

Proposed Mitigated Negative Declaration

New Behavioral Health Center

Supplement to Purchase of Vacant Parcels Mitigated Negative Declaration

August 1, 2019



Prepared by
EMC Planning Group

PROPOSED MITIGATED NEGATIVE DECLARATION

NEW BEHAVIORAL HEALTH CENTER

Supplement to Purchase of Vacant Parcels Mitigated Negative Declaration

PREPARED FOR

County of San Benito

2301 Technology Parkway

Hollister, CA 95023

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PREPARED BY

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August 1, 2019

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San Benito County Resource Management Agency

Public Works / Planning & Building / Parks / Integrated Waste

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MITIGATED NEGATIVE DECLARATION (SUPPLEMENT TO THE PURCHASE OF VACANT PARCELS MND) In Compliance with the California Environmental Quality Act (CEQA)

Project Name	New Behavioral Health Center
Lead Agency	County of San Benito
Project Proponent	County of San Benito 2301 Technology Parkway Hollister, CA 95023
Project Location	The 1.94-acre project site is located east of San Felipe Road and north of Community Parkway, between Park Center Drive and McCloskey Road, in the City of Hollister.
Project Description	The County of San Benito proposes a lot line adjustment to combine the two parcels that constitute the project site. The County of San Benito also proposes development of the one-story 17,212 square foot New Behavioral Health Center. The new facility will replace the existing behavioral health center located immediately to the west. The existing facility would be re-occupied by another county department. The proposed project includes 87 parking spaces within a landscaped parking lot. Proposed utilities include extending an existing water line in Community Parkway, north to the project site via the existing cul-de-sac. The project would connect to an existing sanitary sewer line in the adjacent cul-de-sac, and storm water would be routed to an existing retention pond northwest of the project site.
Public Review Period	Begins – August 12, 2019 Ends – September 13, 2019

Written Comments To Karl Aldridge, CM, Capital Program Manager
County of San Benito
Resource Management Agency
Public Works Division
2301 Technology Parkway
Hollister, CA 95023

Proposed Findings The County of San Benito is the custodian of the documents and other material that constitute the record of proceedings upon which this decision is based.

The initial study indicates that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the initial study would reduce the impacts to a less than significant level. There is no substantial evidence, in light of the whole record before the lead agency (County of San Benito) 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 The County will prepare a Construction Staging Management Plan. The plan will 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, will be staged as far away from the adjacent day care center as possible; and
 - b. Construction equipment and heavy duty diesel trucks will not idle in excess of five minutes.
- AQ-2 All construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications and will be checked by a certified visible emissions evaluator. All non-road diesel construction equipment will, 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 The U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 2011) will be implemented prior to initiation of and during any construction activity on the project site to avoid unintended take of individual San Joaquin kit foxes. Preconstruction/pre-activity surveys for San Joaquin kit fox will be conducted no less than 30 days prior to the beginning of ground disturbance and/or construction activities or any project activity that may impact San Joaquin kit fox. The surveys will include all work areas and a minimum 200-foot buffer of the project site. The preconstruction surveys will identify kit fox habitat features on the project site, evaluate use by kit fox and, if possible, assess the potential impacts of the proposed activity. The status of all dens will be determined and mapped.

If a natal/pupping den is discovered within the project area or within 200 feet of the project boundary, the County will consult with the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service to establish an appropriate avoidance buffer. The avoidance buffer will be maintained until such time as the burrow is no longer active and/or an incidental take permit is determined to be required and is obtained.

Project-related vehicles should observe a 20-mph speed limit in all project areas; this is particularly important at night when kit foxes are most active. To the extent possible, night-time construction should be minimized. Off-road traffic outside of designated project area will be prohibited.

To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of the project, all excavated, steep-walled holes or trenches more than two feet deep will be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the procedures under number 11 of the Construction and Operational Requirements in the Standardized Recommendations must be followed.

Kit foxes are attracted to den-like structures such as pipes and may enter stored pipe becoming trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods should be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe should not be moved until the U.S. Fish and

Wildlife Service has been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved once to remove it from the path of construction activity, until the fox has escaped.

