to sidewalk, curb, gutter, lighting, undergrounding of any existing overheard utilities, irrigation, and landscaping on the north side of Buena Vista Road and the south side of Westside Road with appropriate tapers from the limit of property frontage to the existing road improvements on the west and east ends as determined by the City Engineer prior to final occupancy of the first house.

16. **Temporary maintenance and operation of utilities:** The developer shall be responsible for all maintenance and operation of all utilities and improvements from the time of installation until acceptance of the public subdivision improvements.

17. **Noise during construction:** Construction activities on the project site must employ noise suppression devices and techniques and shall be limited to the hours of 7:00 am to 6:00 pm. Monday through Friday and 8:00 am to 6:00 pm on Saturdays and shall be prohibited on Sundays and federally recognized holidays per Ordinance 1137 of the Hollister Municipal Code. No Construction, Landscape Maintenance, or Grounds Maintenance activities shall occur on federal holidays. Construction equipment and activities shall use noise suppression devices and techniques.

18. **Street Names:** Prior to recordation of the final map the developer shall submit all proposed private and public street names for the new streets to the City of Hollister Engineering Department for review and approval by the City of Hollister Development Review Committee (DRC) and County Communications. The approved street names shall be included on the final map and improvement plans. Any alterations to the street names may be allowed only after re-submittal of the revised street names to the City Engineering Department for review and approval of the DRC and County Communications.

19. **Site Clearance:** Prior to receiving issuance of a grading permit, the project site shall be properly cleared of all fences, wells, septic tanks, irrigation pipes, fuel tanks and other structures. Certificates from the County Environmental Health Department shall be provided to the City Engineer for any well or septic tank abandonment, and from the City Fire Department for abandoned fuel tanks.

20. **Temporary barricades:** All streets temporarily ending at property lines shall be barricaded in accordance with City Standards. A sign shall be posted stating that the road will be extended.

21. **Residential Fencing:** Prior to occupancy, residential fencing shall be installed or replaced along the residential boundary, in accordance with City standards. Residential fencing shall be approved by the City Engineering Department and Planning Division prior to installation. Residential fencing on interior lots shall comply with the fence standards in

the Hollister Municipal Code. Fencing of the subdivision shall be placed along all residential boundaries. Double fencing shall not be allowed.

22. **Soils Report:** As part of the final map submission, a geotechnical soils report shall be submitted to comply with the current building code in accordance with the provisions of the City Subdivision Ordinance.

23. **Storm Water Pollution Prevention Plan (SWPPP):** Prior to any site development or grading permit issuance, the applicant shall provide evidence of the State issued permit and add the WDID number to the grading plan.

24. **Post-construction Stormwater Control Plans (SWCP):** Prior to any site development or grading, the applicant shall submit a SWCP for review and approval by the Engineering Department. The SWCP shall be submitted to the Community Services Department for review and comment, prior to the Engineering Department approval. The SWCP shall meet the requirements of the California Regional Water Quality Control Board Central Coast Region, Resolution No. R3-2013-0032 dated July 12, 2013 (PCRs), entitled Post-Construction Storm Water Management Requirements for Development Projects in the Central Coast Region, as applicable and shall address all required post-construction stormwater runoff BMP control measures, as applicable. The applicant shall submit the SWCP as part of the plan, for City review and approval. The applicant is advised that the Engineer of Record shall inspect and provide certification to the City of Hollister that all stormwater post-construction improvements are properly installed and comply with the approved civil design plans.

25. **Drainage Report:** Prior to final map, a drainage report shall be submitted for review and approval by the City Engineer. The drainage report shall include, but is not limited to, depiction of all tributary areas on and to the site and shall provide all information pertinent to the capability of the proposed drainage facilities to handle the expected post-construction storm water management (LID, runoff control and reduction, water quality treatment, etc.), and flood control measures as required for the site. Additionally, the report shall include or incorporate the grading plan, CSCP, SWCP, and landscape plan for the project.

26. **Storm Drain Pump Station(s):** Publicly maintained storm drain pump stations are not allowed in the City of Hollister. The proposed pump station shall be privately owned and maintained by the HOA.

27. **Grading and drainage plan**: Prior to any site development or grading, the applicant shall submit for review and approval by the Engineering Department a grading plan that complies with Chapter 15.24 “Grading and Best Management Practice Control” and Section 17.16.140 “Stormwater Management” of the Hollister Municipal Code and all subsequent amendments to those codes. Low Impact Development (LID) strategies shall be considered and incorporated as part of site planning and design as appropriately feasible.

28. **Storm water and grading permit:** Prior to 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.

29. **Solid Waste Diversion Plan:** Prior to a building or demolition permit, the developer shall prepare and submit a solid waste diversion plan for review and approval by the Building Department. The diversion plan shall comply with Chapter 15.04.045 of the City of Hollister Municipal Code by establishing criteria and procedures to divert a minimum of 50% of all construction or demolition waste from being disposed at a landfill.

30. **Water line improvements:** The water system improvements shall be subject to the review and approval of either the City of Hollister or the Sunnyslope County Water District and shall meet the following requirements:

    a. All water system improvements shall be installed in accordance with the City of Hollister's or the Sunnyslope County Water District's standards that are in effect at the time of improvement plan approval.
    b. Any offsite waterlines necessary to be installed under proposed pavements shall be installed at the time of the roadway improvements.

31. **Sewer system improvements:** All on-site sanitary sewer upstream and including the lift station shall be privately owned and maintained by the HOA.

32. **Improvements Prior to Occupancy:** In order to assure adequate access for emergency response vehicles and water supply for fire suppression, the issuance of any building permit shall be subject to the requirements of City Council Resolution 95-08, A Resolution of the City Council of the City of Hollister Establishing a Policy Relating to Home Construction in Incomplete Subdivisions or any subsequent policy. No certificate of occupancy shall be issued for any unit prior to the completion of such improvements.

33. **Final Occupancy Inspection for residential units:** A final occupancy shall not be granted for any residential units unless the Building Inspector can verify the following:

    a. If Applicable, the water conditioning system that has been installed is a City-approved system that can be regenerated offsite and will not discharge waste or waste products into the City's sewage system.
    b. Prior to final occupancy of the building, the applicant shall install new Radio Read Meters. For details, contact the Lead Water Operator with the Utilities Division of the Community Services Department at (831) 636-4377.
    c. The front yard landscaping has been installed in compliance with Water Efficient Landscape requirements.

d. Runoff from roof gutters shall be directed to landscape swales, rain gardens, and shall not be piped directly to gutters or non-permeable paving.
e. The development impact fees shall be based on those in effect at the time of connection. Developer must pay all development impact fees due to the City and/or the County on the date of the final inspection, or the date the certificate of occupancy is issued for each residence, whichever occurs first.
   Development impact fees that apply to the project are listed below:
   i. Water Connection
   ii. Traffic Impact Fee
   iii. Sewer Facilities Development Impact Fee
   iv. Sewer Collection Fee
   v. Storm Drainage
   vi. Park Land Acquisition In-Lieu fee (Quimby Act)
   vii. Park Construction fee
   viii. Police Impact Fee
   ix. Fire Impact Fee
   x. Jail and Juvenile Hall Facilities
   xi. Library

   For a complete list of all applicable impact fees, please contact the City of Hollister Engineering Department at 831-636-4340. Such list is also made available on our City website, under Engineering Department.

34. **School Impact Fee:** Unless otherwise required by law, all school impact fees shall be paid at the time of building permit issuance.

35. **Developer Fees:** Prior to final map approval, the developer shall pay all fees including, but not limited to, fees required by reimbursement agreements, drainage agreements, improvement plan checking and inspection fees, as well as any applicable fees pursuant to the Public Works Master plan.

36. **Reduced Pressure Principal (RPP):** When the City of Hollister deems it necessary, the applicant shall be required to install an RPP backflow prevention device at their sites which shall meet the following criteria:

    a. The RPP shall conform to all AWWA (American Water Works Association) standards and shall be appropriately sized for the specific application on the site.
    b. The RPP shall be inspected by a certified California-Nevada AWWA Backflow Prevention Assembly General Tester. The Utility Division shall provide a list of acceptable Assembly Testers within the area.
    c. The Utility Division shall receive a copy of the initial RPP inspection report.
    d. Any and all RPP defects shall be immediately repaired or replaced prior to the Utility Division reestablishing water service to the sites. The owner/operators shall have the RPP inspected/tested each year thereafter, with all reports forwarded to the Utility Division.

e. Should the RPP fail to pass any inspection or test, the device shall be immediately repaired or replaced, with all repair and/or replacement reports forwarded to the Utility Division.
f. The RPP shall be installed according to AWWA standards, in regards to concrete padding and surrounding landscape/RPP height requirements.
g. The RPP shall be installed inside a wire-mesh cage enclosure, preferably green in color, with a hinge on one end and a locking hasp device on the other to prevent vandalism and unauthorized entries.
h. The RPP shall be installed at a site between the City's water meter and the building inside the property line where the RPP can be readily observed and be easily accessible for future inspections.

37. **Sewer mains and laterals**: Prior to burial, the Engineering Department shall inspect all building laterals, the project's main sanitation collection system, the connection to the City's main sanitary collection system, and the interceptor installation. The owner/developer shall contact the Engineering Department at least 24 hours prior to all necessary inspections.

38. **Water mains and services:** Prior to connection and burial of services and mains, the Engineering Department shall inspect all water services, mains, meters, and meter boxes. At the time of the service inspection, a lay length spacer pipe shall be set in place of the meter which shall be drilled with holes that have a minimum diameter of ¼", as approved the City inspector. The owner/developer shall contact the Engineering Department at least 24 hours prior to all necessary inspections.

39. **Water Valves:** The applicant shall place a valve on each leg of a water line tee or cross. The maximum distance between valves shall be 800 ft.

40. **Storm Drain Facilities:** Prior to burial or connection of storm drain facilities, the Engineering Department shall inspect the installation and connection of such facilities to assure compliance with the City's standards. The owner/developer shall contact the Engineering Department at least 24 hours prior to all necessary inspections

41. **Water Meter Applications:** The Engineering Department shall process applications for new water meters and meter boxes for irrigation and potable water systems. The owner/developer may contact the Engineering Department (831) 636-4340 for information.

42. **Fire Hydrants:** Prior to improvement plan and final map approval, the applicant shall coordinate with the Fire Chief at 831-636-4325 for the placement of fire hydrants and provide an approved plan to the Engineering Department.

43. **Slurry Seal:** Prior to the City's acceptance of the subdivision improvements, the subdivision roads and adjacent project frontage roads shall be in a good state of repair as determined by the City Engineering Department. Roads on the project site and project

frontage determined not to be in a good state of repair by the City Engineering Department, or that have utility trench cuts, shall be repaired curb to curb by the applicant using Type II slurry seal or by an alternate method approved by the City of Hollister. Upon the overlay, all pavement legends and striping shall be placed and/or redone. Thermoplastic material shall be used for the road markings.

44. **Water Sampling:** Prior to final map submittal, the map shall identify a water sampling device for water analysis at opposite ends of the project site to avoid using water hydrants for water analysis. The map shall be submitted to the City of Hollister Development Services Department and placement of the water sampling device on the map and ultimately on the site shall be reviewed and approved by the City of Hollister Utilities Department.

45. **On-Site Drainage:** The developer shall be responsible to maintain all on-site drainage facilities, including underground chambers, bio-filtration basins and conduit (pipe), until such time that the improvements are accepted by the HOA.

46. **Post Construction Requirements:** A deed restriction shall be recorded prior to occupancy for all on-site post construction requirements including, but not limited to, bio-filtration basin chambers and pipe. This will guarantee maintenance of drainage features.

47. **Encroachment Permit:** An encroachment permit shall be issued in addition to the grading permit for the work within the City of Hollister right-of-way or public easements within the property. This includes improvements such as: driveway approaches, water line connection for domestic water or fire services, sewer lateral installations and any other improvements on right-of-way. Encroachment Permits are issued at the Engineering Department located at 339 Fifth Street, in Hollister Ca.

48. **County Express:** The project area is served by County Express' Dial-a-Ride. As such, prior to issuance of the first building permit within the subdivision, the project applicant shall coordinate bus stop amenities with the San Benito County Council of Governments and the City of Hollister Engineering Department. The bus stop amenities shall be reviewed and approved by the City of Hollister Engineering Department. If amenities are deemed necessary, the applicant shall install the approved amenities prior to final occupancy of the last building.

49. **ALUC**: Prior to the building permit issuance, the applicant must receive land use consistency from the Airport Land Use Commission. For more information, please contact the San Benito County Council of Governments at 831-637-7665.

50. Prior to building permit issuance for any site improvement, the applicant must notify the City of Hollister Airport director any dates that a crane would be used on site. If the crane exceeds 80 feet in height, the applicant must complete an airspace analysis with the FAA (https://oeaaa.faa.gov/oeaaa/external/portal.jsp), If the crane is less than 80 feet in height,

the Airport Director will file the required NOTAM with the FAA. The crane will be required to display an orange and white checkered aircraft flag at its highest point, if the crane is left elevated at night it must also have a flashing red beacon. For more information please contact the Hollister Airport at 831-636-4365.

51. Prior to occupancy of any building permit issued, the applicant shall submit a site plan to the City of Hollister Airport Manager and obtain approval for project lighting. For more information, contact the Airport Manager at 831-636-4365.

52. All standard requirements regarding storm drainage shall be followed. There shall be no standing water for more than five days, nor shall any types of bodies of water, including bio retention swales, be allowed to form with any type of improvement on site in order to avoid attraction of birds in the vicinity of the airport that can interfere with aircraft. For details, please contact the Airport Manager at 831-636-4365.

53. **Grading and Subdivision Improvement Work:** Prior to issuance of a grading permit, applicant shall provide approved surety in the amount of 100% of the Engineers Estimate for Performance surety and Labor and Material surety, pay all applicable fees, provide a work schedule, as well as insurance certificates as required per City Standards and Municipal Code sections 15.24.120 and 15.24.315.

54. **AutoCAD and GIS:** An electronic copy of the approved design improvements shall be submitted to the Development Services Department in both AutoCAD and GIS format, prior to recording of the map, as applicable. An electronic copy of the map shall be submitted to the Development Services Department in both AutoCAD and GIS format, prior to the recording of the map, as applicable.

55. **Addresses:** Prior to building permit issuance, address requests shall be submitted to the Engineering Department along with an AutoCAD file with line work showing the property lines, curb, gutter, and sidewalk.

56. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator. All non-road diesel construction equipment shall at a minimum meet Tier 3 emission standards listed in the Code of Federal Regulations Title 40, Part 89, Subpart B, 89.112.

57. **Hazardous Materials:** Prior to the issuance of a demolition permit or of a grading permit that involves demolition of existing structures, the developer shall contract with a certified asbestos/lead paint consultant to perform an asbestos and lead paint inspection prior to the demolition of regulated structures. Should the inspection identify the presence of asbestos and/or lead paint, the developer shall contract for material abatement. Removal or disturbance of asbestos and lead paint requires adherence to the California Division of Occupational Safety and Health and California Department of Public Health regulations.

Should the asbestos and lead paint inspection indicate the presence of the significant levels of asbestos, the developer shall contract a California State registered and licensed asbestos abatement contractor to perform the asbestos work. The asbestos and lead paint inspection and evidence of abatement of any identified lead based paint and regulated asbestos containing materials shall be presented to the city prior to issuance of a grading and/or demolition permit.

58. Prior to tract acceptance, the property owner/developer shall replace any street or sidewalk improvements or utility services that are removed or damaged during the construction of the project as determined by the City Engineer. This could include, but is not limited to, permeable paving, PCC curbs, gutters, sidewalks; street lighting; signing and striping; all underground utilities including, but not limited to, sanitary sewer, gas, electrical, telephone, and water and fire services lines; and all other improvements to bring the right-of-way into full conformance with applicable City standards. All construction in the right-of-way shall be completed prior to issuance of the last house certificate of occupancy.

59. The developer shall install a backflow prevention device on the existing sewer lateral between the building and the City's sanitary sewer main. The device shall be maintained and operated by the owners and shall periodically tested by the owners to insure the device is working properly.

60. The property owner or HOA shall be responsible for maintenance of all on-site landscaping and irrigation systems, which shall be kept in a neat, clean and healthy manner and in compliance with the approved plans. The applicant will maintain the approved landscaping until such time that it has been accepted by the HOA. No trees, shrubs, or plant material shall obstruct site distance of motorists and pedestrians.

61. Each dwelling unit shall be metered separately for electricity, gas, and water/sewer services.

62. **As-Built Plans:** Developer must provide the City Engineering Department with an electronic pdf and AutoCAD copy of the final as-built plans as well as one Mylar print and one reproduction copy. The final as-built must be updated with all changes made during construction such as additions and deletions, including changes that were made to reflect actual site conditions.

63. **Approved Resolution:** A complete hard copy of the approved signed resolution shall be included with the submittal of the parcel map to the City Engineer.

64. **Construction Dust and Emissions:** To reduce dust emissions from demolition, grading, and construction activities on the project site, the following language shall be included in all grading and construction plans for the project prior to issuance of demolition or grading permits:

a. Dust control measures shall be employed to reduce visible dust leaving the project site. The following measures or equally effective substitute measures shall be used:
b. Use water to add moisture to the areas of disturbed soils twice a day, every day, to prevent visible dust from being blown by the wind;
c. Apply chemical soil stabilizers or dust suppressants on disturbed soils that will not be actively graded for a period of four or more consecutive days;
d. Apply non-toxic binders and/or hydro seed disturbed soils where grading is completed, but on which more than four days will pass prior to paving, foundation construction, or placement of other permanent cover;
e. Cover or otherwise stabilize stockpiles that will not be actively used for a period of four or more consecutive days, or water at least twice daily as necessary to prevent visible dust leaving the site, using raw or recycled water when feasible;
f. Maintain at least two feet of free board and cover all trucks hauling dirt, sand, or loose materials;
g. Install wheel washers at all construction site exit points, and sweep streets if visible soil material is carried onto paved surfaces;
h. Stop grading, and earth moving if winds exceed 15 miles per hour;
i. Pave roads, driveways, and parking areas at the earliest point feasible within the construction schedule;
j. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours of receiving the complaint. The phone number of the Monterey Bay Air Resources District shall also be visible to ensure compliance with Rule 402 (Nuisance);
k. Limit the area under construction at any one time; and
l. Construction equipment shall use alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel whenever possible.

65. The developer shall make arrangements for P.G.&E., AT&T, or any other utilities authorized to operate in the City of Hollister. All such utility work shall be done in accordance with Joint Utility requirements as well as the City of Hollister Specifications and Details.

66. **Community Facilities District No. 4:** Prior to the approval of any Memorandum of Agreement for Early Start Homes; prior to the Subdivision Improvement Agreement; or prior to the recordation of the final map, whichever the applicant chooses to do first, the applicant shall cooperate with the City to facilitate the annexation of the entire project to the Community Facilities District No. 4. The entire project shall be included within the boundaries of the community facilities district formed pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (California Government Code 53311 et esq.) and be subject to a special tax levied hereunder. The special tax shall be in an amount that will be updated with the annual CPI per unit per year, subject to an annual increase in accordance with the designated consumer price index as of January 1 of each year. The property owner shall cooperate with the City to accomplish the inclusion of the project in

the community facilities district, either through annexation to an existing district or through the formation of a new district. Such cooperation shall include, but not be limited to, executing and filing with the City Clerk, in a form acceptable to the City Attorney, any approval, consent, or waiver required by the City in order to expedite the inclusion of the project in such a district.