All food-related trash items such as wrappers, cans, bottles, and food scraps should be disposed of in closed containers and removed at least once a week from a construction or project site.

No firearms shall be allowed on the project site.

To prevent harassment, mortality of kit foxes or destruction of dens by dogs or cats, no pets will be permitted on site during construction activities.

Use of rodenticides and herbicides on the project site during construction will be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds should observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the U.S. Fish and Wildlife Service. If rodent control must be conducted, zinc phosphide should be used because of proven lower risk to kit fox.

In the case of trapped animals, escape ramps or structures should be installed immediately to allow the animal(s) to escape.

Any contractor, employee, or agency personnel who inadvertently kills or injures a San Joaquin kit fox shall immediately report the incident to their representative.

BIO-2 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 (USFWS and CDFW 2003) 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, County staff will coordinate with the U.S. Fish and Wildlife Service and/or the California Department of Fish and Wildlife to determine the appropriate course of action per the requirements of the Federal Endangered Species Act and/or the California Endangered Species Act (e.g., obtaining Incidental Take Permits) and implement the permit requirements prior to ground disturbance.

BIO-3 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 and its 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 a biological monitor 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-4 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 U.S. Fish and Wildlife Service and/or the California Department of Fish and Wildlife by telephone or email on the same day. County staff will coordinate with the U.S. Fish and Wildlife Service and/or California Department of Fish and Wildlife to determine the appropriate course of action per the requirements of the Federal Endangered Species Act and/or the California Endangered Species Act (e.g., obtaining Incidental Take Permits) and implement the permit requirements prior restarting ground disturbance activities.

BIO-5 To avoid/minimize impacts to burrowing owls potentially occurring on or adjacent to the project site, the County will retain a qualified biologist to conduct a two-visit (i.e. morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site no less than 14 days prior to the start of construction or 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.

BIO-6 Prior to construction activities, the County will 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 will 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 County and no further mitigation is required.

If bats or roosting sites are found, a letter report and supplemental documents shall be provided to the County prior to grading activities and the following protection measure will be implemented:

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-7 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities that include grading, grubbing, or demolition should be conducted between September 16 and January 14, which is outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist will 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.

Cultural Resources

- CR-1 Due to the positive result from the Sacred Lands Search from the Native American Heritage Commission, and a conversation with Valentin Lopez, Chairperson of the Amah Mutsun, the County will ensure a qualified Native American monitor of the Amah Mutsun Tribal Band is present to conduct spot-check monitoring during earth-moving activities. Should any cultural resources or Native American human remains be discovered, the Amah Matsun Tribal Band will be included in a mitigation and recovery program.
- 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.”
- 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 property 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 The County will prepare and implement an erosion control plan to ensure that erosion is controlled during grading and construction activities and does not result in deposition of the soil off site.
- GEO-2 The County will incorporate the recommendations presented in the *Geotechnical Engineering Study San Benito County Behavioral Health Building San Felipe Road (APNs: 051-110-030 & 051-110-031) Hollister, California* dated September 12, 2018 by Earth Systems Pacific in the project grading and building plans.

Hazards and Hazardous Materials

- HAZ-1 The County will contract with a qualified professional to prepare a current, project-specific Phase I Environmental Site Assessment in compliance with all applicable local, state, and federal regulations. Potentially hazardous site conditions including presence of agricultural chemical residues in soils will be identified for the site. If hazardous conditions are identified that require preparation of a Phase II Environmental Site Assessment, the County will be responsible for conducting the assessment and for implementing all recommendations and requirements for remediation of residual agricultural chemical soil conditions, if present, identified therein.

Noise

- N-1 The County will incorporate the following measures into construction documents to reduce construction-related noise:
- a. Construction activities would 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 would be prohibited on Sundays and federally recognized holidays;
 - b. Locate construction equipment and equipment staging areas at the furthest distance possible from the adjacent day care center;
 - c. Construction equipment would be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds would be closed during equipment operation;
 - d. When not in use, all construction equipment will be turned off and will not be allowed to idle; and
 - e. A noise disturbance coordinator will be designated to handle complaints and the site shall be posted with a phone number and email address so that the nearby day care center and other businesses in the area have a contact person in case of a noise problem.