67. **Community Facilities District No. 5:** Prior to the approval of any Memorandum of Agreement for Early Start Homes; prior to the Subdivision Improvement Agreement; or prior to the recordation of the final map, whichever the applicant chooses to do first, the applicant shall cooperate with the City to facilitate the annexation of the entire project to the Community Facilities District No. 5. The entire project shall be included within the boundaries of the community facilities district formed pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (California Government Code 53311 et esq.) and be subject to a special tax levied hereunder. The special tax shall be in an amount that will be updated with the annual CPI per unit per year, subject to an annual increase in accordance with the designated consumer price index as of January 1 of each year. The property owner shall cooperate with the City to accomplish the inclusion of the project in the community facilities district, either through annexation to an existing district or through the formation of a new district. Such cooperation shall include, but not be limited to, executing and filing with the City Clerk, in a form acceptable to the City Attorney, any approval, consent, or waiver required by the City in order to expedite the inclusion of the project in such a district.

68. **Bicycle Lanes:** Prior to map approval, bicycle lanes shall be designed in accordance with the San Benito County Bikeway and Pedestrian Master Plan. The design shall be reviewed and approved by the City Engineer. Pending approval of the bicycle lanes, the developer shall make the bicycle lane improvements on site in a method approved by the City Engineer in accordance to City standards.

Street Trees

69. Street trees are required as a condition of development. Street trees shall generally be planted at the rate of one 15-gallon street tree for each 35 lineal feet of property frontage. Landscape plans may include grouping of trees to vary this standard to honor site/public improvements, achieve visual variety, or to honor line-of-sight corridors within the subdivision.

Off-Site Improvements

70. Improvement plans for the entire subdivision, including any off-site improvements shall be approved to the satisfaction of the Public Works Department, Utilities Department, and Fire Department prior to map recordation. Off-site improvements may include but are not limited to roadways, sewer mains, water mains, recycled water mains, and storm drain

improvements. Off-site improvements may include off-site access roadways, transportation improvements, and utility system improvements.

71. The improvement plans shall clearly show all existing structures, site improvements, utilities, water wells, septic tanks, leach fields, gas and wire services, etc. The plan shall include any pertinent off-site water well and private waste disposal systems that are located within regulated distances to the proposed drainage and utility improvements. The plan shall include the proposed disposition of the improvements and any proposed phasing of their demolition and removal.

72. The map and improvement plans shall show and clarify the extent of all existing public and private easements. The developer shall provide any additional clarification regarding the use and disposition of any water wells. Any private water well service piping that crosses or is proposed to cross an existing or future public right-of-way shall be approved by the City and shall be covered by an Encroachment Agreement to be recorded in a format approved by the City. The developer shall provide any additional clarifications, amendments, and/or quit-claims on any outstanding private easement agreements, as necessary.

Impacts to Existing Pavements

73. A truck circulation plan and construction management and staging plan shall be included with any demolition, stockpile, grading, or improvement plan submittal. General truck routes shall be submitted for review and acceptance by the City. The engineer of record shall provide a summary of the extent of cut and fill with estimates on the yards of import and export material. The summary shall include rough grading, utility trench construction, road construction, AC paving, concrete delivery, and vertical construction loading estimates on the existing City of Hollister roadways. The developer shall either: 1) complete roadway deflection testing before and after construction to the satisfaction of the City Engineer and shall complete repairs to the pre-construction condition, or 2) shall pay a roadway maintenance fee in accordance with City Engineering Standards and guidelines, or 3) shall propose a pavement repair/replacement program satisfactory to the City Engineer. The roadway impacts analysis and mitigation strategy shall be approved prior to commencing with grading or construction.

Overhead Utilities

74. The public improvement plan submittal shall show all existing and proposed overhead wire utilities. Any existing overhead primary and secondary wiring within the tract boundary shall be undergrounded in conjunction with the subdivision improvements. Unless otherwise specifically approved, pole relocation in lieu of undergrounding is not permitted. Off-site service drops shall be eliminated. The new service feeds for the subdivision shall be completed by underground wiring without a net increase in utility poles. Terminal end utility poles shall be located off-site unless otherwise approved by the City.

75. Any widening of streets with existing overhead wire utilities shall include the undergrounding of the existing wiring. The City Engineer may require replacement streetlights per City Standards where streetlights exist on wood poles.

76. The developer shall exhaust all reasonable efforts to eliminate or underground the existing overhead wiring located along the tract boundary. The elimination and/or undergrounding shall consider existing services and/or utilization equipment to remain. The plan to eliminate, reduce, or underground the existing services shall be approved to the satisfaction of the City, Caltrans, PG&E, and billboard easement grantee. Undergrounding service to any existing or proposed water well shall consider standard farming operations and the depth of deep ripping. Any proposal for partial undergrounding, waiver, or deferral shall be subject to the approval of the Community Development Director.

77. Preliminary undergrounding plans for the entire subdivision shall be processed through PG&E and any respective wire utility companies in conjunction with public improvement plan submittal. The preliminary PG&E plans/memo shall be provided to the engineer of record and the City for review and approval prior to commencing with the PGE final handout package. The final PGE handout package shall be approved by the engineer of record and City prior to commencing with construction.

Access

78. Fire Department access shall be provided for each building construction phase to the satisfaction of the Fire Chief. Phased street construction shall consider and provide suitable Fire Department hydrant access, circulation routes, passing lanes, and turn-around areas in accordance with current City codes and standards.

Fire Department

79. **Additional Access.** The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access. No gates or EVA's are allowed.

80. **Marking.** Where required by the fire code official, approved signs or other approved notices or marking that include the words NO PARKING – FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility. All roadways shall be painted as fire lanes, red curb. The applicant shall contact the Fire Department at (831) 636-4325 for any question s regarding this condition and to submit a painting plan for review and approval.

81. **Clear Space Around Hydrants.** A 3-foot (914 mm) clear space shall be maintained around the circumference of fire hydrants, except as otherwise required or approved.

82. **Water Systems.** Water systems shall be installed and made serviceable prior to the time of construction. Water systems constructed, extended or modified to serve a new development, a change of use, or an intensification of use, shall be designed to meet, in addition to average daily demand, the standards to meet the local Jurisdiction per NFPA Standard 1142, or other adopted standards. The quantity of water required pursuant to this chapter shall be in addition to the domestic demand and shall be permanently and immediately available.

MITIGATION MEASURES

83. The subdivision is subject to the applicable mitigation measures of the adopted Mitigated Negative Declaration (March 2019) and Mitigation Monitoring and Reporting Program (MMRP) for the Woodle Prezone 2017-2 Project. The applicable measures listed below shall carry through to all phases of project construction and operation. The project applicant/developer is responsible implementing all measures and demonstrating compliance to the City of Hollister based on the timing of the measure in the MMRP.

    AQ-1 Air Quality and Dust Control
    AQ-1 Construction Staging Management Plan
    AQ-3 Construction Equipment Maintenance
    BIO-1 Preconstruction Biological Resource Surveys
    BIO-2 Preconstruction Training for Construction Personnel
    BIO-3 Construction Monitoring for Biological Resources
    BIO-4 Absence/Presence Surveys for Burrowing Owl
    BIO-5 Preconstruction Bat Surveys
    BIO-6 Nesting Bird Avoidance Measures
    CR-1 Historic Resource Survey
    CR-2 Unexpected Discovery of Archaeological or Paleontological Resources
    CR-3 Discovery of Human Remains
    GEO-1 Site Specific Soils Report
    GEO-2 Site Specific Geologic Report
    GEO-3 Erosion Control Plan
    GHG-1 Implement GHG Reduction Measures
    HAZ-1 Prepare Phase I/Phase II ESA
    HYD-1 Hydrodynamic Vortex Separator
    HYD-2 Prepare Drainage Plan
    N-1 Prepare Acoustical Analysis
    N-2 Construction Noise Reduction
    T-1 Payment of County TIMF
    T-2 San Felipe Road/San Benito Street and North Street/Santa Ana Road Intersections

PASSED AND ADOPTED, at a regular meeting of the City of Hollister Planning Commission held on this 25th day of August 2022, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

Adrianna Ortiz, Secretary

Please Note

It is the sole responsibility of the project applicant to comply with the conditions as approved, modified, or added by the Planning Commission. It is recommended that the applicant review these conditions carefully and if any questions arise as to compliance with the conditions, please do not hesitate to contact the staff planner. Also, if you do not agree with the proposed conditions, you have an opportunity to present your case to the City Council at their meeting. In addition, the City provides for a 15-day appeal period.

PLANNING COMMISSION RESOLUTION NO. 2022-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER APPROVING CONDITIONAL USE PERMIT 2021-10 FOR A PLANNED UNIT DEVELOPMENT TO SUBDIVIDE A 9.33 ACRE PARCEL INTO 100 LOTS FOR SINGLE FAMILY RESIDENTIAL USE, PLUS ONE ADDITIONAL LOT FOR STORMWATER TREATMENT IN THE MEDIUM DENSITY RESIDENTIAL PERFORMANCE OVERLAY ZONING DISTRICT LOCATED AT 1070 BUENA VISTA ROAD
(WOODLE SUBDIVISION – STONEBRIDGE HOMES)
APN 019-120-005

WHEREAS, under the provisions of Section 17.24.240 *Planned Development Permits* of Title 17 *Zoning* and Section 16.16.030 of Title 16 *Subdivisions* of the Hollister Municipal Code, the Planning Commission is charged with receiving, investigating, and taking action on Planned Unit Development and subdivision applications; and,

WHEREAS, Stonebridge Homes ("the applicant") has submitted an application for Vesting Tentative Map 2021-3 to subdivide 9.33 acres into 101 total lots including 100 new residential lots plus an additional lot for stormwater treatment in conjunction with an application for Conditional Use Permit 2021-10 for a Planned Unit Development, located at 1070 Buena Vista Road, further identified as San Benito County Assessor Parcel Number 019-120-005; and,

WHEREAS, the City Planning Division received the applicant's plans and forwarded the request to the Development Review Committee to assess the proposal for compliance with all relevant regulations; and,

WHEREAS, the City of Hollister prepared a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) during the prezoning process of the property identified as San Benito County Assessor Parcel Number (APN) 019-120-005, per Prezone Application 2017-2, which contemplated the environmental effects that would occur from development associated with the property; and,

WHEREAS, the Planning Commission at a duly notice public hearing of June 27, 2019 considered the Mitigated Negative Declaration, related Mitigation Monitoring and Reporting Program, and Prezone Application 2017-2; and,

WHEREAS, the Planning Commission at said public hearing made recommendations to the City Council to adopt the Mitigated Negative Declaration and adopt the Mitigation Monitoring and Reporting Program for the property identified as APN 019-120-005; and,

WHEREAS, the Planning Commission at said meeting also recommended that the City Council prezone the property identified as APN 019-120-005 to the Medium Density Residential Performance Overlay Zoning District; and,

WHEREAS, on August 19,2019 the City Council approved Resolution 2019-187 to adopt the Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program, and also held a duly noticed public hearing for the first reading of Ordinance 1182 for Prezone Application 2017-2 for the property identified as APN 019-120-005; and,

WHEREAS, following a public hearing held at a regular meeting on September 3, 2019 the City Council adopted Ordinance 1182 prezoning the property identified as APN 019-120-005 to Medium Density Residential Performance Overlay; and,

WHEREAS, following a public hearing held on May 13, 2021 the San Benito County Local Agency Formation Commission approved the annexation of the property identified as San Benito County Assessor Parcel Number 019-110-031 into the corporate limits of the City of Hollister; and,

WHEREAS, the Development Review Committee considerations were presented to the Planning Commission as part of the City staff report; and,

WHEREAS, the Planning Commission held a duly noticed public hearing on August 25, 2022 to consider Conditional Use Permit 2021-10 for a Planned Unit Development, review the City staff report, and receive written and oral testimony for and against the proposal; and,

WHEREAS, after closing the public hearing, the Planning Commission deliberated and determined to grant the applicant's request in accordance with Section 17.24.240 and Section 16.16.030 of the Hollister Municipal Code, and based on the facts as presented, and the code requirements as plainly stated; and,

NOW THEREFORE IT IS RESOLVED, that the proposed application for Conditional Use Permit 2021-10 for a Planned Unit Development is hereby approved with the following findings and conditions:

CEQA FINDINGS:

1. **Finding**: The approval for the Major Subdivision and Tentative Map is in compliance with the California Environmental Quality Act.

   Evidence: *The property was evaluated for future development by the City with an Initial Study/Mitigated Negative Declaration (SCH 2019039151) adopted in 2019. The Mitigated Negative Declaration was completed in compliance with the intent and requirements of CEQA, the State CEQA Guidelines, and the City CEQA process. The Resolution incorporates the applicable requirements of the Mitigation Monitoring and Reporting Program for Prezone Application 2017-2, including all mitigation measures to be implemented at all phases for project permitting, construction and operation.*

THE PLANNING COMMISSION MAKES THE FOLLOWING FINDINGS:

1. That it has reviewed and considered the information contained in the report and the whole record of those proceedings. The documents and other materials that constitute the record of proceedings on which the City's determinations area based are located at the City of Hollister Development Services Department, Planning Division, 339 Fifth Street, Hollister, CA 95023.

PLANNED UNIT DEVELOPMENT FINDINGS:

1. **Finding:** The proposed development is one allowed within the subject zoning district and complies with all of the applicable provisions of this Zoning Ordinance, including prescribed development/site standards/guidelines and any adopted design guidelines.

   Evidence: *The subdivision would result in 99 residential lots with a total of 99 single family units. The overall gross density of the project is 10.72 dwelling units per acre (11.2 units/ac net). This is consistent with the Medium Density Residential Performance Overlay Zoning District which allows between 8-12 dwelling units per acre. The subdivision is in compliance with all relevant regulations in the City of Hollister Zoning and Subdivisions Ordinances and the Conditions of Approval of this Conditional Use Permit for Planned Unit Development which provide additional project design guidelines.*

2. **Finding:** The proposed development is consistent with the General Plan.

   Evidence: *The development is proposed at 10.72 dwelling units per gross acre which is consistent with the Medium Density Residential designation in the General Plan.*

3. **Finding:** The approval of the Planned Development Permit for the proposed use is in compliance with the California Environmental Quality Act (CEQA).

   Evidence: *The City of Hollister adopted a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Prezone of the subject parcel in 2019. The proposed project is consistent with the findings made in the adopted Mitigated Negative Declaration and all applicable mitigation measures have been incorporated into the conditions of approval for the Tentative Map and Conditional Use Permit for Planned Development for the project.*

4. **Finding:** The proposed development would be harmonious and compatible with existing and future developments within the zoning district and general area, as well as with the land uses presently on the subject property.

   Evidence: *The project as proposed includes new development with street patterns, site planning, and neighborhood design that is dictated by the shape of the parcel. The long, rectangular parcel presents some limitations to street pattern layout and subdivision*

design. The proposed project as designed is responsive to traffic calming measures proposed along Buena Vista Road to further enhance pedestrian and bicycle safety in the immediate vicinity of Calaveras Elementary School and Calaveras Park, and represents an extension of the planned development pattern for the Buena Vista Road area.

5. **Finding:** The subject site is physically suitable for the type and density/intensity of use being proposed.

   Evidence: *The project site is generally flat, vacant land in its current use, with aging orchards. The site is designated Medium Density Residential in the City of Hollister General Plan and is zoned Medium Density Residential Performance Overlay (R3-M/PZ), which allows for multifamily and single family development between 8-12 units per acre. The project is proposed to be 100% single family residential at 10.72 units per acre, which is consistent with the general plan and zoning designations for the property.*

6. **Finding:** There are adequate provisions for public access, water, sanitation, and public utilizes and services to ensure that the proposed development would not be detrimental to public health and safety.

   Evidence: *The project site is in close proximity to existing City services and utilities and will tie into those existing connections to provide adequate services to the project site.*

7. **Finding:** The design, location, size, and operating characteristics of the proposed development would not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

   Evidence: *The project is in a planned, transitional area of the City that is expanding residential uses along Buena Vista. This development pattern has been envisioned in the City's past planning approvals and actions. Project operations and characteristics will be typical of a new residential subdivision, and presents no risk of detrimental effects, convenience or welfare to the City's residents. The project location is across Buena Vista Road from Calaveras Elementary School and Calaveras Park, providing convenient, walkable connectivity to these school and park facilities. The project will provide secondary connections to Westside Road, as an alternative to Buena Vista Road, and will help implement the Buena Vista Road traffic calming measures. The project meets and exceeds the multifamily development requirements and medium density residential development requirements of the municipal code and the conditions of approval ensure that any fair share contributions to off-site improvements and project development impact fees to accommodate the new development shall be contributed by the developer.*

CONDITIONS OF APPROVAL

1. This application approval is for Conditional Use Permit 2021-10 for a Planned Unit Development submitted by Stonebridge Homes on July 12, 2021. This approval expires on

August 25, 2024 in conjunction with Vesting Tentative Map 2021-3, unless the City grants an extension or an extension is granted under a provision of the Subdivision Map Act for Vesting Tentative Map 2021-3. The final map for Vesting Tentative Map 2021-3 must substantially comply with the approved tentative map and conditions of approval for the CUP for PUD. Any request for extension must be submitted 30-days prior to the date of expiration.

2. The applicant shall defend, indemnify and hold harmless the City of Hollister, any agent, officer, or employee of the City, and any advisory board of the City, against any claim, suit, action, judgment, costs and attorney's fees arising out of this approval or any assertions that this approval, including the environmental determinations made herein, is invalid, illegal, unconstitutional or otherwise contrary to law. The City shall promptly notify the applicant of any claim against the City and shall cooperate fully in the defense.

3. No entitlements that rely upon this approval shall be granted during the 15-day appeal period. In the case of an appeal being filed, no entitlements shall be granted until final action is taken on the appeal.

4. All improvements required shall be constructed in accordance with the City of Hollister Standard Plans and Specifications and receive approval by the City of Hollister Engineering Department. All applicable codes and ordinances, along with the recommendations of the City Engineer and any required Geologic Investigation, are to be adhered to, and all required fees shall be paid.

5. **Setbacks for Development:**

Front (To Residence):	6'
Rear (To Residence):	10'
Rear (To Garage):	5'
Side (Non-Garage Side):	5'
Side (Garage Side):	4'
Lot Coverage:	55%

6. **Minimum Lot Size:** The minimum lots size for a single family lots is 2,630 SF.

7. **Private Open Space:** Each unit shall have a minimum of 400 SF with a minimum depth of 5 feet.

8. **All Other Resolutions:** Resolutions and ordinances approve the certification of the environmental document pursuant to CEQA, the Prezone, Conditional use Permit for a Planned Unit Development, and Site & Architectural Review for the project shall also apply to this resolution.

MITIGATION MEASURES

The applicable measures listed below shall carry through to all phases of project construction and operation. The project applicant/developer is responsible implementing all measures and demonstrating compliance to the City of Hollister based on the timing of the measure in the MMRP.

AQ-1 Air Quality and Dust Control
AQ-1 Construction Staging Management Plan
AQ-3 Construction Equipment Maintenance
BIO-1 Preconstruction Biological Resource Surveys
BIO-2 Preconstruction Training for Construction Personnel
BIO-3 Construction Monitoring for Biological Resources
BIO-4 Absence/Presence Surveys for Burrowing Owl
BIO-5 Preconstruction Bat Surveys
BIO-6 Nesting Bird Avoidance Measures
CR-1 Historic Resource Survey
CR-2 Unexpected Discovery of Archaeological or Paleontological Resources
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GEO-2 Site Specific Geologic Report
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HAZ-1 Prepare Phase I/Phase II ESA
HYD-1 Hydrodynamic Vortex Separator
HYD-2 Prepare Drainage Plan
N-1 Prepare Acoustical Analysis
N-2 Construction Noise Reduction
T-1 Payment of County TIMF
T-2 San Felipe Road/San Benito Street and North Street/Santa Ana Road Intersections

PASSED AND ADOPTED, at a regular meeting of the City of Hollister Planning Commission held on this 25th day of August 2022, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

_____
Adrianna Ortiz, Secretary

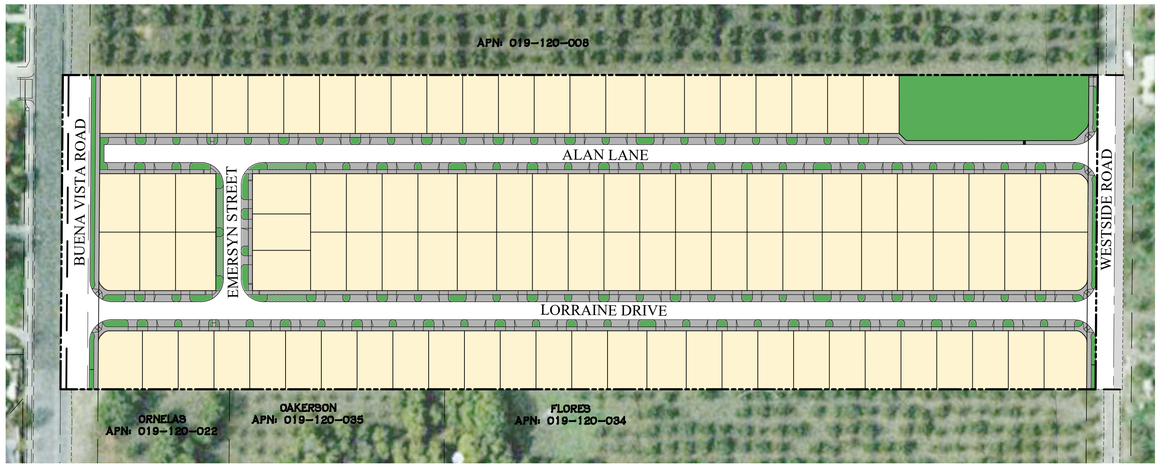
Please Note

It is the sole responsibility of the project applicant to comply with the conditions as approved, modified, or added by the Planning Commission. It is recommended that the applicant review these conditions carefully and if any questions arise as to compliance with the conditions, please do not hesitate to contact the staff planner. Also, if you do not agree with the proposed conditions, you have an opportunity to present your case to the City Council at their meeting. In addition, the City provides for a 15-day appeal period.

VESTING TENTATIVE MAP
WOODLE
HOLLISTER, CALIFORNIA

GENERAL INFORMATION

1. PROPOSED GRADES AS SHOWN ARE PRELIMINARY. FINISH GRADING IS SUBJECT TO FINAL DESIGN.
2. MULTIPLE FINAL MAPS MAY BE FILED ON THE LANDS SHOWN ON THIS VESTING TENTATIVE MAP.
3. GRADING, SURFACE IMPROVEMENTS, AND UTILITIES ARE CONCEPTUAL AND ARE SUBJECT TO REVISION AND CITY APPROVAL DURING FINAL DESIGN.
4. BASE TOPOGRAPHIC INFORMATION IS FROM A SURVEY PERFORMED IN NOVEMBER 2021.
5. DOMESTIC WATER WILL BE PROVIDED BY CITY OF HOLLISTER. IRRIGATION WATER MAY BE PROVIDED BY THE SAN BENITO COUNTY WATER DISTRICT
6. PROJECT WASTEWATER WILL BE TREATED UTILIZING THE CITY OF HOLLISTER WASTEWATER TREATMENT PLANT.
7. THE PROJECT SITE IS LOCATED IN ZONE X (OTHER FLOOD AREAS) OF FLOOD INSURANCE RATE MAP NUMBER 06069C0185D, MAP REVISED APRIL 16, 2009. ZONE X IS DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN."
8. PER THE PROJECT'S DEVELOPMENT AGREEMENT, THE APPLICANT IS RESPONSIBLE TO CONSTRUCT CENTERLINE-TO-CURB IMPROVEMENTS ALONG THE PROJECT FRONTAGE AT BUENA VISTA ROAD AND EP-TO-CURB IMPROVEMENTS ALONG THE PROJECT FRONTAGE AT WESTSIDE ROAD
9. LOT AREAS SHOWN ON THIS VESTING TENTATIVE MAP ARE APPROXIMATE.
10. ALL RETAINING WALLS SHALL BE MASONRY. WOOD RETAINING WALLS SHALL NOT BE PERMITTED.
11. ALL GRADING WILL BE DONE IN CONFORMANCE WITH THE RECOMMENDATIONS AND CONDITIONS OF THE GEOTECHNICAL ENGINEERING REPORT.
12. ALL EROSION CONTROL MEASURES SHALL BE IN CONFORMANCE WITH THE CRITERIA AND STANDARDS OF THE CITY OF HOLLISTER.
13. LOT NUMBERS ARE FOR IDENTIFICATION PURPOSES ONLY AND ARE NOT INTENDED AS FINAL.
14. LID/BMP MEASURES FOR POST-CONSTRUCTION STORM WATER QUALITY TREATMENT AND LOW IMPACT DEVELOPMENT WILL BE INCORPORATED ONSITE TO THE MAXIMUM EXTENT PRACTICABLE BASED ON THE CURRENT CENTRAL COAST REGIONAL WATER QUALITY CONTROL BOARD (CCRWQCB) AND CITY OF HOLLISTER STANDARDS AT THE TIME OF APPROVAL.



LOCATION MAP
NO SCALE

VICINITY MAP
NO SCALE

SHEET INDEX

SHEET NO	SHEET TITLE
VTM-01	TITLE SHEET
VTM-02	EXISTING CONDITIONS
VTM-03	SITE PLAN
VTM-04	GRADING PLAN
VTM-05	UTILITY PLAN
VTM-06	PRELIMINARY STORMWATER CONTROL PLAN

SITE DATA

1. APN: 019-120-005
2. PRESENT LAND USE: RURAL RESIDENCE
3. EXISTING GENERAL PLAN LAND USE: MEDIUM DENSITY RESIDENTIAL
4. EXISTING ZONING: MEDIUM DENSITY RESIDENTIAL PERFORMANCE OVERLAY ZONE (R3-M/PZ)
5. PROPOSED ZONING: MEDIUM DENSITY RESIDENTIAL PERFORMANCE OVERLAY ZONE (R3-M/PZ)
6. TOTAL PROPOSED LOTS: 100 RESIDENTIAL LOTS AND 1 BASIN PARCEL.
   100 HOMES/8.9 AC (NET) = 11.2 DU/AC
7. BUILDOUT TABULATION:

PUBLIC STREET DEDICATION	0.42 ± AC
PRIVATE STREET	2.37 ± AC
RESIDENTIAL LOTS	6.19 ± AC
PARCEL A (BASIN)	0.35 ± AC
TOTAL GROSS	9.33 ± AC

8. MINIMUM LOT SIZE = 2,600 SF
   AVERAGE LOT SIZE = 2,690 ± SF
9. UTILITIES:

WATER	CITY OF HOLLISTER
SANITARY SEWER	CITY OF HOLLISTER
STORM DRAIN	CITY OF HOLLISTER/COUNTY OF SAN BENITO PUBLIC WORKS
GAS & ELECTRIC	PACIFIC GAS & ELECTRIC
TELEPHONE	SOUTHWESTERN BELL CORPORATION (SBC)

10. PRELIMINARY EARTHWORK SUMMARY:

CUT	590 CY±
FILL	11,410 CY±
NET	10,820 CY± IMPORT

LEGEND

PROPOSED	DESCRIPTION	EXISTING
	PROJECT BOUNDARY	
	LOT LINE	
	CENTERLINE	
	CURB	
	GUTTER	
	EDGE OF PAVEMENT	
	SIDEWALK	
	PARKING/DRIVEWAY	
	AC PAVEMENT	
SD	STORM DRAIN	EX SD
SS	SANITARY SEWER	EX SS
W	WATER	EX W
	MANHOLE	
	INLET	
	CURB RAMP	
12	LOT NUMBER	
110	CONTOUR	120
PAD 125.7	PAD ELEVATION	
×130.7	SPOT ELEVATION	×349.2
0.5% OR	SLOPE & DIRECTION	
OR	DIRECTION OF SURFACE FLOW	
	OVERLAND RELEASE	

ABBREVIATIONS

AC	ACRES	PAD	PAD ELEVATION
BLDG	BUILDING	PCC	PORTLAND CEMENT CONCRETE
BNDY	BOUNDARY	PL	PROPERTY LINE
BC	BACK OF CURB	PSE	PUBLIC SERVICE EASEMENT
BMP	BEST MANAGEMENT PRACTICE	PSSE	PRIVATE SANITARY SEWER EASEMENT
BW	BACK OF WALK	R	RIGHT or RADIUS
CB	CATCH BASIN	R/W	RIGHT OF WAY
CL	CENTERLINE	S	SLOPE
DEV	DEVELOPMENT	SD	STORM DRAIN
ESMT	EASEMENT	SDFI	STORM DRAIN FIELD INLET
EX	EXISTING	SDMH	STORM DRAIN MANHOLE
FC	FACE OF CURB	SF	SQUARE FEET
FL	FLOW LINE	SS	SANITARY SEWER
FUT	FUTURE	SSFM	SANITARY SEWER FORCE MAIN
GB	GRADE BREAK	SSMH	SANITARY SEWER MANHOLE
HP	HIGH POINT	STD	STANDARD
INV	INVERT	SWK	SIDEWALK
LID	LOW IMPACT DEVELOPMENT	TC	TOP OF CURB
LP	LOW POINT	TYP	TYPICAL
MAX	MAXIMUM	W	WATER
MIN	MINIMUM		

CONTACT INFORMATION

OWNER: ALAN & LORRAINE WOODLE
1070 BUENA VISTA ROAD
HOLLISTER, CA 95023

APPLICANT: STONEBRIDGE HOMES
PO BOX 293
TRES PINOS, CA 95075
CONTACT: HUGH BIKLE
HBIKLE@STONEBRIDGE-HOMES.COM
(831) 628-0826

CIVIL ENGINEER: RUGGERI-JENSEN-AZAR
8055 CAMINO ARROYO
GILROY, CA 95020
CONTACT: CHRIS PATTON, P.E., RCE #66271
CPATTON@RJA-GPS.COM
(408) 848-0300

RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE (408) 848-0300 FAX (408) 848-0302

VESTING TENTATIVE MAP
TITLE SHEET
WOODLE
HOLLISTER, CALIFORNIA
FOR: STONEBRIDGE HOMES

SCALE	DATE
AS SHOWN	MAY 2022

DATE	BY	CK
MK		

SHEET REVISIONS

4TH SUBMITTAL
MAY 2022

SHEET
VTM-01
OF 6 SHEETS

JOB NO.
182041

PLOT DATE: May 19, 2022
FILE PATH: W:\Jobs 18\182041 Woodle\Drawings\Prelim\Applications\VTM_NOV 2021\VTM-01 TITLE SHEET.dwg

LEGEND

EXISTING	DESCRIPTION
	BOUNDARY
	AT&T LINE
	GAS LINE
	STORM DRAIN
	SANITARY SEWER
	WATER
	ELECTRICAL & TELECOMMUNICATION OVERHEAD UTILITY

NOTE:
1. ALL EXISITING ONSITE STRUCTURES TO BE REMOVED
2. ALL EXISTING TREES TO BE REMOVED
3. IMAGE IS FROM USGS DATA DATED 2018

EASEMENT NOTES:

THE LOCATION EASEMENT FOR AN 8 FOOT WIDE WATER DITCH DESCRIBED IN THE DOCUMENT RECORDED AUGUST 22, 1899 IN BOOK 20 OF DEEDS, AT PAGE 576, RECORDS OF SAN BENITO COUNTY, CALIFORNIA, IS NOT DEFINED IN THE DOCUMENT AND IS THEREFORE NOT SHOWN.

THE LOCATION OF THE EASEMENT FOR AN ELECTRIC POLE LINE AND APPURTENANCES THERETO DESCRIBED IN THE DOCUMENT RECORDED AUGUST 7, 1931 IN BOOK 52, PAGE 252, OFFICIAL RECORDS OF SAN BENITO COUNTY, CALIFORNIA, IS NOT DEFINED IN THE DOCUMENT AND IS THERFORE NOT SHOWN.

N

0 50 100 150

SCALE IN FEET: 1"= 50'

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE: (408) 848-3300 FAX: (408) 848-0302

VESTING TENTATIVE MAP
EXISTING CONDITIONS
WOODLE

HOLLISTER, CALIFORNIA

FOR: STONEBRIDGE HOMES

SCALE	DATE
1"=40'	MAY 2022

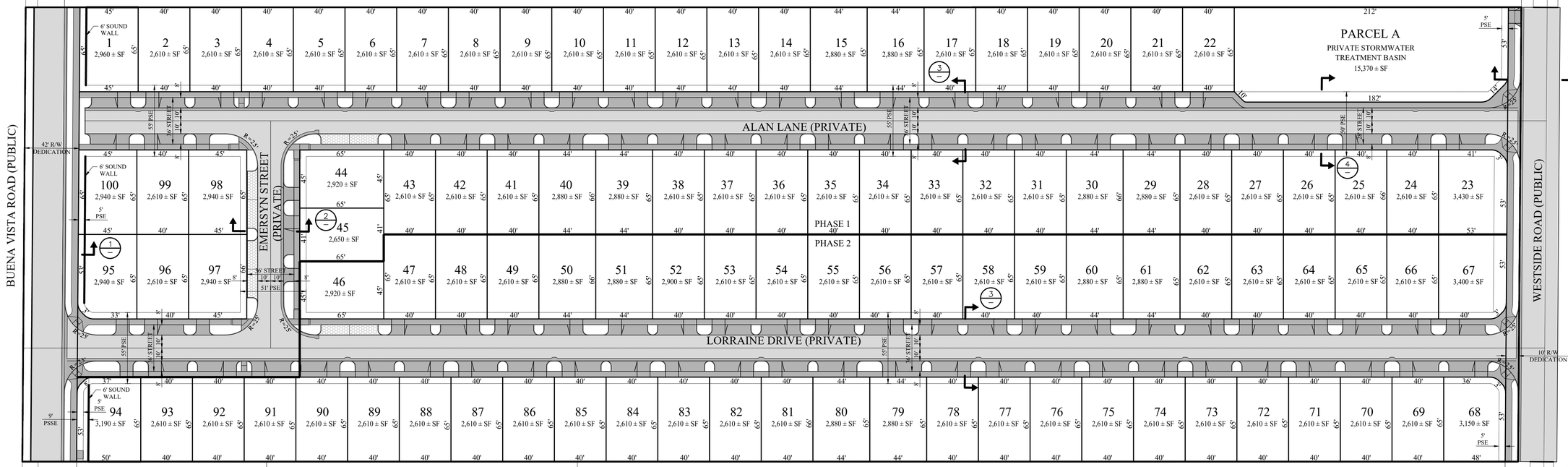
DATE	BY	CK
SHEET REVISIONS		
4TH SUBMITTAL MAY 2022		

SHEET
VTM-02
OF 6 SHEETS

JOB NO.
182041

PLOT DATE: May 19, 2022
FILE PATH: W:\Jobs 18\182041 Woodle\Drawings\Prelim\Applications\VTM_NOV 2021\VTM-02 EXISTING CONDITIONS.dwg

APN: 019-120-008



ORNELAS
APN: 019-120-022

OAKERSON
APN: 019-120-035

FLORES
APN: 019-120-034

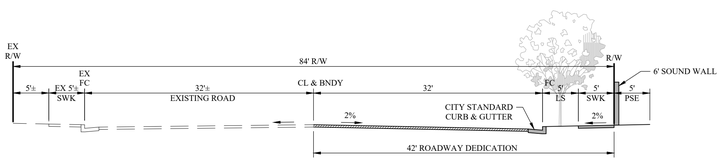
LEGEND

PROPOSED	DESCRIPTION	EXISTING
———	BOUNDARY	———
———	LOT LINE	———
——— – ———	CENTERLINE	——— – ———
– – – –	EASEMENT	
———	RIGHT-OF-WAY	———
	PHASE LIMIT	
	SIDEWALK	
	ACCESSIBLE RAMP	
7	LOT NUMBER	
2,610 ± SF	LOT AREA	

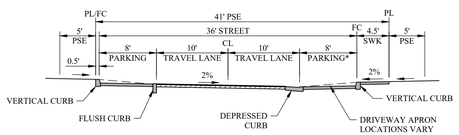
LOTTING NOTES

1. LOT NUMBERS ARE INTENDED FOR IDENTIFICATION ONLY AND ARE NOT INTENDED AS FINAL.
2. LOT DIMENSIONS AND LOT AREAS ARE PRELIMINARY AND SUBJECT TO REFINEMENT DURING FINAL DESIGN.
3. ALL OFFSITE IMPROVEMENTS ARE SUBJECT TO APPLICANT ACQUIRING EASEMENTS OR OTHER RIGHTS TO CONSTRUCT IMPROVEMENTS.

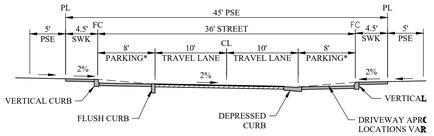
* SELF RETAINING LANDSCAPED AREAS LOCATED BETWEEN PARALLEL PARKING SPACES AND DRIVEWAYS.