Traffic and Transportation

- T-1 The widening of State Route 25 to four lanes between San Felipe Road and Santa Clara County Line is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The County will pay the applicable TIMF fee as a fair-share contribution toward improvements at this intersection, prior to issuance of a building permit.

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INITIAL STUDY

NEW BEHAVIORAL HEALTH CENTER

Supplement to Purchase of Vacant Parcels Initial Study

PREPARED FOR

County of San Benito

2301 Technology Parkway

Hollister, CA 95023

Tel 831.902.2207

PREPARED BY

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A. BACKGROUND

Project Title	New Behavioral Health Center
Lead Agency Contact Person and Phone Number	County of San Benito Karl Aldridge, CM, Capital Program Manager (831) 637-5313 ext 207
Date Prepared	December 12, 2018
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	East of San Felipe Road and north of Community Parkway, between Park Center Drive and McCloskey Road City of Hollister
Project Sponsor Name and Address	County of San Benito 2301 Technology Parkway Hollister, CA 95023
General Plan Designation	Public (P) Hollister General Plan
Zoning	Public Facility (PF) Hollister Zoning Code

Background

Pursuant to the California Environmental Quality Act (CEQA), the County of San Benito Planning Department prepared an initial study in August 2016 for the Purchase of Vacant Parcels for ultimate construction of a new county behavioral health center. The County Board of Supervisors subsequently adopted a mitigated negative declaration for the project and the County acquired the vacant parcels. Although the initial study evaluated site acquisition and a conceptual behavioral health center, the details associated with the currently-proposed facility were not known at the time of that analysis.

The new behavioral health center has now been designed and the County desires to understand the environmental impacts associated with construction of the proposed and now designed new behavioral health center, as required by CEQA.

This document is a supplemental initial study that has been prepared pursuant to CEQA Guidelines section 15162 to evaluate potential environmental effects, if any, associated with the development of the behavioral health center that was not previously evaluated in the Purchase of Vacant Parcels initial study.

Setting

The 1.94-acre project site is located east of San Felipe Road and north of Community Parkway, between Park Center Drive and McCloskey Road, in the City of Hollister. The project site has a *City of Hollister General Plan* land use designation of Public (P). This designation includes activities such as utilities, schools, and other city, county, state or federal facilities. The general plan identifies the project site as “priority infill area” on Map 5, Infill Development Strategy. The project site is zoned Public Facility (PF).