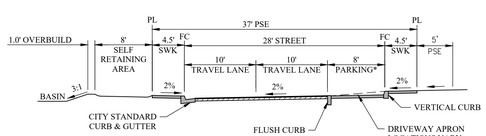
1 — BUENA VISTA ROAD (PUBLIC)
NO SCALE



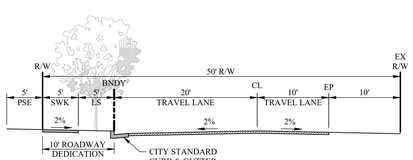
2 — EMERSYN STREET - PARKING BOTH SIDES (PRIVATE)
NO SCALE



3 — ALAN LANE & LORRAINE DRIVE - PARKING BOTH SIDES (PRIVATE)
NO SCALE



4 — ALAN LANE - PARKING ONE SIDE (PRIVATE)
NO SCALE



5 — WESTSIDE ROAD (PUBLIC)
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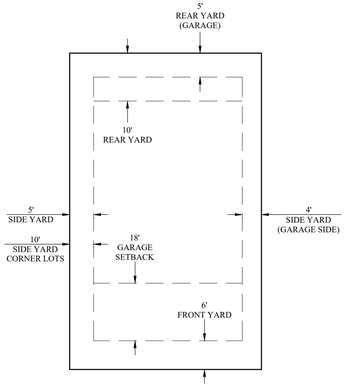

TYPICAL SETBACKS
NO SCALE

0 40 80 120
SCALE IN FEET: 1"= 40'

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VESTING TENTATIVE MAP
SITE PLAN
WOODLE
HOLLISTER, CALIFORNIA

FOR: STONEBRIDGE HOMES

DATE	BY	CK
MAY 2022		

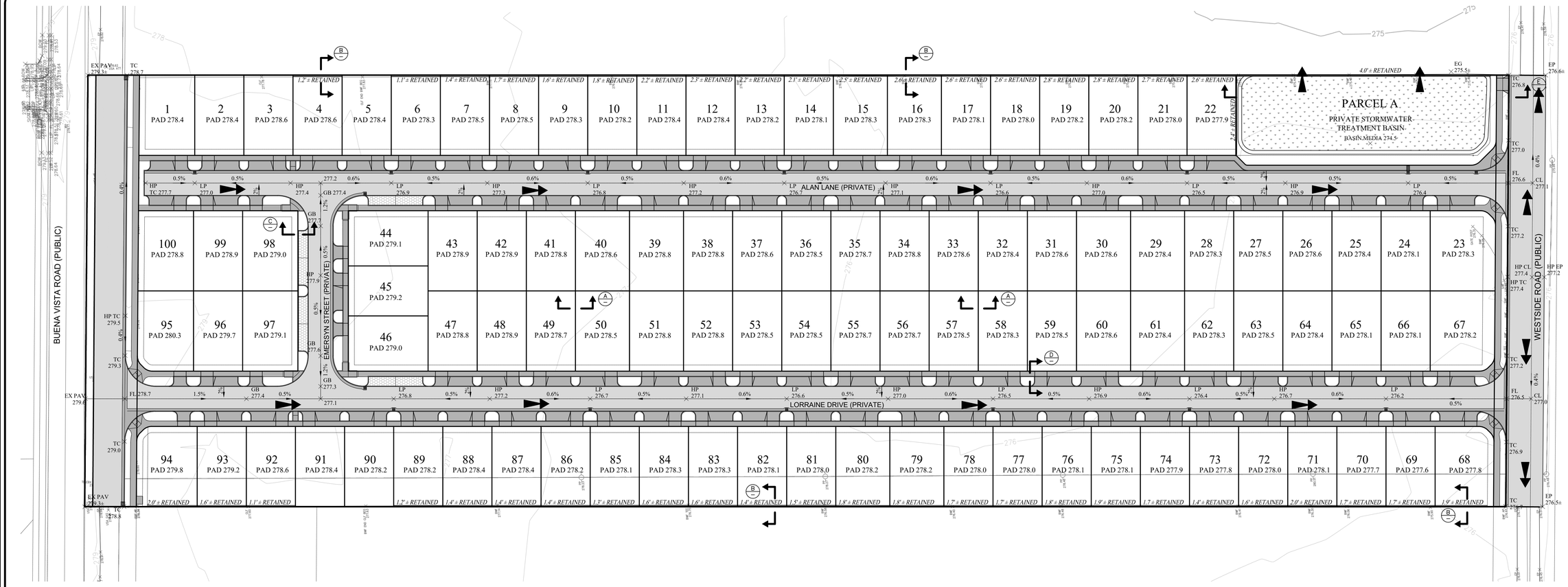
SHEET REVISIONS
4TH SUBMITTAL
MAY 2022

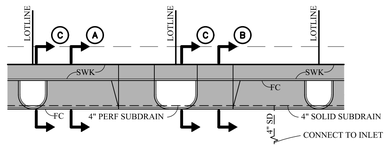
SCALE 1"=40'

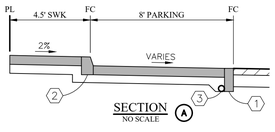
SHEET
VTM-03
OF 6 SHEETS

JOB NO.
182041

PLOT DATE: May 19, 2022
FILE PATH: W:\Jobs 181\182041 Woodle\Drawings\Prelim\Applications\VTM_NOV 2021\VTM-03 SITE PLAN.dwg







SECTION A
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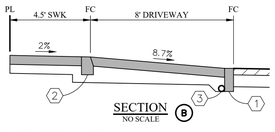
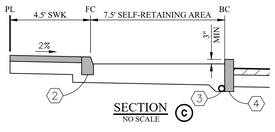


SECTION B
NO SCALE

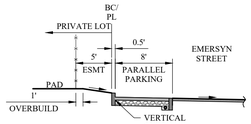


SECTION C
NO SCALE

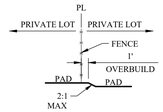
CONSTRUCTION NOTES

1. FLUSH CURB AT HIGH SIDE. DEPRESSED CURB AND GUTTER AT LOW SIDE.
2. VERTICAL CURB AT BACK OF PARKING.
3. 4" SUBDRAIN.
4. VERTICAL CURB AT HIGH SIDE. STANDARD CURB AND GUTTER AT LOW SIDE.

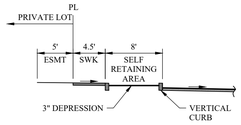
TYPICAL VERTICAL LAYOUT AT LOT FRONTAGE
NO SCALE



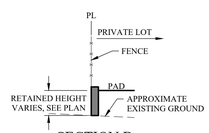
SECTION C
NOT TO SCALE



SECTION A
NOT TO SCALE



SECTION D
NOT TO SCALE



SECTION B
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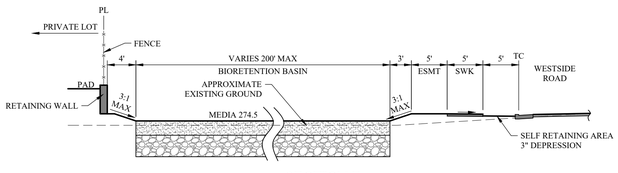
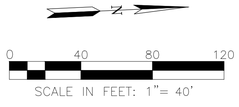


SECTION E
NOT TO SCALE

PRELIMINARY EARTHWORK SUMMARY

CUT:	590±	CY
FILL:	11,410±	CY
NET:	10,820±	CY IMPORT



LEGEND

PROPOSED	DESCRIPTION	EXISTING
	BOUNDARY	
	FACE OF CURB	
	SIDEWALK	
	STORM DRAIN INLET	
	RETAINING WALL	
	SOUND WALL	
P 278.9	PAD ELEVATION	
× 239.7	SPOT ELEVATION	
0.5%	STREET SLOPE	
	OVERLAND RELEASE	
	BIORETENTION BASIN	
	PERVIOUS PAVEMENT	

GENERAL NOTES:

1. ALL SIDEWALKS AND WALKWAYS SHALL BE COMPLIANT WITH THE LATEST ADA STANDARDS. CURB RAMPS WITH DETECTABLE WARNING SURFACE SHALL BE PROVIDED AT ALL STREET CROSSINGS SHOWN ON THIS PLAN.

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VESTING TENTATIVE MAP
GRADING PLAN
WOODLE
HOLLISTER, CALIFORNIA

FOR: STONEBRIDGE HOMES

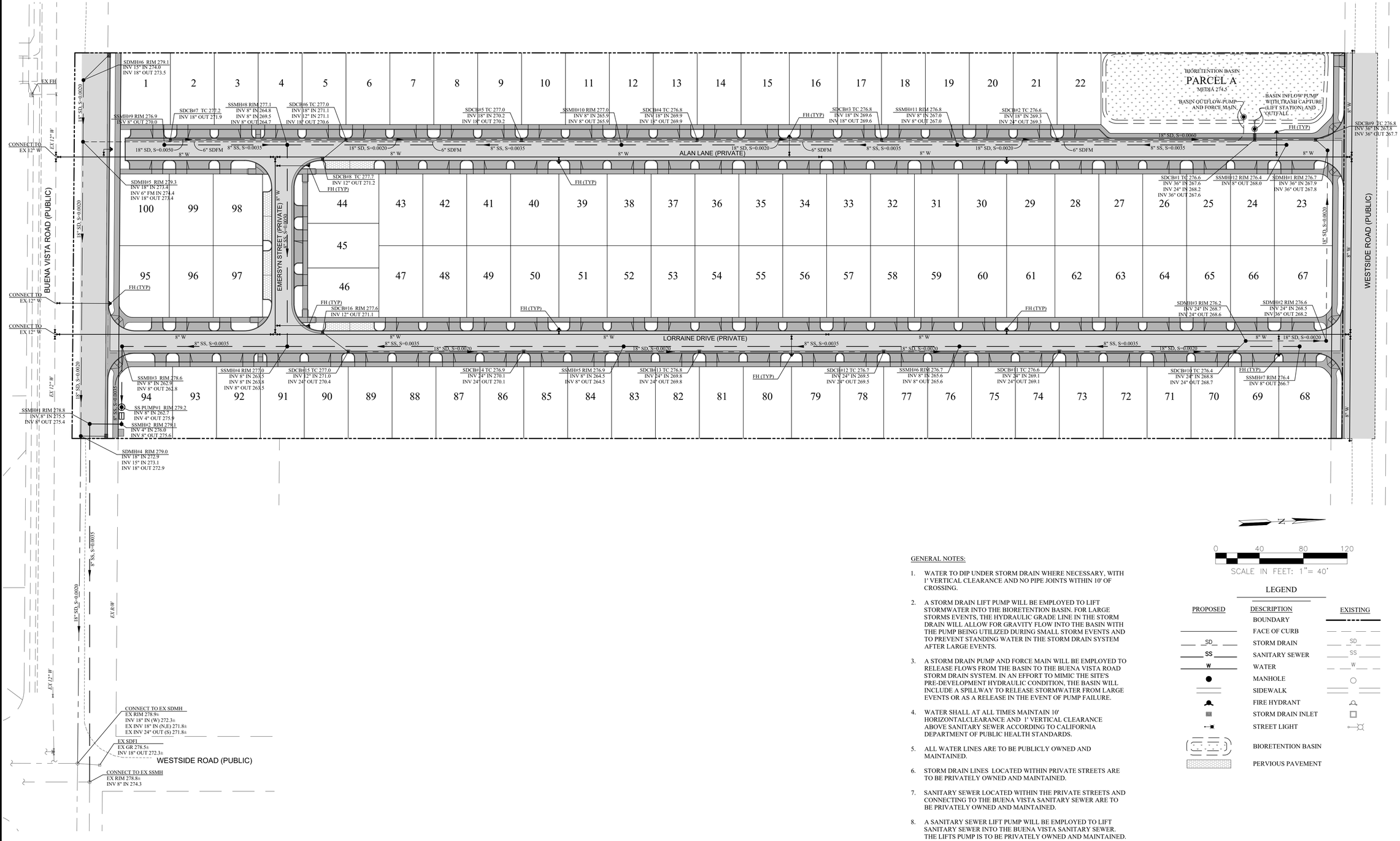
SCALE	DATE
1"=40'	MAY 2022

DATE	BY	CK
SHEET REVISIONS		
4TH SUBMITTAL MAY 2022		

SHEET
VTM-04
OF 6 SHEETS

JOB NO.
182041

PLOT DATE: May 19, 2022
FILE PATH: W:\Jobs 18\182041 Woodle\Drawings\Prelim\Applications\VTM_NOV 2021\VTM-04 GRADING PLAN.dwg



GENERAL NOTES:

1. WATER TO DIP UNDER STORM DRAIN WHERE NECESSARY, WITH 1' VERTICAL CLEARANCE AND NO PIPE JOINTS WITHIN 10' OF CROSSING.
2. A STORM DRAIN LIFT PUMP WILL BE EMPLOYED TO LIFT STORMWATER INTO THE BIORETENTION BASIN. FOR LARGE STORMS EVENTS, THE HYDRAULIC GRADE LINE IN THE STORM DRAIN WILL ALLOW FOR GRAVITY FLOW INTO THE BASIN WITH THE PUMP BEING UTILIZED DURING SMALL STORM EVENTS AND TO PREVENT STANDING WATER IN THE STORM DRAIN SYSTEM AFTER LARGE EVENTS.
3. A STORM DRAIN PUMP AND FORCE MAIN WILL BE EMPLOYED TO RELEASE FLOWS FROM THE BASIN TO THE BUENA VISTA ROAD STORM DRAIN SYSTEM. IN AN EFFORT TO MIMIC THE SITE'S PRE-DEVELOPMENT HYDRAULIC CONDITION, THE BASIN WILL INCLUDE A SPILLWAY TO RELEASE STORMWATER FROM LARGE EVENTS OR AS A RELEASE IN THE EVENT OF PUMP FAILURE.
4. WATER SHALL AT ALL TIMES MAINTAIN 10' HORIZONTALCLEARANCE AND 1' VERTICAL CLEARANCE ABOVE SANITARY SEWER ACCORDING TO CALIFORNIA DEPARTMENT OF PUBLIC HEALTH STANDARDS.
5. ALL WATER LINES ARE TO BE PUBLICLY OWNED AND MAINTAINED.
6. STORM DRAIN LINES LOCATED WITHIN PRIVATE STREETS ARE TO BE PRIVATELY OWNED AND MAINTAINED.
7. SANITARY SEWER LOCATED WITHIN THE PRIVATE STREETS AND CONNECTING TO THE BUENA VISTA SANITARY SEWER ARE TO BE PRIVATELY OWNED AND MAINTAINED.
8. A SANITARY SEWER LIFT PUMP WILL BE EMPLOYED TO LIFT SANITARY SEWER INTO THE BUENA VISTA SANITARY SEWER. THE LIFTS PUMP IS TO BE PRIVATELY OWNED AND MAINTAINED.

LEGEND

PROPOSED	DESCRIPTION	EXISTING
	BOUNDARY	
	FACE OF CURB	
SD	STORM DRAIN	SD
SS	SANITARY SEWER	SS
W	WATER	W
●	MANHOLE	○
	SIDEWALK	
	FIRE HYDRANT	
	STORM DRAIN INLET	
	STREET LIGHT	
	BIORETENTION BASIN	
	PERVIOUS PAVEMENT	

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VESTING TENTATIVE MAP
UTILITY PLAN
WOODLE
HOLLISTER, CALIFORNIA

FOR: STONEBRIDGE HOMES

SCALE 1"=40'
DATE MAY 2022

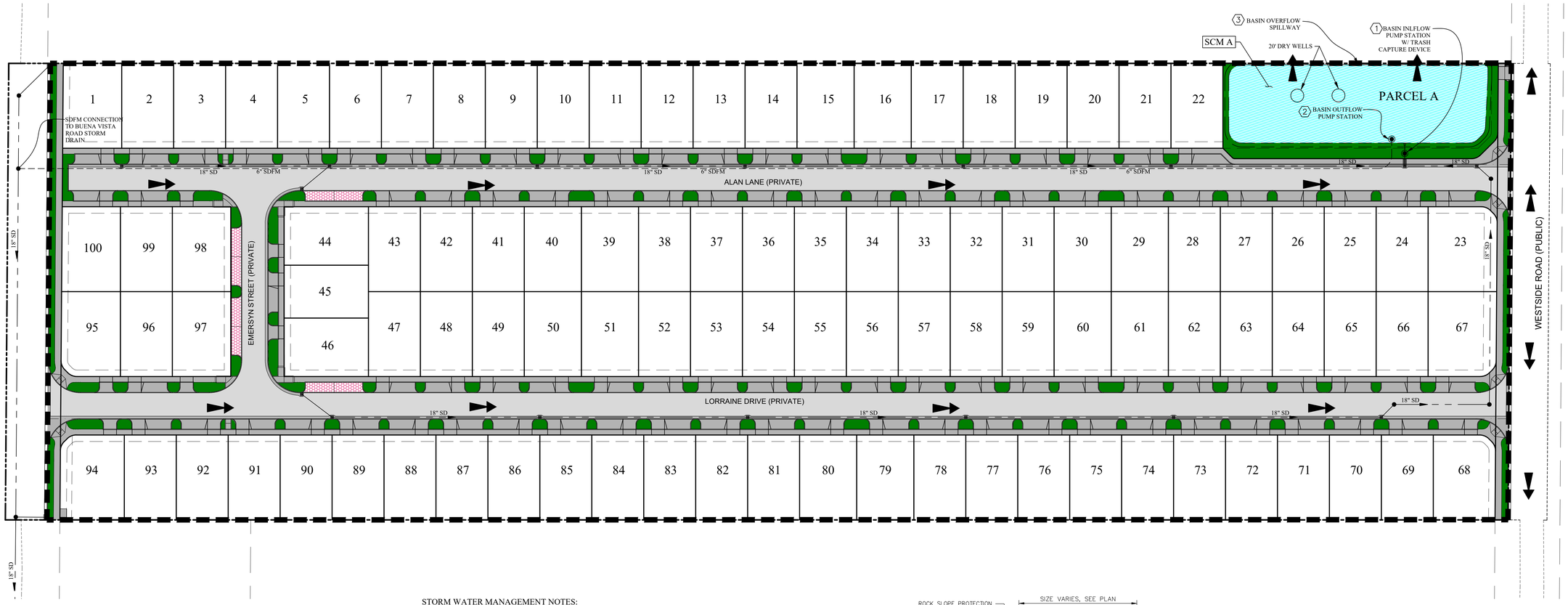
DATE	BY	CK

SHEET REVISIONS
4TH SUBMITTAL
MAY 2022

SHEET
VTM-05
OF 6 SHEETS

JOB NO.
182041

PLOT DATE: May 19, 2022
FILE PATH: W:\Jobs 18\182041 Woodle\Drawings\Prelim\Applications\VTM_NOV 2021\VTM-05 UTILITY PLAN.dwg



Project Information

Area =	395,360 ft²	*Total project area*
Existing Impervious Area =	8,060 ft²	
	2%	*Existing Percent impervious area*
Ex Imperv Area To Remain =	0 ft²	*Total existing impervious surface to remain*
Replaced Imperv Area =	8,060 ft²	*Total existing impervious surface to be replaced as part of project*
New Imperv Area =	247,034 ft²	*Total new impervious surface to be installed as part of project*
Total Impervious Area =	255,094 ft²	*Total project impervious area*
	65%	*Percent impervious area*
Water Management Zone =	1	

Performance Requirements

No. 1 = Implement site design and runoff reduction strategies
No. 2 = Provide water quality treatment for 85% storm event
No. 3 = Prevent offsite discharge from events up to the 95th% storm event via optimizing infiltration
No. 4 = Reduce peak flows to pre-project levels for 2-yr through 10-yr storm events
No. 5 = N/A

Rainfall Design Information

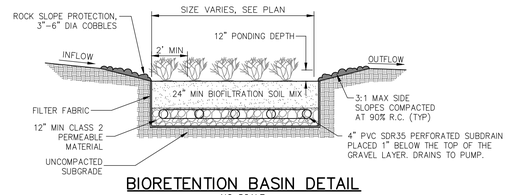
MAP =	15.0 in	*Mean Annual Precipitation*
$P_{85\%}$ =	0.8 in	*85th% 24-hr rainfall depth*
$P_{95\%}$ =	1.2 in	*95th% 24-hr rainfall depth*

Soil Type Design Information

Site HSG =	C	*NRCS Hydrologic Soil Group Classification*
Infiltration Rate =	0.075 in/hr	*Site-Specific Infiltration Testing by Earth Systems Pacific*
Safety Factor =	3.75	
Design Infiltration Rate =	0.020 in/hr	

STORM WATER MANAGEMENT NOTES:

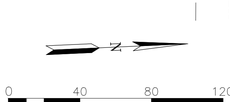
1. THE PROJECT IS LOCATED IN THE CENTRAL COAST REGIONAL WATER QUALITY CONTROL BOARD (CCRWQCB) JURISDICTION. STORM WATER RUNOFF MANAGEMENT SHALL ADHERE TO THE CRITERIA IDENTIFIED IN RESOLUTION R3-2013-0032 "POST-CONSTRUCTION STORMWATER MANAGEMENT REQUIREMENTS FOR DEVELOPMENT PROJECTS IN THE CENTRAL COAST REGION", DATED JULY 2013.
2. THIS STORM WATER RUNOFF MANAGEMENT PLAN IS CONCEPTUAL AND SUBJECT TO REVISION BASED ON FINAL DESIGN.
3. BASED ON INFILTRATION TESTING PERFORMED BY THE PROJECT GEOTECHNICAL ENGINEER, STABILIZED DESIGN INFILTRATION ARE ANTICIPATED TO BE ON THE ORDER OF 0.1 IN/HR. THEREFORE, INFILTRATION IS NOT FEASIBLE FOR THE PROJECT.
4. PER SECTION B.4.e OF THE CCRWQCB RESOLUTION, "FULL RETENTION VOLUME PER SECTION B.4.d.vi IS NOT REQUIRED WHERE TECHNICAL INFEASIBILITY AS DESCRIBED IN SECTION C.1.e LIMITS ON-SITE COMPLIANCE WITH THE RUNOFF RETENTION PERFORMANCE REQUIREMENT AND A MINIMUM OF TEN PERCENT OF A PROJECT'S EQUIVALENT IMPERVIOUS SURFACE AREA HAS BEEN DEDICATED TO RETENTION-BASED SCM.
5. DEPTH TO IMPERMEABLE SOILS QUALIFIES FOR TECHNICAL INFEASIBILITY PER SECTION C.1.e OF THE RESOLUTION. THEREFORE, THE PROJECT QUALIFIES FOR TECHNICAL INFEASIBILITY WITH RESPECT TO THE RUNOFF RETENTION PERFORMANCE REQUIREMENT.
6. THE PROJECT IS REQUIRED TO PROVIDE TREATMENT OF THE 85TH% 24-HOUR STORM EVENT IN ACCORDANCE WITH THE RESOLUTION, AND DEDICATE NO LESS THAN TEN PERCENT OF ITS EQUIVALENT IMPERVIOUS SURFACE AREA TO RETENTION-BASED SCM IN LIEU OR PROVIDING RUNOFF RETENTION.
7. THE PROJECT WILL EMPLOY SELF RETAINING AREAS TO MEET THE TEN PERCENT REQUIREMENT. ALL SELF RETAINING AREAS SHALL BE FILLED WITH AMENDED SOIL WHICH WILL HAVE A MINIMUM INFILTRATION RATE OF 0.5-IN/HR.
8. ALL STORMWATER CALCULATIONS SHOWN HEREIN ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN. THE LID MEASURES AND STORMWATER CONTROL FACILITIES MAY BE CHANGED OR MODIFIED DURING FINAL DESIGN AS LONG AS THE PROJECT CAN SHOW CONFORMANCE WITH THE COUNTY OF SAN BENITO AND CCRWQCB POST-CONSTRUCTION STORMWATER REGULATIONS IN EFFECT AT THE TIME OF THE PROJECT APPROVAL.
9. THE PROJECT COMMITS TO NOT EXCEED PRE-PROEJCT PEAK FLOWS FOR THE 2-YEAR THOUGH 100-YEAR STORM EVENTS. THE RETENTION/DETENTION PONDS AND PERFORATED STORM DRAIN PIPE SERVE AS THE PRIMARY DETENTION/RETENTION FACILITY FOR THE PROJECT. THE FACILITIES WERE SIZED USING CIVILSTORM COMPUTER PROGRAM BY BENTLEY. THE SANTA CLARA COUNTY DRAINAGE MANUAL METHODS WERE USED TO DETERMINE THE DESIGN RAINFALL DEPTH, AND 24-HOUR RAINFALL PATTERN. THE NRCS CURVE NUMBER METHOD WAS USED TO ESTIMATE RUNOFF.



BIORETENTION BASIN DETAIL
NO SCALE

BASIN NOTES:

1. THE BASIN INFLOW PUMP STATION IS EMPLOYED TO LIFT STORMWATER FROM THE STORM DRAIN SYSTEM INTO THE BASIN. DURING LARGE STORM EVENTS, OR WHEN THE IGL OF THE STORM DRAIN REACHES THE BASIN MEDIA ELEVATION, STORMWATER WILL FLOW FREELY INTO THE BASIN AND THE PUMP IS THEN UTILIZED TO DRAIN THE RESIDUAL STORM WATER FROM THE STORM DRAIN SYSTEM.
2. THE BASIN OUTFLOW PUMP IS EMPLOYED TO PUMP TREATED STORMWATER FORM THE SUBDRAINS OUT OF THE BASIN. THE SUBDRAINS WILL CONNECT TO A SUMP AT THE PUMP STATION AND WILL BE PUMPED TO THE PUBLIC STORM DRAIN IN BUENA VISTA ROAD. THE PUMP WILL BE SIZED TO PUMP THE STORMWATER TREATMENT VOLUME RESULTING FROM A 0.2 IN/HR STORM INTENSITY, OR THE BASIN MEDIA FLOW RATE. LARGER STORMS EVENTS WILL RELEASE TO WESTSIDE ROAD VIA THE BASIN SPILLWAY.
3. THE SPILLWAY WILL BE DESIGNED TO RELEASE STORM EVENTS GREATER THAN THE 85TH% STORM EVENT IN A MANNER CONSISTENT WITH THE SITES PREDEVELOPMENT HYDROLOGY. THE SPILLWAY WILL RELEASE NORTHWEST TO A DITCH IN WESTSIDE ROAD PUBLIC RIGHT-OF-WAY WHICH WILL ACT AS A FLOW SPREADING FACILITY. SMALL STORM EVENTS WILL RELEASE VIA THE PUMP STATION AND SDFM.



LEGEND

PROPOSED	DESCRIPTION
	DRAINAGE AREA BOUNDARY
	STORM DRAIN
	STORM DRAIN INLET
1	DRAINAGE MANAGEMENT AREA ID
	BIORETENTION BASIN
	PERVIOUS PAVEMENT

PROPOSED STORMWATER MANAGEMENT FACILITES

LEGEND	TYPE	RETENTION AREA (ACRE)
	PERVIOUS PAVEMENT	0.02
	BIORETENTION BASIN	0.27
	SELF-RETAINING LANDSCAPING AREA	0.32
	TOTAL:	**0.61**
	EQUIVALENT IMPERVIOUS SURFACE AREA:	**6.12**
	PERCENT OF RETENTION AREA TO EQUIVALENT IMPERVIOUS SURFACE AREA:	**10.0%**

Stormwater Treatment Calculations

						Pervious Surface Correction Factor																		
						0.20	0.10	0.60	0.15	0.10														
						Pervious Surface (SF)											Stormwater Control Measure Sizing							
DMA	Area (SF)	Hardscape	Lot Imperviousness	Street	Total	Managed Turf	Landscape/Grass	Pervious Concrete	Turf Block	Pavers	Native Landscape/ Undisturbed	Green Roof	Retention SCM	Total	Equivalent Impervious Surface Area (ft²)	% Impervious	Runoff Coefficient	85th% Volume, V_{85} (ft³)	WQ_F (cfs)	Minimum Required Biofiltration Area (ft²)	Biofiltration Basin Area Provided (ft²)	Proposed SCM
1	395,360	23,785	157,109	74,200	255,094	0	113,606	0	0	1,000	0	0	25,660	140,266	266,555	65%	0.45	11,733	0.81	10,204	11,900	Bioretention
Total	395,360	23,785	157,109	74,200	255,094	0	113,606	0	0	1,000	0	0	25,660	140,266	266,555	65%	0.45	11,733	0.81	10,204	11,900	

26,655 10% of EISA

Notes:

1. Lots are assumed to be 58% impervious based on conceptual architecure

Governing Equations:

$$V_{85} = \frac{C * P_{85} * A}{12}$$

V_{85} = *85% Rainfall Depth Runoff Retention Volume (ft³)*
C = $0.858i^3 - 0.78i^2 + 0.774i + 0.04$
P_{85} = 0.80 *24-hr 85th percentile rainfall depth (in)*
A = *drainage area (ft²)*
i = *% impervious*

$$\text{Area} = \frac{V_{85} * 12}{D_F + D_{BSM} * R_{BSM} + D_G * R_G}$$

Area = *Design SCM area based on 95% runoff retention volume (ft2)*
D = *SCM Layer depth (in)*
R = *SCM Layer porosity (in)*

$$WQ_F = \frac{C * i * A}{43200}$$

WQ_F = *Water quality flow rate (cfs)*
C = $0.858i^3 - 0.78i^2 + 0.774i + 0.04$
A = *Drainage Management Area (ft²)*
I = 0.2 *in/hr*

$A_{SCM} = 0.4 * A_I$

A_{SCM} = *Minimum Biofiltration Area (cfs)*
A_I = *Tributary Impervious Area*

Peak Flows: Existing vs. Developed				
Return Period	Existing (To Westside Rd) Q_{max} (cfs)	Developed (To City System) Q_{max} (cfs)	Developed (To Westside Rd) Q_{max} (cfs)	Developed (Total) Q_{max} (cfs)
	Existing WS 1	DMA 1	DMA 1	DMA 1
2-year	1.19	1.00	0.00	1.00
10-year	3.99	1.00	0.00	1.00
25-year	5.54	1.00	0.32	1.32
100-year	7.88	1.00	4.31	5.31

3

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VESTING TENTATIVE MAP
PRELIMINARY STORMWATER CONTROL PLAN
WOODLE
HOLLISTER, CALIFORNIA
FOR: STONEBRIDGE HOMES

SCALE 1"=40'
DATE MAY 2022

DATE	BY	CK
MK		

SHEET REVISIONS
4TH SUBMITTAL
MAY 2022

SHEET
VTM-06
OF 6 SHEETS

JOB NO.
182041

PLOT DATE: May 19, 2022
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2019039151

Mitigated Negative Declaration

Woodle Prezone No. 2017-2

March 2019

Prepared by

EMC Planning Group

MITIGATED NEGATIVE DECLARATION

WOODLE PREZONE NO. 2017-2

PREPARED FOR

City of Hollister

375 Fifth Street

Hollister, CA 95023

Tel 831.636.4360

PREPARED BY

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March 2019

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Mitigated Negative Declaration

A notice, pursuant to the California Environmental Quality Act of 1970, as amended (Public Resources Code 21000, et sec.) that the following project will not have a significant effect on the environment.

Lead Agency City of Hollister	**SCH #** TBD	
File Number	**APN(s)**	**Date**
Prezone No. 2017-2	019-120-005	March 2019
Project Name	**Project Type**	
Woodle Prezone No. 2017-2	Prezone	
Owner	**Proponent**	
Alan and Lorraine Woodle	Hugh Bikle	

Project Location

The 9.43-acre project site, consisting of 9.102 acres of the Woodle property and 0.323 acres of Westside Road, is located at 1070 Buena Vista Road in unincorporated San Benito County, within the City of Hollister's sphere of influence, and immediately north of the Hollister city limit.

Project Description

The applicant is requesting prezone of the project site to Medium Density Residential (R3) for annexation into the corporate limits of Hollister. The Medium Density Residential Performance Overlay Zone District (R3 M/PZ) is consistent with the project site's general plan designation of Medium Density Residential (MDR), which allows eight to twelve units per net acre, for a maximum 109 residential units. The proposed project does not include a development plan for the project site. Therefore, the initial study addresses environmental impacts of future development of 109 single-family homes on 9.102 acres of the project site.

Address Where Written Comments May Be Sent

Written comments concerning the Mitigated Negative Declaration should be received by 5:00 p.m. on April 22, 2019. Please address comments or questions to:

City of Hollister, Development Services Department
c/o: Eva Kelly, Assistant Planner
375 Fifth Street
Hollister, CA 95023
(831) 636-4360 ph, (831) 634-4913 fax

eva.kelly@hollister.ca.gov

Public Review Period	Begins: March 22, 2019	Ends: April 22, 2019

Proposed Findings

Based upon substantial evidence in the record that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case since mitigation measures have been added to the project to reduce impacts to a less than significant level.

This finding is based on the following considerations

The attached initial study indicates that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the attached initial study would reduce the impacts to a less than significant level, and have been agreed to by the applicant.

There is no substantial evidence, in light of the whole record before the lead agency (the City of Hollister), that the project, with mitigation measures incorporated, may have a significant effect on the environment. See the following project-specific mitigation measures:

MITIGATION MEASURES

Air Quality

AQ-1. To reduce dust emissions from demolition, grading, and construction activities on the project site, the following language shall be included in all grading and construction plans for the project prior to issuance of demolition or grading permits:

Dust control measures shall be employed to reduce visible dust leaving the project site. The following measures or equally effective substitute measures shall be used:

a. Use recycled water to add moisture to the areas of disturbed soils twice a day, every day, to prevent visible dust from being blown by the wind;
b. Apply chemical soil stabilizers or dust suppressants on disturbed soils that will not be actively graded for a period of four or more consecutive days;
c. Apply non-toxic binders and/or hydro seed disturbed soils where grading is completed, but on which more than four days will pass prior to paving, foundation construction, or placement of other permanent cover;
d. Cover or otherwise stabilize stockpiles that will not be actively used for a period of four or more consecutive days, or water at least twice daily as necessary to prevent visible dust leaving the site, using raw or recycled water when feasible;
e. Maintain at least two feet of freeboard and cover all trucks hauling dirt, sand, or loose materials;
f. Install wheel washers at all construction site exit points, and sweep streets if visible soil material is carried onto paved surfaces;
g. Stop grading, and earth moving if winds exceed 15 miles per hour;
h. Pave roads, driveways, and parking areas at the earliest point feasible within the construction schedule;
i. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours of receiving the complaint. The phone number of the Monterey Bay Air Resources District shall also be visible to ensure compliance with Rule 402 (Nuisance); and
j. Limit the area under construction at any one time.

AQ-2. The developer shall prepare a Construction Staging Management Plan to be reviewed and approved by the City, prior to issuance of grading or demolition permits. The plan shall include the following restrictions:

a. Heavy-duty diesel trucks (gross vehicle weight rating over 26,000 pounds), older than 2010 model year and not retrofit for reduced particulate emissions, shall not be staged within 500 feet of nearest sensitive receptors; and
b. Construction equipment and heavy duty diesel trucks shall not idle in excess of five minutes.

AQ-3. The following language shall be included in all construction documents, subject to review and approval by City staff, prior to issuance of grading or demolition permits: "All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications and shall be checked by a certified visible emissions evaluator. All non-road diesel construction equipment shall, at a minimum, meet Tier 3 emission standards listed in the Code of Federal Regulations Title 40, Part 89, Subpart B, §89.112."

Biological Resources

BIO-1. A qualified consulting biologist will conduct preconstruction surveys following the guidance documented in the Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander (US Fish & Wildlife Service and California Department of Fish and Game, 10/2003) for California tiger salamander no more than two weeks (14 days) prior to the start of construction activities. The project site will be surveyed for potential upland activity.

If California tiger salamander is found, City staff will coordinate with the USFWS and/or CDFW to determine the appropriate course of action per the requirements of FESA and/or CESA (e.g., obtaining Incidental Take Permits) and implement the permit requirements prior to ground disturbance.

BIO-2. Before construction activities begin, the qualified biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of California tiger salamander habitat, general measures that are being implemented to conserve the species as they relate to the project, and the boundaries within which the project occurs. Informational handouts with photographs clearly illustrating the species' appearance will be used in the training session. All new construction personnel will undergo this mandatory environmental awareness training.

The qualified biologist will train biological monitors selected from the construction crew by the construction contractor (typically the project foreman). Before the start of work each day, the monitor will check for animals under any equipment such as vehicles and stored pipes within active construction zones. The monitor will also check all excavated steep-walled holes or trenches greater than one foot deep for trapped animals. If a California tiger salamander is observed within an active construction zone, the qualified biologist will be notified immediately and all work within 100 feet of the individual will be halted and all equipment turned off until the individual has left the construction area.

BIO-3. The qualified biologist will conduct construction monitoring during initial clearing and ground disturbance activities. The qualified biologist will have the authority to halt construction work at any time to prevent harm to California tiger salamander when any protection measures have failed. Work will commence only when authorized by the qualified biologist. If work is stopped due to potential harm to California tiger salamander, the qualified biologist will contact the USFWS and/or CDFW by telephone or email on the same day. City staff will coordinate with the USFWS and/or CDFW to determine the appropriate course of action per the requirements of FESA and/or CESA (e.g., obtaining Incidental Take Permits) and implement the permit requirements prior restarting ground disturbance activities.

BIO-4. To avoid/minimize impacts to burrowing owls potentially occurring on or adjacent to the project site, the project proponent shall retain a qualified San Benito County-approved consulting 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 ground disturbance activities. 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) locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach.

The project proponent shall be responsible for the implementation of this mitigation measure. Implementation of this mitigation measure would reduce the potential impact by requiring pre-construction surveys for burrowing owl, and consultation with the CDFW to protect individual burrowing owls if they are present on or adjacent to the project site.

BIO-5. Prior to construction activities, the project proponent shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites in trees within 250 feet of the development footprint. These surveys shall be conducted no more than 15 days prior to the start of construction. The surveys can be conducted by visual identification and assumptions can be made on what species is present due to observed visual characteristics along with habitat use, or the bats can be identified to the species level with the use of a bat echolocation detector such as an "Anabat" unit.

If no roosting sites or bats are found, a letter report confirming absence shall be sent to the City of Hollister and no further mitigation is required.

If bats or roosting sites are found, a letter report and supplemental documents shall be provided to the City of Hollister prior to grading permit issuance and the following protection measure shall be implemented:

a. A 50-foot buffer will be established around roosting sites near the work area. Construction proposed adjacent to roosts will not occur within the buffer area until bats have left the area.

BIO-6. To avoid impacts to nesting birds, construction activities that include grading, grubbing, or demolition shall be conducted outside of the bird nesting season (January through September) to the greatest extent feasible. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

If project-related work is scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 14 days prior to start of construction, with the second survey conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding each work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize "normal" bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. If pre-construction nesting bird surveys are necessary, based upon the requirements of this mitigation measure, then a survey report shall be prepared prior to commencement of construction activities.

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

Cultural Resources

CR-1. If and when the existing structures on the project site are proposed for demolition, the applicant shall retain a qualified historian to evaluate the historical significance of the structures. If the structures are not considered historically significant according to the California Environmental Quality Act, no further evaluation would be necessary.

If the structures are considered historically significant accord to the California Environmental Quality Act, the structures shall be thoroughly documented, preserved and interpreted, as determined to be appropriate by a qualified historian. If it is not feasible to preserve the structures, and it is determined that the loss of the structures is significant and unavoidable, the city shall prepare an environmental impact report to include an evaluation of the structures and make the appropriate findings associated with demolition of the structures.

CR-2. Due to the possibility that significant buried cultural resources might be found during construction, the following language will be included on all construction documents and on any permits issued for the project site, including, but not limited to, grading and building permits associated with future development of the project site:

"If archaeological resources or paleontological resources are unexpectedly discovered during construction, work shall be halted immediately within 50 meters (160 feet) of the find, and the Planning Department notified, until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, an appropriate resource recovery shall be formulated, with the concurrence of the City of Hollister, and implemented, in compliance with municipal code section 17.16.0303."

CR-3. Due to the possibility that human remains may be discovered during future construction activities, the following language shall be included in all construction documents and on any permits issued for the project site, including, but not limited to, grading and building permits associated with future development of the project site:

"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 is contacted to determine that no investigation of the cause of death is required.

If the coroner determines the remains to be Native American, then 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 (MLD) from the deceased Native American. The MLD 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 authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity on the project site in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his 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."

Geology and Soils

GEO-1 Prior to approval of subdivision of the site, the project applicant shall have a site-specific soils report prepared by a state registered civil engineer.

Should the soils report indicates the presence of critically expansive soils or other soils problems which, if not corrected, would lead to structural defects, the project applicant shall have a soils investigation of each lot in the subdivision prepared by a state registered civil engineer consistent with section 16.28.030 of the city's municipal code and in compliance with all applicable state and local code requirements, that includes:

a. Analysis of potential liquefaction hazards using accepted methodologies, confirmed by borings and excavations as required;
b. Site specific engineering requirements for mitigation of any liquefiable soils, using proven methods, generally accepted by registered engineers, such as subsurface soil improvement, deep foundations extending below the liquefiable layers, structural slabs designed to span across areas of non-support, soil cover sufficiently thick over liquefaction soil to bridge liquefaction zones, dynamic compaction, compaction grouting, jet grouting, and other mitigation for liquefaction hazards suggested in the Guidelines for Evaluating and Mitigating Seismic Hazards In California (California Geological Survey 2008);
c. Review of recommended measures to ensure compliance with California Geological Survey guidelines related to protection of public safety from liquefaction; and
d. Determination of the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements.

All recommended corrective action which is likely to prevent structural damage to structures shall be incorporated into final construction plans of each structure.

GEO-2. Prior to any approval of subdivision on the project site, the project developer shall have a site-specific geologic report prepared by a state registered civil engineer, in compliance with all applicable state and local code requirements, that includes:

a. Analysis of the expected ground motions at the site from known active faults using accepted methodologies;
b. Analysis of potential fault rupture and landslide hazards using accepted methodologies, confirmed by borings and excavations as required;
c. Site specific engineering requirements for mitigation of any identified risks of fault rupture or landslides, using proven methods, generally accepted by registered engineers, such as mitigation for landslide hazards suggested in the Guidelines for Evaluating and Mitigating Seismic Hazards In California (California Geological Survey 2008) to reduce risks of fault rupture and landslides to an insignificant level;

d. Review of recommended measures to ensure compliance with California Geological Survey guidelines related to protection of public safety from landslide hazards and fault rupture;

e. Structural design requirements as prescribed by the most current version of the California Building Code, to ensure that structures can withstand ground accelerations expected from known active faults; and

f. Determination of the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding related improvements.

Such report shall specify the remedial measures, if any are necessary, that will make the subdivision safe for development. Project construction plans shall incorporate all report mitigations, and the project structural engineer and geotechnical consultant shall certify that the construction plans for the site incorporate all applicable mitigations from the investigation and meet current California Uniform Building Code requirements. The City Building Official shall review all project plans for the relevant permits to ensure compliance with the applicable geotechnical investigation and other applicable Code requirements.

GEO-3. Prior to issuance of a grading permit, the developer shall prepare and implement an erosion control plan for development of the project site, in compliance with city's general plan policies NRC 2.4(3) and CSF 3.2 and city's municipal code sections 15.24.210 and 16.24.070(B), subject to review and approval by the city. The plan shall include, but not be limited to the following measures:

a. The construction sites shall be designed to prevent migration of soil fines. The contractor must plan the dewatering and excavation activities so that stable and dry excavations are maintained throughout construction.

b. All development should be sited and designed to conform to site topography and minimize grading and other site preparation activities, to the maximum extent possible.

c. All disturbed surfaces (including soils stockpiled temporarily) resulting from grading operations shall be prepared and maintained to control erosion. This control shall consist of measures to provide temporary cover to help control erosion during construction and permanent vegetative cover to stabilize the site after construction has been completed. The seeded areas shall be maintained and irrigated as needed to adequately establish vegetative cover.

d. The following provisions shall apply during the wet season between October 15 and April 15:

    1. All necessary erosion control equipment shall be installed or shall be available for immediate installation when needed due to rainy conditions (i.e. silt fences, hay bales, jute netting, etc.).

    2. Disturbed surfaces not involved in the immediate operations must be protected by mulching and/or other effective means of soil protection. Soils temporarily stockpiled shall be covered with tarp and secured adequately.

    3. Runoff from the site shall be detained or filtered by berms, vegetated filter strips, and/or catch basins to prevent the escape of sediment from the site. These drainage controls must be maintained by the owner and/or contractor as necessary to achieve their purpose through the duration of the construction period. No sediment shall be allowed to enter the San Benito River.

    4. Erosion control measures shall be in place at the end of each day's work.

    5. A mitigation monitor designated by the city shall stop operations during periods of inclement weather if it is determined that erosion problems are not being controlled adequately.

e. Final grades should be provided with positive gradient away from the building in order to provide removal of the surface water from the foundation to adequate discharge points. Sheet flow of building, parking, walkway, and deck runoff to surrounding heavily vegetated areas is preferred. Directly piped storm drainage to San Benito River shall be prohibited. Concentrations of surface water runoff should be handled by providing necessary structures, such as energy dissipation at outlets and catch basins, berms and vegetated filter strips as appropriate.

Greenhouse Gas Emissions

GHG-1. To ensure project GHG emissions are below the threshold of significance of 4.25 MT CO2e per year, a minimum reduction of 0.48 MT CO2e per year shall be achieved through implementing one or more of the following options: incorporating on-site GHG reduction measures into the project, participating in an off-site GHG reduction program, and/or purchasing GHG off-sets.

Potentially feasible on-site GHG reduction measures could include, but may not be limited to:

a. Design buildings to exceed Title 24 energy efficiency standards by at least five percent. The 2019 Building Energy Efficiency Standards are assumed to be the applicable standards;

b. Exceed higher than mandated parking lot and area energy efficient lighting standards;

c. Include the necessary infrastructure in the project design (e.g. physical design, energy, and fueling) to support the deployment of zero emission technologies now and into the future, including electric vehicle charging stations for passenger cars and for zero emission battery electric and hybrid electric passenger vehicles; and/or

d. Incorporate low flow irrigation that exceeds requirements of the state Water Efficient Landscape Ordinance.

If these or additional on-site measures are utilized, the project developer shall prepare a Greenhouse Gas Reduction Plan. The Greenhouse Gas Reduction Plan shall identify the proposed reduction measures, GHG emissions reductions volumes associated with each, and evidence to support the level of reduction calculated for each. The Greenhouse Gas Reduction Plan shall be subject to review and approval of city staff prior to approval of a grading permit.

If the project developer chooses to participate in an off-site GHG reduction project or program to reduce GHG emissions, evidence of such participation shall be provided to the City of Hollister by the agency/interest that is implementing the project or program. Evidence shall describe how the developer is participating, the expected GHG reduction volume that can be assigned to the developer as a result of the developer's participation, and verification that the developer has met participation requirements. The evidence shall be subject to review and approval of city staff prior to issuance of a grading permit.

If the project developer chooses to purchase carbon off-sets to reduce GHG emissions, the project developer shall provide evidence to the City of Hollister that a contract for such purchase has been executed through a credible carbon off-set registry such as the Climate Action Reserve, certified carbon off-set project developer, or a broker. The evidence shall be subject to review and approval of city staff prior to issuance of a grading permit.

Hazards and Hazardous Materials

HAZ-1. Prior to issuance of grading permits, the developer shall prepare a site specific Phase I Environmental Site Assessment. If hazardous site conditions are identified that require preparation of a Phase II Environmental Site Assessment, the project developer shall be responsible for conducting the assessment and for implementing all recommendations and requirements for remediation of residual soil conditions, if present, identified therein. Proof of completed remediation activities shall be provided to the city prior to approval of a grading permit.

Hydrology and Water Quality

HYD-1. The developer shall include a hydrodynamic vortex separator, which will capture trash prior to entering overflow or bio-retention facilities, on the tentative subdivision map, and final map and improvement plans.

HYD-2. Prior to approval of a tentative map, the applicant shall prepare a drainage plan that complies with the City of Hollister Best Management Practices and standards established for compliance with non-point discharge emissions for storm water. The drainage plan shall incorporate Low Impact Development strategies and Best Management Practices to reduce storm water runoff, encourage infiltration, and reduce pollutant transmission.

The drainage plan shall substantially detain storm water runoff on the project site with a combination of methods including onsite detention facilities, reduction of impervious surfaces, vegetated swales, permeable paving, landscaping and other strategies.

Noise

N-1. The developer shall prepare an acoustical analysis when layout of the development is determined. The acoustical analysis shall determine potential impacts to the proposed homes from the surrounding noise environment, potential impacts to neighboring uses due to proposed residential use, and recommendations for reducing potential noise impacts within acceptable levels. The acoustical analysis shall be completed and appropriate mitigation adopted prior to approval of a subdivision map.

N-2. The following measures shall be incorporated into construction documents to reduce construction-related noise:

a. Construction activities shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Construction activities shall be prohibited on Sundays and federally recognized holidays;

b. Locate construction equipment and equipment staging areas at the furthest distance possible from nearby noise-sensitive land uses;

c. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds should be closed during equipment operation;

d. When not in use, all construction equipment shall be turned off and shall not be allowed to idle; and

e. A noise disturbance coordinator shall be designated to handle complaints and the site shall be posted with a phone number and email address so that the nearby residents have a contact person in case of a noise problem.

Transportation and Traffic

T-1. The developer shall pay the applicable San Benito County Regional Transportation Impact Mitigation Fee prior to scheduling a final inspection and issuance of an occupancy permit.

T-2. One of the following mitigation measures would mitigate the project's cumulative impact at the San Felipe Road/San Benito Street and North Street/Santa Ana Road intersection:

a. The City will include the required intersection improvements in the San Benito County Regional Transportation Impact Mitigation Fee (TIMF) program, and the developer shall pay the applicable TIMF fee as a fair-share contribution toward the above improvements prior to the issuance of building permits.

b. The developer will improve the intersection with installation of a separate left-turn lane on both the eastbound and westbound approaches as well as modifications to the existing traffic signal.

Note: A reporting or monitoring program must be adopted for measures to mitigate significant impacts at the time the Negative Declaration is approved, in accord with the requirements of section 21081.6 of the Public Resources Code.

INITIAL STUDY

WOODLE PREZONE NO. 2017-2

PREPARED FOR

City of Hollister

375 Fifth Street

Hollister, CA 95023

Tel 831.636.4360

PREPARED BY

EMC Planning Group Inc.

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March 2019

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A. BACKGROUND

Project Title	Woodle Prezone No. 2017-2
Lead Agency Contact Person and Phone Number	City of Hollister Eva Kelly, Assistant Planner (831) 636-4360
Date Prepared	March 15, 2019
Study Prepared by	EMC Planning Group Inc. 301 Lighthouse Avenue, Suite C Monterey, CA 93940 Teri Wissler Adam, Senior Principal Tanya Kalaskar, MS, Assistant Planner Gail Bellenger, MA, Archaeologist/Biologist Janet Walther, MS, Senior Biologist
Project Location	1070 Buena Vista Road Hollister, CA 95023
Project Sponsor Name and Address	Hugh Bikle 1540 Constitution Boulevard Salinas, CA 93905
General Plan Designation	City: Medium Density Residential (MDR) County: Residential Mixed (RM)
Zoning	City (Proposed): Medium Density Residential (R3 M/PZ) County: Agricultural Productive (AP)

Setting

The 9.43-acre project site, consisting of 9.102 acres of the Woodle property and 0.323 acres of Westside Road, is located at 1070 Buena Vista Road in unincorporated San Benito County, within the City of Hollister's sphere of influence, and immediately north of the Hollister city limit. The project site is comprised of one parcel: Assessor's parcel number 019-120-005. The project site consists of a house and a muscle car fabrication shop located on the southern portion of the parcel. The rest of the project site is occupied by livestock and animals (i.e., goats, chickens, llamas, and horses), storage sheds, bricks, pallets, recreational vehicles, semi-tractor trailers, and other equipment. A private dirt road runs through the project site. The project site is located north of Buena Vista Road, Calaveras Elementary School, Calaveras Park, and a residential neighborhood, and south of Westside Road and agricultural land. Orchards are located west and east of the project site.

The project site is located in unincorporated San Benito County and the project site has a *San Benito County 2035 General Plan* land use designation of Residential Mixed (RM). The entire project site is within the City of Hollister's planning area and sphere of influence, as shown on Map 1, Hollister Planning Area of the general plan. The project site has a *City of Hollister General Plan* land use designation of Medium Density Residential (MDR). The general plan identifies the project site as "priority infill area" on Map 5, Infill Development Strategy.

Figure 1, Location Map, presents the regional and vicinity location of the project site. Figure 2, Aerial Photograph, presents an aerial view of the project site and immediate surroundings. Figure 3, Site Photographs, presents photographs taken at the project site in September 2018.

Project Background

In 2015, the City of Hollister received an application for initiation of prezone for the project site for future annexation into the corporate limits within the Medium Density Residential General Plan Designation. The city's municipal code requires city council authorization to initiate prezoning and annexations. The initiation of prezone was approved by the city council on August 17, 2015 per Resolution No. 2015-157.

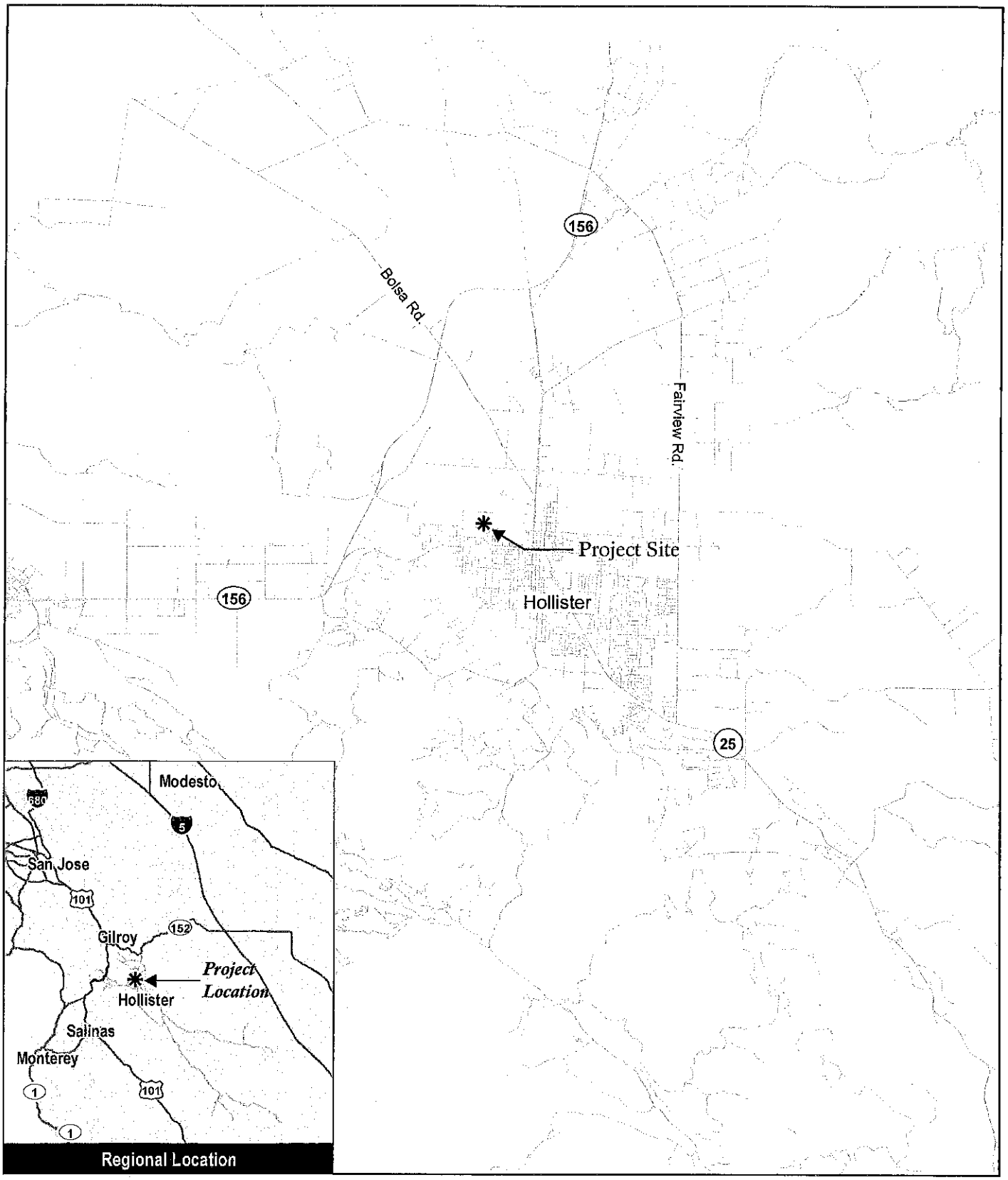
The Local Agency Formation Commission (LAFCO) of San Benito County has adopted policies for review of annexation requests to cities. LAFCO requires applicants to demonstrate that the city is capable of providing services to the territory that is proposed for prezoning and annexation. The applicant provided a plan for providing services to the project site.

Description of Project

The applicant is requesting prezone of the project site to Medium Density Residential (R3) for annexation into the corporate limits of Hollister. The Medium Density Residential Performance Overlay Zone District (R3 M/PZ) is consistent with the project site's general plan designation of Medium Density Residential (MDR), which allows eight to twelve units per net acre, for a maximum 109 residential units. The proposed project does not include a development plan for the project site. Therefore, this initial study will address environmental impacts of future development of 109 single-family homes on 9.102 acres of the project site. The applicant prepared an annexation map for the project as presented in Figure 4, Annexation Map.

The applicant's Plan for Services is included as Appendix A. The applicant also provided a Preliminary Engineer's Report, which is included as Appendix B.

The Preliminary Engineer's Report identifies possible points of location for water and wastewater infrastructure, all within the immediate vicinity of the site on Buena Vista Road.