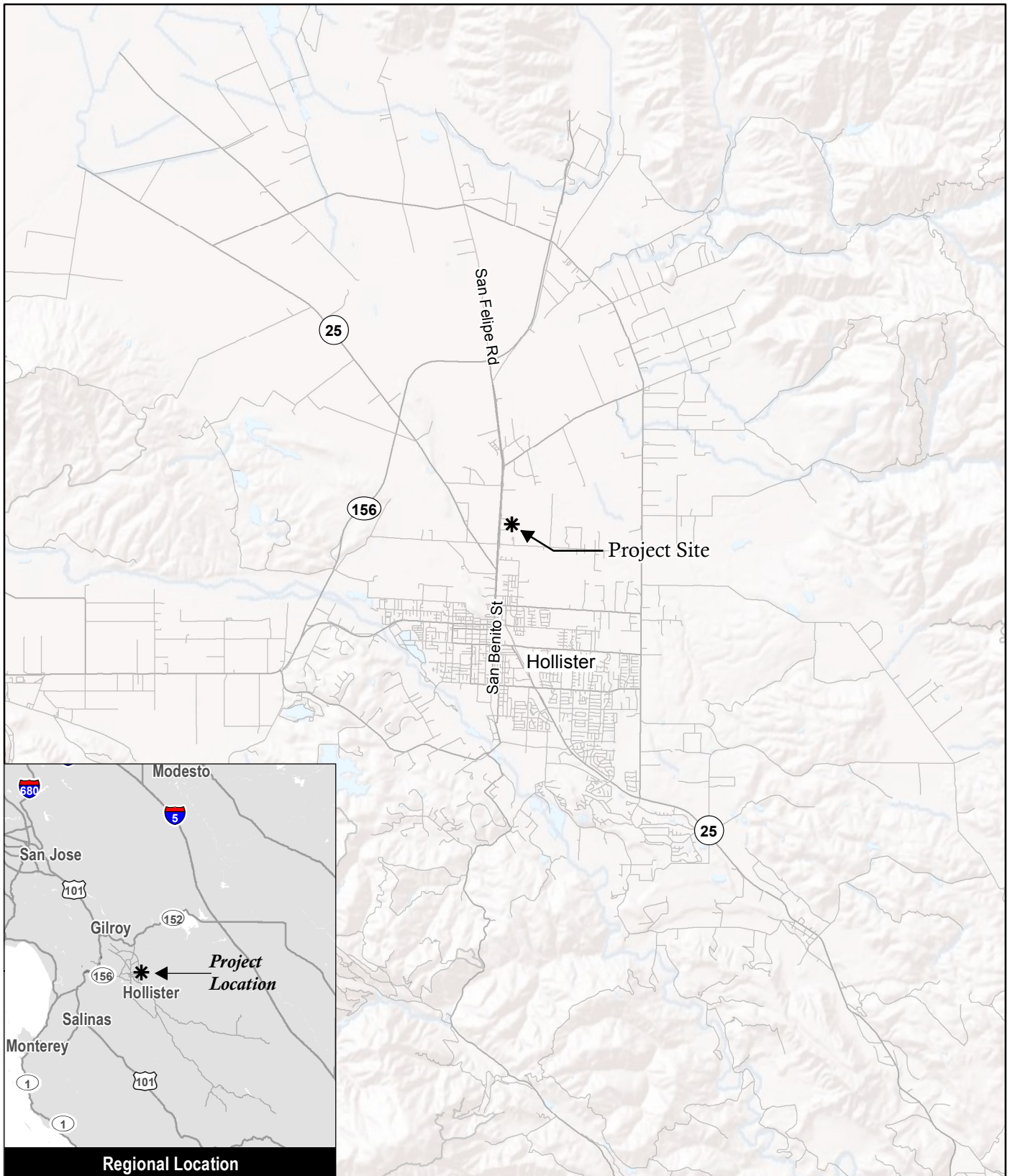
The project site is comprised of two parcels: Assessor’s parcel number 051-110-031 and 051-110-030. The project site consists of fallow land. The project site was disked in spring 2018 and likely planted for hay last year. The project site is surrounded by a day care center to the south and the existing behavioral health center to the west. Agricultural land is located to the north and east of the project site. The city limit line runs along the eastern boundary of the project site. The property east of the project site is designated Industrial and although it is outside of the city limits, it is within the city’s planning boundary. [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 October 2018.

Description of Project

The County of San Benito proposes a lot line adjustment to combine the two parcels that constitute the project site. [Figure 4, Lot Line Adjustment Map](#), presents the proposed lot line adjustment on the project site.

The County of San Benito also proposes development of the one-story 17,212 square foot New Behavioral Health Center. The new facility will replace the existing behavioral health center located immediately to the west. The existing facility would be re-occupied by another county department. [Figure 5, Site Plan](#), presents the proposed site plan of the behavioral health center. The full set of plans is included as [Appendix A](#).

The proposed project includes 87 parking spaces within a landscaped parking lot. Proposed utilities include extending an existing water line in Community Parkway, north to the project site via the existing cul-de-sac. The project would connect to an existing sanitary sewer line in the adjacent cul-de-sac, and storm water would be routed to an existing retention pond northwest of the project site.