Source: ESRI 2018

Figure 1

Location Map

Woodle Prezone No. 2017-2 Initial Study

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0 300 feet

Project Site

Source: ESRI 2018

Figure 2

Aerial Photograph

Woodle Prezone No. 2017-2 Initial Study

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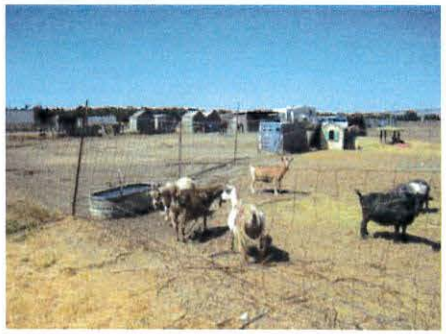
(1) View of the existing home on the site

(2) View of the existing muscle car fabrication shop on the site

(3) View of the Calaveras Park and Calaveras Elementary School

Project Site

Source: ESRI 2018
Photographs: EMC Planning Group, September 2018



(4) View of the livestock on the site

(5) View along the western boundary of the site

(6) View south across the site from the dirt road

Figure 3
Site Photographs

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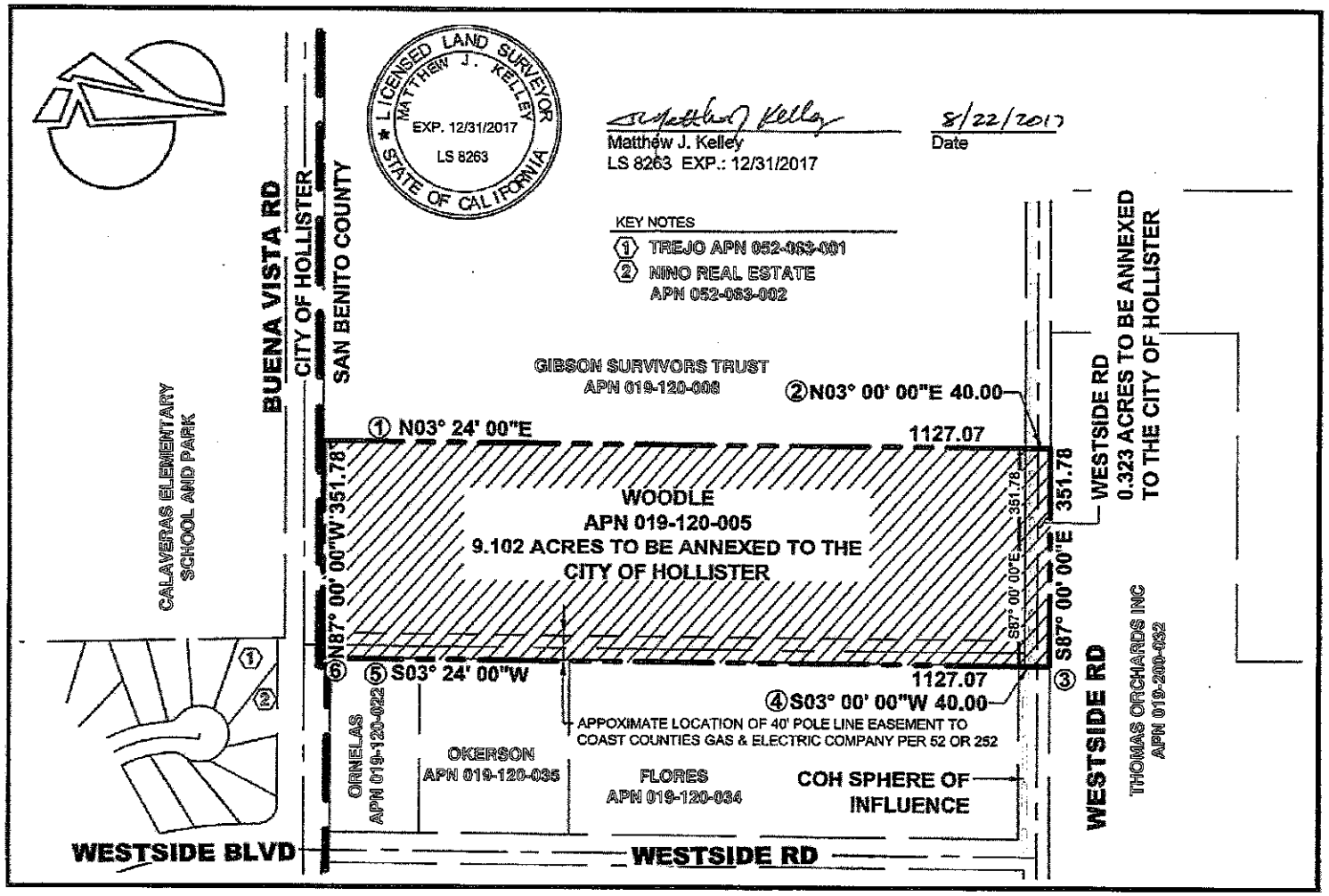

0 200 feet

Source: Kelly Engineering and Surveying 2017

Figure 4
Annexation Map

Woodle Prezone No. 2017-2 Initial Study

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All improvements, both onsite and offsite are addressed in this initial study. Therefore, mitigation measures would apply to all improvements, whether onsite or offsite.

Other Public Agencies Whose Approval is Required

No other public agencies approval is required for the prezoning. Annexation of the project site requires approval by San Benito County LAFCO.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

No California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

B. Environmental Factors Potentially Affected

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

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

C. DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Eva Kelly, Assistant Planner Date

D. Evaluation of Environmental Impacts

Notes

1. A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once it has been determined that a particular physical impact may occur, then the checklist answers indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less-Than-Significant Impact with Mitigation Measures Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." The mitigation measures are described, along with a brief explanation of how they reduce the effect to a less-than-significant level (mitigation measures from section XVII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses are used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier document or negative declaration. [Section 15063(c)(3)(D)] In this case, a brief discussion would identify the following:
    a. "Earlier Analysis Used" identifies and states where such document is available for review.
    b. "Impact Adequately Addressed" identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. "Mitigation Measures"—For effects that are "Less-Than-Significant Impact with Mitigation Measures Incorporated," mitigation measures are described which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances, etc.) are incorporated. Each reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.
7. "Supporting Information Sources"—A source list is attached, and other sources used or individuals contacted are cited in the discussion.
8. This is the format recommended in the CEQA Guidelines as amended 2016.
9. The explanation of each issue identifies:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any to reduce the impact to less than significant.

1. AESTHETICS

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista? (1,2,3,4,6)	☐	☐	☒	☐
b.	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (3,4)	☐	☐	☐	☒
c.	Substantially degrade the existing visual character or quality of the site and its surroundings? (1,4,5,6)	☐	☐	☒	☐
d.	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (1,6,7)	☐	☐	☒	☐

Comments:

a. A scenic vista is typically considered a location from which the public can experience unique and exemplary high quality views of an area. The project area and surrounding land do not contain any *City of Hollister General Plan* and *San Benito County General Plan* designated scenic vistas. The visual character of the city is defined by mountains in the background and agricultural fields in the foreground. These features are considered local scenic resources. The public views of agricultural fields and distant mountain ranges as viewed from Buena Vista Road are obscured by intervening homes and vegetation. Development of the project site with single-family homes could block views of the agricultural fields and distant mountain ranges to people driving along Buena Vista Road. The city's general plan includes the following land use and community design policies: LU1.3, 1.5, 1.9, 6.1, 7.1, 7.2, 8.3, 8.4, 9.1, 10.4, 11.1, and 11.2, and housing policies H2.1, 2.2, and 2.3 to reduce adverse impacts on scenic vistas and visual natural resources. Conformance with the development review and design review processes, as outlined in the city's general plan policies, would reduce the proposed project's impact on scenic vistas to less than significant.

b. The project site is not located in the vicinity of a state scenic highway. The project site is in the vicinity of State Route 25 and State Route 156, which are eligible state scenic highways but not officially designated (county general plan, page 8-13). Therefore, the proposed project would not damage scenic resources within a state scenic highway.

c. The project site consists of a house and a muscle car fabrication shop located on the southern portion of the parcel. The rest of the project site is occupied by livestock and animals (i.e., goats, chickens, llamas, and horses), storage sheds, bricks, pallets, recreational vehicles, semi-tractor trailers, and other equipment. The defining visual feature of the project site is the house and surrounding landscape. Land uses adjacent to the project site include Calaveras Elementary School, Calaveras Park, and a residential neighborhood to the south, agricultural land to the north, and orchards to the west and east.

The project site is identified as "priority infill area" on Map 5, Infill Development Strategy of the *City of Hollister General Plan*. The project site has a *City of Hollister General Plan* land use designation of Medium Density Residential. The conversion of the project site and surrounding orchards and agricultural land to residential uses has been anticipated in the city's general plan (city general plan, map 2 land use plan). Development of the project site with single-family homes would change the existing visual character of the site but the proposed project would blend into the existing and planned residential and public uses. Additionally, the proposed project would be subject to the development review and design review processes, as outlined in the city's general plan policies. Therefore, this impact would be less than significant.

d. Development of the project site with single-family homes would increase light and glare by introducing new sources of light from the residential structures, individual lots, and neighborhood street lights. This lighting has the potential to result in light and glare impacts to the nearby existing residences, and could also detract from views of the night sky. Section 17.16.090 of the City of Hollister's municipal code regulates outdoor lighting facilities within the city and outlines types of lighting that are acceptable and/or unacceptable. The proposed project is subject to conformance with the city's municipal code. Further, the proposed project would comply with the development review and design review processes, as outlined in the city's general plan policies. Therefore, light and glare impacts associated with the proposed project would be less than significant.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts on agricultural resources are significant environmental effects and in assessing impacts on agriculture and farmland, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (8)	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (1,6,9,10)	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (9)	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use? (4,9)	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use? (1,4,5,6)	☐	☐	☐	☒

Comments:

a. The project site is identified as "Grazing Land" on the California Department of Conservation's Important Farmland Finder. Therefore, the proposed project would have no impact on important farmlands.

b. The project site is not under a Williamson Act contract. The project site has a county zoning of Agricultural Productive (AP). However, the project site is within the City of Hollister's sphere of influence and is designated as Medium Density Residential (MDR) in the city's general plan. The proposed project includes prezoning the project site Medium Density Residential (R3 M/PZ) for annexation into the corporate limits of the city. Pending prezone, development of the site with single-family homes would be consistent with applicable land use regulations. Therefore, the proposed project would not conflict with zoning for agricultural use or a Williamson Act contract.

c, d. The project site is not zoned for forestland or timberland uses. There are no forest resources on or adjacent to the project site. Therefore, there will be no impact on forestland.

e. Existing uses on the project site include a house, muscle car fabrication shop, livestock and animals (i.e., goats, chickens, llamas, and horses), storage sheds, bricks, pallets, recreational vehicles, semi-tractor trailers, and other equipment. Land uses adjacent to the project site include Calaveras Elementary School, Calaveras Park, and a residential neighborhood to the south, agricultural land to the north, and orchards to the west and east. The conversion of the project site and surrounding orchards and agricultural land to residential uses has been anticipated in the city's general plan (city general plan, map 2 land use plan). The proposed project has no characteristics that would adversely affect existing agricultural production in the project site vicinity.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan? (11,12,13,14,15)	☐	☐	☐	☒
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (6,11,16,33)	☐	☒	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? (6,11,16,33)	☐	☒	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations? (4,6,11)	☐	☒	☐	☐
e. Create objectionable odors affecting a substantial number of people? (6)	☐	☐	☒	☐

Comments:

a. The City of Hollister, including the project site, is located in the North Central Coast Air Basin, which is under the jurisdiction of the Monterey Bay Air Resources District (hereinafter "air district"). Regional air districts must prepare air quality plans specifying how state air quality standards will be met. The air district's most recent adopted plan is *2012-2015 Air Quality Management Plan for the Monterey Bay Region* (hereinafter "air quality management plan"). The air district specifies air quality management plan consistency for population-related projects only. Population-related emissions have been estimated in the air quality management plan using population forecasts adopted by the Association of Monterey Bay Area Governments (AMBAG). Population-related projects that are consistent with these forecasts are consistent with the air quality management plan. AMBAG recently updated its regional population forecast in June 2018, but the air district has not yet updated the

air quality management plan. The air district recommends using the 2018 AMBAG regional population forecast to determine a project's consistency with the air quality management plan.

The air district consistency determination spreadsheet was used to assess the proposed project's population in comparison to the AMBAG's 2018 population forecasts (using housing units as a proxy for population). The results of the evaluation are included as Appendix C. With the proposed project, the city's cumulative housing stock would be 1,207 units below AMBAG projections for the year 2025. Since the project is within the population projections, the proposed project would not conflict with or obstruct implementation of the air quality management plan.

b. An air quality standard defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without significant harmful effects on people or the environment. The project site is located in the North Central Coast Air Basin (hereinafter "air basin"), which is currently in non-attainment status with state standards for ozone and suspended particulate matter particulate matter (PM_{10}). Under federal criteria, the air basin is at attainment (8-hour standard) for ozone and particulates. The air district is responsible for monitoring air quality in the air basin. The air district has developed criteria pollutant emissions thresholds, which are used to determine whether or not the proposed project would violate an air quality standard or contribute to an existing violation during operations and/or construction. Based on the air district's CEQA Air Quality Guidelines (hereinafter "air district CEQA Guidelines"), a project would have a significant air quality impact if it would:

- Emit 137 pounds per day or more of direct and indirect volatile organic compounds (VOC);
- Emit 137 pounds per day or more of direct and indirect nitrogen oxides (NO_x);
- Directly emit 550 pounds per day or more of carbon monoxide (CO);
- Emit 82 pounds per day or more of suspended particulate matter (PM_{10}) on-site and from vehicle travel on unpaved roads off-site; or
- Directly emit 150 pounds per day or more of sulfur oxides (SO_x).

Operational Impacts. The proposed project would result in new sources of mobile and area source emissions. Per air district CEQA Guidelines, Table 5-4 Indirect Sources with Potentially Significant Impacts on Ozone, the screening threshold for single-family homes is 810 dwelling units. Therefore, operation of the proposed 109 single-family homes would not likely result in significant impacts to local or regional air quality either individually or cumulatively. However, emissions modeling was undertaken to evaluate greenhouse gas emissions and the criteria air pollutant emission results from this modeling were reviewed against the air district thresholds. The model was adjusted to account for required compliance with the State thresholds for Model Water Efficient Landscape Ordinance (MWELO) and compliance with the air district's rule to limit the use of VOC-emitting solvents, paints and other coatings. The results are summarized in Table 1, Operational Criteria Pollutant Emissions (Pounds per Day). Detailed emissions modeling results are presented in Appendix D.

Table 1 Operational Criteria Pollutant Emissions (Pounds per Day)[1]

Emissions	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO_x)	Sulfur Oxides (SO_x)	Suspended Particulate Matter (PM_{10})	Carbon Monoxide (CO)
Summer (Unmitigated)	91.13	15.92	0.33	23.48	153.26
Winter (Unmitigated)	90.95	16.65	0.32	23.48	154.44
Summer (Regulatory Mitigations)[2]	90.81	15.92	0.33	23.48	153.26
Winter (Regulatory Mitigations)[2]	90.64	16.65	0.32	23.48	154.44
Air District Thresholds	*137*	*137*	*150*	*82*	*550*

SOURCE: EMC Planning Group 2018
NOTES:
1. Results may vary due to rounding.
2. Results assume compliance with the State thresholds for MWELO and compliance with the air district's rule to limit the use of VOC-emitting solvents, paints and other coatings.

As summarized in Table 1, the proposed project would not result in operational emissions that exceed the air district thresholds for VOC, NO_x, SO_x, PM_{10}, or CO.

Construction Impacts. Emissions produced during grading and construction activities are considered short-term as they occur only during the construction phase of the project. Construction emissions include mobile source exhaust emissions, emissions generated during the application of asphalt paving material and architectural coatings, as well as emissions of fugitive dust associated with earthmoving equipment. Worst case construction phase emissions typically occur during initial site preparation, including grading and excavation, due to the increased amount of surface disturbance that can generate dust and due to construction equipment emissions with the use of heavier equipment used at this phase.

Air district CEQA Guidelines Table 5-2, Construction Activity with Potentially Significant Impacts, identifies the level of construction activity that could result in significant temporary fugitive dust impacts if not mitigated. Construction activities with grading and excavation that disturb more than 2.2 acres per day and construction activities with minimal earthmoving that disturb more than 8.1 acres per day are assumed to be above the 82 pounds of particulate matter per day threshold of significance. Construction activities on the 9.102 acres of the project site are likely to result in soil disturbance that exceeds the air district's thresholds of 2.2 acres per day and 8.1 acres per day, resulting in a significant impact on air quality. Implementation of the following mitigation measure would reduce this impact to less than significant.

Mitigation Measure

AQ-1 To reduce dust emissions from demolition, grading, and construction activities on the project site, the following language shall be included in all grading and construction plans for the project prior to issuance of demolition or grading permits:

Dust control measures shall be employed to reduce visible dust leaving the project site. The following measures or equally effective substitute measures shall be used:

a. Use recycled water to add moisture to the areas of disturbed soils twice a day, every day, to prevent visible dust from being blown by the wind;

b. Apply chemical soil stabilizers or dust suppressants on disturbed soils that will not be actively graded for a period of four or more consecutive days;

c. Apply non-toxic binders and/or hydro seed disturbed soils where grading is completed, but on which more than four days will pass prior to paving, foundation construction, or placement of other permanent cover;

d. Cover or otherwise stabilize stockpiles that will not be actively used for a period of four or more consecutive days, or water at least twice daily as necessary to prevent visible dust leaving the site, using raw or recycled water when feasible;

e. Maintain at least two feet of freeboard and cover all trucks hauling dirt, sand, or loose materials;

f. Install wheel washers at all construction site exit points, and sweep streets if visible soil material is carried onto paved surfaces;

g. Stop grading, and earth moving if winds exceed 15 miles per hour;

h. Pave roads, driveways, and parking areas at the earliest point feasible within the construction schedule;

i. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours of receiving the complaint. The phone number of the Monterey Bay Air Resources District shall also be visible to ensure compliance with Rule 402 (Nuisance); and

j. Limit the area under construction at any one time.

c. The air district is responsible for monitoring air quality in the North Central Coast Air Basin, which is designated, under state criteria, as a nonattainment area for ozone and inhalable particulate matter (PM_{10}). Under federal criteria, the air basin is at attainment (8-hour standard) for ozone and at attainment for particulates. New emissions would be generated by the proposed project during the operational and constructional phases.

Emissions generated during operation of the proposed 109 single-family homes would not exceed the air district's thresholds for operational criteria pollutants (see "b" above), and would not be cumulatively considerable.

Emissions generated during construction activities are short-term because they would be limited to the periods of site development and construction. Construction emissions could exceed thresholds for particulate matter, and therefore, could be cumulatively considerable. Implementation of Mitigation Measure AQ-1 (see "b" above) would reduce construction emissions to less than significant.

Therefore, the cumulatively considerable impact of the proposed project would be less-than-significant with mitigation.

d. According to the air district CEQA Guidelines, a sensitive receptor is generally defined as any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (k-12) schools; daycare centers; and health care facilities such as

hospitals or retirement and nursing homes. The nearest sensitive receptors are homes, located approximately 105 feet southeast of the project site and the Calaveras Elementary School, located approximately 110 feet southwest of the project site.

Operation of the proposed project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels, because no significant operational sources of pollutants are proposed onsite. Construction activities would result in localized emissions of dust and diesel exhaust that could result in temporary impacts to adjacent land uses that include sensitive receptors. The short-term air quality effects related to dust emissions during project construction would be avoided with implementation of the Mitigation Measure AQ-1 under checklist item "b" above. However, the diesel construction equipment required for the proposed project could expose these sensitive receptors to toxic air contaminants from heavy equipment diesel exhaust. Implementation of the following mitigation measures would reduce this impact to a less-than-significant level.

Mitigation Measures

AQ-2 The developer shall prepare a Construction Staging Management Plan to be reviewed and approved by the City, prior to issuance of grading or demolition permits. The plan shall include the following restrictions:

a. Heavy-duty diesel trucks (gross vehicle weight rating over 26,000 pounds), older than 2010 model year and not retrofit for reduced particulate emissions, shall not be staged within 500 feet of nearest sensitive receptors; and

b. Construction equipment and heavy duty diesel trucks shall not idle in excess of five minutes.

AQ-3 The following language shall be included in all construction documents, subject to review and approval by City staff, prior to issuance of grading or demolition permits: "All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications and shall be checked by a certified visible emissions evaluator. All non-road diesel construction equipment shall, at a minimum, meet Tier 3 emission standards listed in the Code of Federal Regulations Title 40, Part 89, Subpart B, §89.112."

e. The proposed residential development is not anticipated to produce any objectionable odors during its operation. Construction activities associated with the proposed project, such as paving and painting, may temporarily generate objectionable odors. Since odor-generating construction activities would be localized, sporadic, and short-term in nature, this impact would be less than significant.

4. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (1,3,18,19,20,21,23,24,25)	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (1,3,22)	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands, as defined by section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filing, hydrological interruption, or other means? (22)	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (17,18,19,21,23,24)	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (1,3)	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (1,3)	☐	☐	☐	☒

Comments:

A biological reconnaissance survey was conducted by EMC Planning Group biologist Gail Bellenger on September 10, 2018 to document existing habitats and evaluate the potential for special-status species to occur on the project site. Prior to conducting the survey, Ms. Bellenger reviewed site maps, aerial photographs, database accounts, and relevant scientific literature describing natural resources in the project vicinity.

Biological resources were documented in field notes, including species observed, dominant plant communities, and significant wildlife habitat characteristics. The project site is situated on the Hollister U.S. Geological Survey (USGS) quadrangle map, with an approximate elevation of 279 feet, and is adjacent to commercial, agricultural, and residential development, with the San Benito River approximately 0.87 miles to the southwest, and a retention pond approximately 0.94 miles to the northeast.

A review was conducted of the National Wetlands Inventory (USFWS 2018) and the Geographic Information System (GIS) data for wetlands and water features maintained by San Benito County (San Benito County 2018) to identify the closest jurisdictional aquatic features adjacent to the project site.

The project site is disturbed, and currently used for livestock and animals such as goats, chickens, llamas, and horses, and for storage of semi-tractor trailers, recreational vehicles, bricks, pallets, pick-up trucks, and other equipment. Non-native grassland is the dominant plant community present.

On-site plants include, cheeseweed (*Malva parviflora*), curly dock (*Rumex crispus*), field bindweed (*Convolvulus arvensis*), puncture vine (*Tribulus cistoides*), lambs quarters (*Chenopodium album*), bristly ox tongue (*Helminthotheca echioides*), and ripgut brome (*Bromus diandrus*).

Common wildlife species likely to occur on the project site include raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), Virginia opossum (*Didelphis virginiana*), and California ground squirrel (*Otospermophilus beecheyi*). Species of small rodents including mice (*Mus musculus, Reithrodontomys megalotis,* and *Peromyscus maniculatus*) and California vole (*Microtus californicus*) are also likely to occur. Approximately 10 California ground squirrel or vole burrows were observed in the non-native grassland areas along the center and western fencelines. Several birds were observed flying near or over the site including American crow (*Corvus brachyrhynchos*), European starling (*Sturnus vulgaris*), and pigeons (*Columba livia*).

a. **Special-Status Species.** A search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) was conducted for the Chittendan, San Juan Bautista, San Felipe, Three Sisters, Hollister, Tres Pinos, Mt. Harlan, and Paicines USGS quadrangles to generate a list of potentially occurring special-status species in the project vicinity (CDFW 2018). Records of occurrence for special-status plants were reviewed for those eight USGS quadrangles in the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2018). A U.S Fish and Wildlife Service (USFWS) Endangered Species Program threatened and endangered species list was also generated for San Benito County (USFWS 2018).

Special-status species in this report are those listed as Endangered, Threatened, or Rare, or as Candidates for listing by the USFWS and/or CDFW, Species of Special Concern or Fully Protected species by the CDFW, or as Rare Plant Rank 1B or 2B by the CNPS.

Given the existing level of disturbance on the project site, special-status plants are not expected to occur on the site due to lack of suitable habitat.

Special-Status Wildlife Species

Special-status wildlife species with low potential to occur on site include: California tiger salamander (*Ambystoma californiense*), California red-legged frog (*Rana draytonii*), burrowing owl (*Athene cunicularia*), San Joaquin kit fox (*Vulpes macrotis mutica*), and western pond turtle (*Emys mamorata*). These species have been recorded within three miles from the project site. Figure 5, Special-Status Species in Project Vicinity, presents CNDDB results, as well as water features, in relation to the project site. Other special-status wildlife species recorded as occurring in the vicinity of the project site include: the state-listed threatened bank swallow (*Riparia riparia*), state-listed species of special concern American badger *Taxidea taxus*), state-listed species of special concern western red bat (*Lasiurus blossevillii*), state-listed species of special concern western mastiff bat (*Eumops perotis californicus*), and federally-listed endangered and state-listed threatened San Joaquin kit fox (*Volpes macrotis mutica*). These species are not likely to occur on the project site due to lack of suitable habitat.

California Tiger Salamander. California tiger salamander (*Ambystoma californiense*) is a federally and state-listed Threatened species. The project site is not located within federally designated critical habitat for this species. The California tiger salamander is dependent on small shallow bodies of water for breeding. It can be found in grasslands, most frequently within 400 feet of breeding pools or ponds where California ground squirrels are prevalent and active. California tiger salamanders will occupy burrows of ground squirrels during summer and fall months, emerging

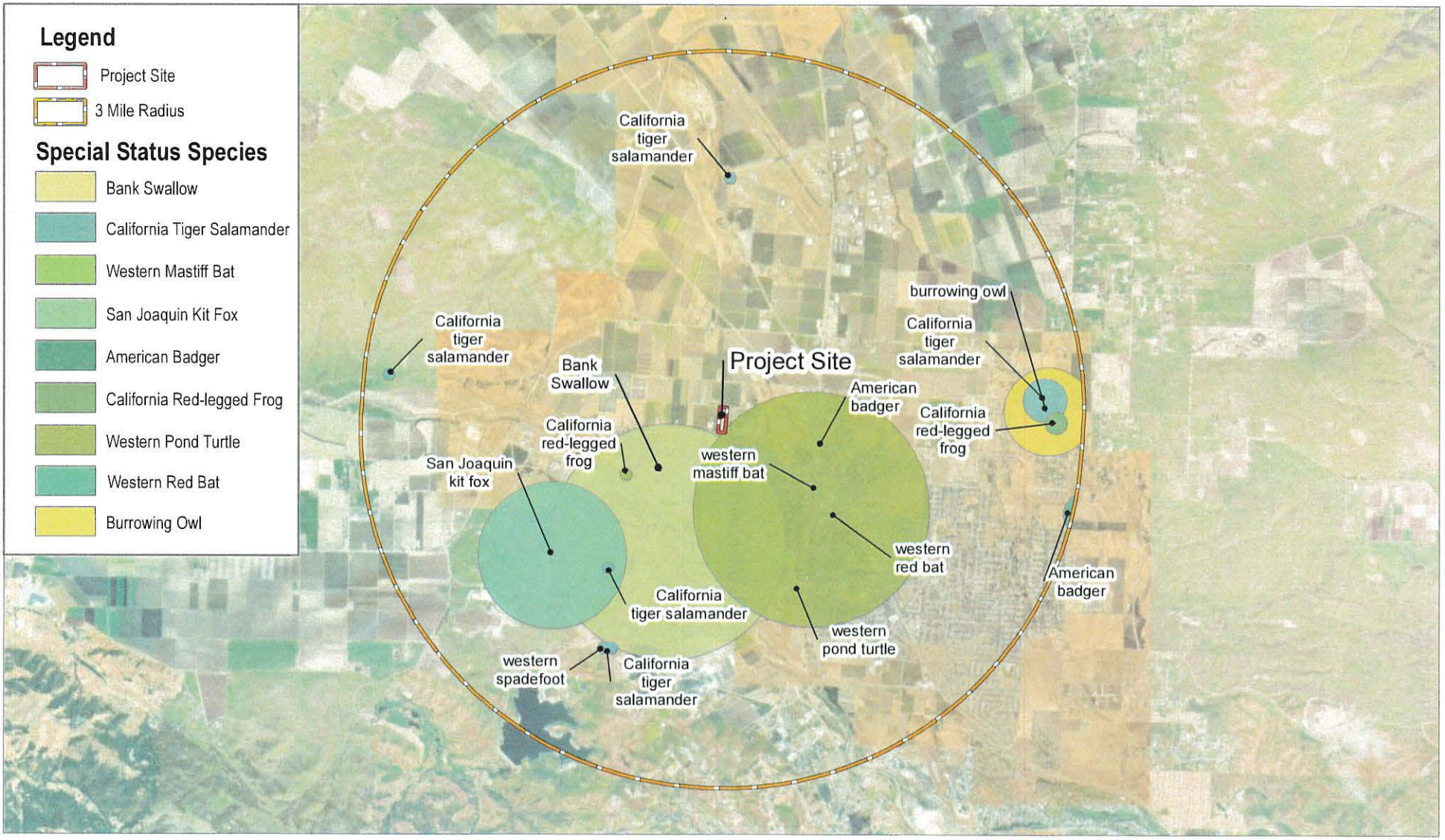
to move toward breeding sites when the rainy season commences. They typically disperse to burrows and other hiding places in oak woodlands and grasslands within a quarter mile or less by early summer. CDFW records indicate that there are known occurrences of California tiger salamander within two miles of the site. The San Benito River is approximately 0.87 miles to the southwest and a retention pond is approximately 0.97 miles to the northeast of the project site. There were approximately 10 California ground squirrel or vole burrows observed in non-native grassland on the site, and many barriers between the river, retention pond and the property, but there is low potential for California tiger salamander to utilize the site for upland refuge habitat. If California tiger salamander is present on the project site, construction activities could result in the loss or disturbance of individual animals. This would be a significant adverse environmental impact. Implementation of mitigation measures BIO-1 through BIO-3 would reduce this potential impact to a less-than-significant level.

Mitigation Measures

BIO-1 A qualified consulting biologist will conduct preconstruction surveys following the guidance documented in the Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander (US Fish & Wildlife Service and California Department of Fish and Game, 10/2003) for California tiger salamander no more than two weeks (14 days) prior to the start of construction activities. The project site will be surveyed for potential upland activity.

If California tiger salamander is found, City staff will coordinate with the USFWS and/or CDFW to determine the appropriate course of action per the requirements of FESA and/or CESA (e.g., obtaining Incidental Take Permits) and implement the permit requirements prior to ground disturbance.

BIO-2 Before construction activities begin, the qualified biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of California tiger salamander habitat, general measures that are being implemented to conserve the species as they relate to the project, and the boundaries within which the project occurs. Informational handouts with photographs clearly illustrating the species' appearance will be used in the training session. All new construction personnel will undergo this mandatory environmental awareness training.



Source: ESRI 2018, CNDDB 2018

Figure 5

Special-Status Species in Project Vicinity

Woodle Prezone No. 2017-2 Initial Study

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The qualified biologist will train biological monitors selected from the construction crew by the construction contractor (typically the project foreman). Before the start of work each day, the monitor will check for animals under any equipment such as vehicles and stored pipes within active construction zones. The monitor will also check all excavated steep-walled holes or trenches greater than one foot deep for trapped animals. If a California tiger salamander is observed within an active construction zone, the qualified biologist will be notified immediately and all work within 100 feet of the individual will be halted and all equipment turned off until the individual has left the construction area.

BIO-3 The qualified biologist will conduct construction monitoring during initial clearing and ground disturbance activities. The qualified biologist will have the authority to halt construction work at any time to prevent harm to California tiger salamander when any protection measures have failed. Work will commence only when authorized by the qualified biologist. If work is stopped due to potential harm to California tiger salamander, the qualified biologist will contact the USFWS and/or CDFW by telephone or email on the same day. City staff will coordinate with the USFWS and/or CDFW to determine the appropriate course of action per the requirements of FESA and/or CESA (e.g., obtaining Incidental Take Permits) and implement the permit requirements prior restarting ground disturbance activities.

California Red-legged Frog. California red-legged frog (*Rana draytonii*) is a federally threatened species and state species of special concern. The project site is not located within federally designated critical habitat for this species. California red-legged frog may disperse from their aquatic breeding habitats to upland habitats during the dry season. They prefer upland habitats that include downed logs, woody vegetation, boulders, moist leaf litter, small mammal burrows, or other refugia during the dry season that provide moisture to prevent desiccation and protection from predators. However, if there is sufficient water at their breeding location, they may remain in aquatic habitats year-round instead of moving to adjacent uplands (FWS 2011).

Dispersal and migration of California red-legged frog can be highly variable depending on site conditions and individual frogs. During wet seasons, frogs can move long distances between habitats, traversing upland areas or ephemeral drainages. Dispersal distances are typically less than 0.5 km (0.3 mile), with a few individuals moving 2.0-3.6 kilometers (1.2-2.2 miles) (Bulger et al. 2003). CDFW records indicate that there are known occurrences of California red-legged frog less than a mile southwest of the site.

Even with the San Benito River approximately 0.87 miles to the southwest and a retention pond approximately 0.97 miles to the northeast, and areas of small mammal burrows evident on the project site, there is low potential for upland habitat for California red-legged frog due to a lack of water or moist soil conditions. California red-legged frog can travel up to a mile during rain events from creeks, ponds, or other waters, and aestivate in animal burrows during the dry summer months, providing moist conditions are present. It is unlikely that California red-legged frog would be found on the project site.

Burrowing Owl. Burrowing owl (*Athene cunicularia*) is a California Species of Special Concern. Burrowing owls live and breed in burrows in the ground, especially in abandoned California ground squirrel burrows. Optimal habitat conditions include large open, dry and nearly level grasslands or prairies with short to moderate vegetation height and cover, areas of bare ground, and populations of burrowing mammals. This species is known to occur within three miles east of the site. The project site's non-native grassland provides marginally suitable foraging habitat for burrowing owl, and a few scattered small mammal burrows on the site could be utilized for nesting habitat, but burrowing owl has low potential to occur on the site. If burrowing owl is present on or adjacent to the project site, construction activities could result in the loss or disturbance of individual animals. This would be a significant adverse environmental impact. Implementation of the following mitigation measure would reduce the potentially significant impacts to burrowing owl to less than significant.

Mitigation Measure

BIO-4 To avoid/minimize impacts to burrowing owls potentially occurring on or adjacent to the project site, the project proponent shall retain a qualified San Benito County-approved consulting 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 ground disturbance activities. 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) locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach.

The project proponent shall be responsible for the implementation of this mitigation measure. Implementation of this mitigation measure would reduce the potential impact by requiring pre-construction surveys for burrowing owl, and consultation with the CDFW to protect individual burrowing owls if they are present on or adjacent to the project site.

San Joaquin Kit Fox. The San Joaquin kit fox is a federally-listed endangered species and a state-listed threatened species. The present range of the San Joaquin kit fox extends from the southern end of the San Joaquin Valley, north to Tulare County, and along the interior Coast Range valleys and foothills to central Contra Costa County. San Joaquin kit foxes typically inhabit annual grasslands or grassy open spaces with scattered shrubby vegetation, but can also be found in some agricultural habitats and urban areas. This species needs loose-textured sandy soils for burrowing, and they also need areas that provide a suitable prey base, including black-tailed hare, desert cottontails, and California ground squirrels, as well as birds, reptiles, and carrion.

The reconnaissance-level survey conducted at the project site did not observe San Joaquin kit fox and found no indication of the presence of this species on the project site. The nearest observation of this species was documented approximately 1.2 miles southwest of the project site in 1992. Although the project site supports a prey base, the site would likely not support habitat for the kit fox due to disking and mowing which diminish habitat suitability for the kit fox, fencing around the site, and human presence.

Western Pond Turtle. Western pond turtles vary in length from 3.5 to over eight inches in length. They will aestivate during summer droughts by burying themselves in soft mud, and will on occasion walk across land up to a hundred yards from the water in search of food or another water source. Due to the lack of nearby water at the property site, it is unlikely that western pond turtle would be found.

Bats. On-site and nearby trees could provide roosting habitat for western red bat (*Lasiurus blossevillii*) and western mastiff bat (*Eumops perotis californicus*), both state-listed species of special concern. Both species have been identified in proximity of the project site. Western red bats and western mastiff bats will roost in trees alone or in small colonies. Construction activities at the project site could result in the disturbance of adjacent roost and natal sites occupied by special-status bats, if present. Implementation of the following mitigation measure would reduce this potentially significant impact to a less-than-significant level.

Mitigation Measure

BIO-5 Prior to construction activities, the project proponent shall retain a qualified biologist to conduct a focused survey for bats and potential roosting sites in trees within 250 feet of the development footprint. These surveys shall be conducted no more than 15 days prior to the start of construction. The surveys can be conducted by visual identification and assumptions can be made on what species is present due to observed visual characteristics along with habitat use, or the bats can be identified to the species level with the use of a bat echolocation detector such as an "Anabat" unit.

If no roosting sites or bats are found, a letter report confirming absence shall be sent to the City of Hollister and no further mitigation is required.

If bats or roosting sites are found, a letter report and supplemental documents shall be provided to the City of Hollister prior to grading permit issuance and the following protection measure shall be implemented:

a. A 50-foot buffer will be established around roosting sites near the work area. Construction proposed adjacent to roosts will not occur within the buffer area until bats have left the area.

Nesting Birds. The project site and the surrounding properties contain a variety of trees and shrubs, resulting in the potential for impacts to protected nesting birds. Construction activities, including ground disturbance, can impact nesting birds protected under the federal Migratory Bird Treaty Act and California Fish and Game Code, should nesting birds be present during construction. If protected bird species are nesting adjacent to the project site during the bird nesting season (February1 through August 31), then noise-generating construction activities could result in the loss of fertile eggs, nestlings, or otherwise lead to the abandonment of nests. Implementation of the following mitigation measure would reduce potentially significant impacts to nesting birds to less than significant.

Mitigation Measure

BIO-6 To avoid impacts to nesting birds, construction activities that include grading, grubbing, or demolition shall be conducted outside of the bird nesting season (January through September) to the greatest extent feasible. If this type of construction occurs during the bird nesting

season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

If project-related work is scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 14 days prior to start of construction, with the second survey conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding each work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize "normal" bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. If pre-construction nesting bird surveys are necessary, based upon the requirements of this mitigation measure, then a survey report shall be prepared prior to commencement of construction activities.

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

Implementation of Mitigation Measure BIO-6 would ensure impacts to nesting birds are avoided by requiring a pre-construction survey for active bird nests (should construction be scheduled during the nesting season) and implementation of avoidance measures should any active nests be found.

b. **Riparian Habitat or Sensitive Natural Communities.** The project site does not contain riparian habitat or sensitive natural communities.

c. **Wetlands and Waterways.** There are no wetlands or waterways on the project site, therefore, no impacts are anticipated.

d. **Wildlife Movement.** Wildlife movement corridors provide connectivity between habitat areas, enhancing species richness and diversity, and usually also provide cover, water, food, and breeding sites. The project site is not likely to facilitate major wildlife movement due to current active disturbance and fencing. There are approximately 10 small animal burrows on-site that could potentially provide habitat or facilitate movement corridors for commonly occurring, urban-adapted mammals such as California ground squirrel and Botta's pocket gopher (*Thomomys bottae*). With the fencing and marginal habitat, the proposed project would have a less-than-significant impact on wildlife movement.

e. **Local Biological Resource Policies/Ordinances.** Measures to protect sensitive biological resources within the City are identified in the *City of Hollister General Plan* as follows:

The *City of Hollister General Plan* has goals in place for dealing with natural resources and conservation. Goal NRC1 is to "Assure enhanced habitat for native plants and animals, and special protection for threatened or endangered species."

The project site is composed of heavily disturbed soils, with non-native grasses, and ruderal (weedy) plants. There is no designated critical habitat, or habitat conservation plan on the project site. With these considerations, the proposed project would not conflict with local regulations related to biological resources.

f. **Conservation Plans.** There is no critical habitat, habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans applicable to the proposed project site.

Planning Commission Memorandum August 25, 2022

TO: City of Hollister Planning Commission

FROM: City of Hollister Planning Division Staff

SUBJECT: **Item 3, S&A 2021-5 Attachments**

The following attachments for Item 3, Site & Architectural Review 2021-5 for Felipe Nine, LLC. are available for review in the digital dropbox files:

Dropbox Link:
https://www.dropbox.com/sh/qliupvtzsq4hbu0/AADWvWS2duCWkrB6o51SlUJqa?dl=0

1) Final Initial Study
2) Mitigated Negative Declaration Addendum
3) Mitigated Negative Declaration Appendix A
4) Mitigated Negative Declaration Appendix B