Source: ESRI 2018

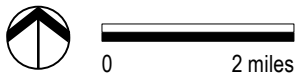


Figure 1
Location Map

New Behavioral Health Center Initial Study

New Behavioral Health Center Initial Study
(Supplement to the Purchase of Vacant Parcels Initial Study)

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0 350 feet



Project Boundary



Hollister City Limits

Source: ESRI 2018, San Benito County GIS 2016

Figure 2

Aerial Photograph

New Behavioral Health Center Initial Study



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① View across the site from the cul-de-sac



② View of the day care center to the south



Project Site

Source: ESRI 2018

Photographs: EMC Planning Group 2018

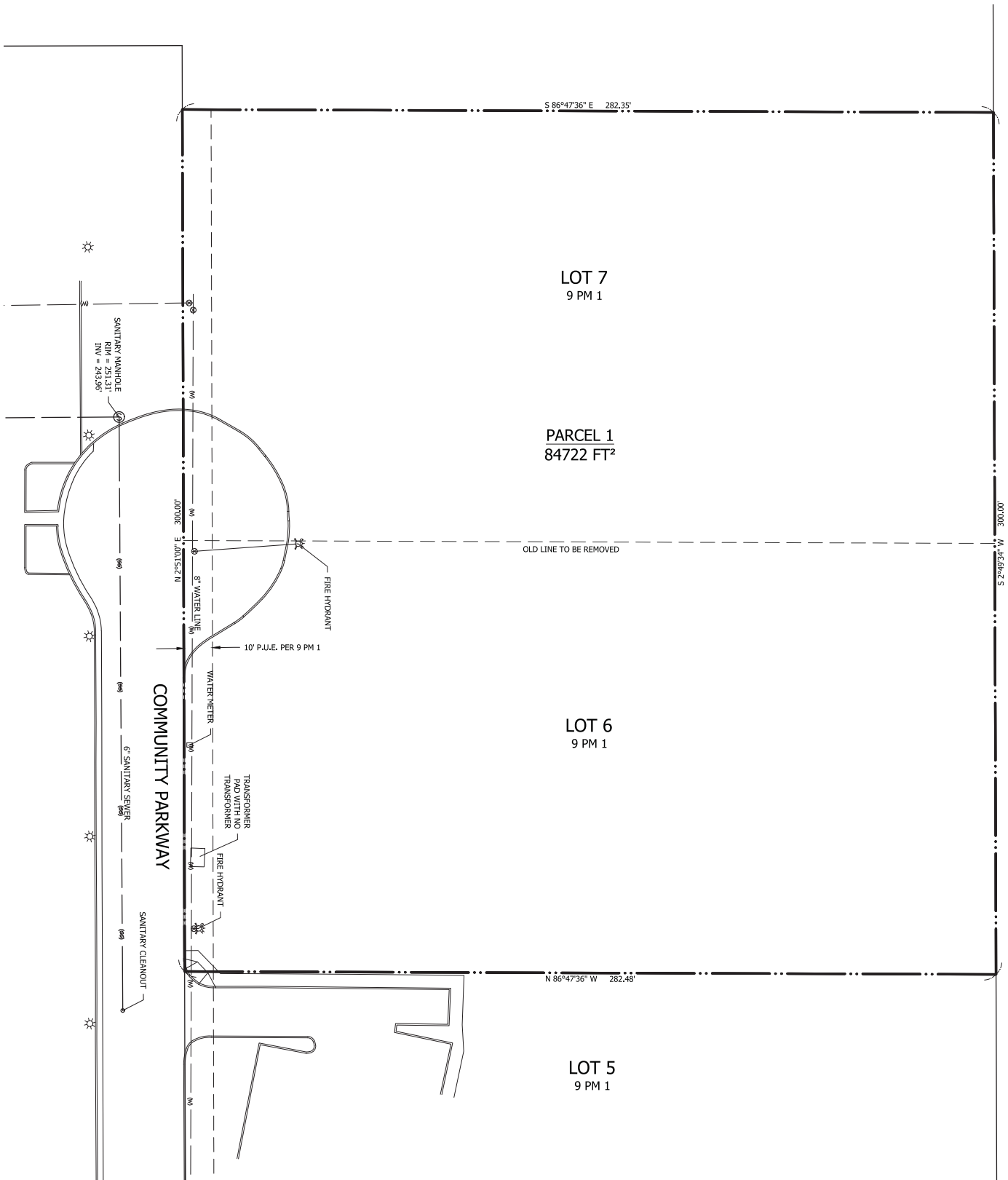


③ View of the existing behavioral health center to the west



④ View of the agricultural land to the north

This side intentionally left blank.



Source: San Benito Engineering and Surveying Inc. 2018

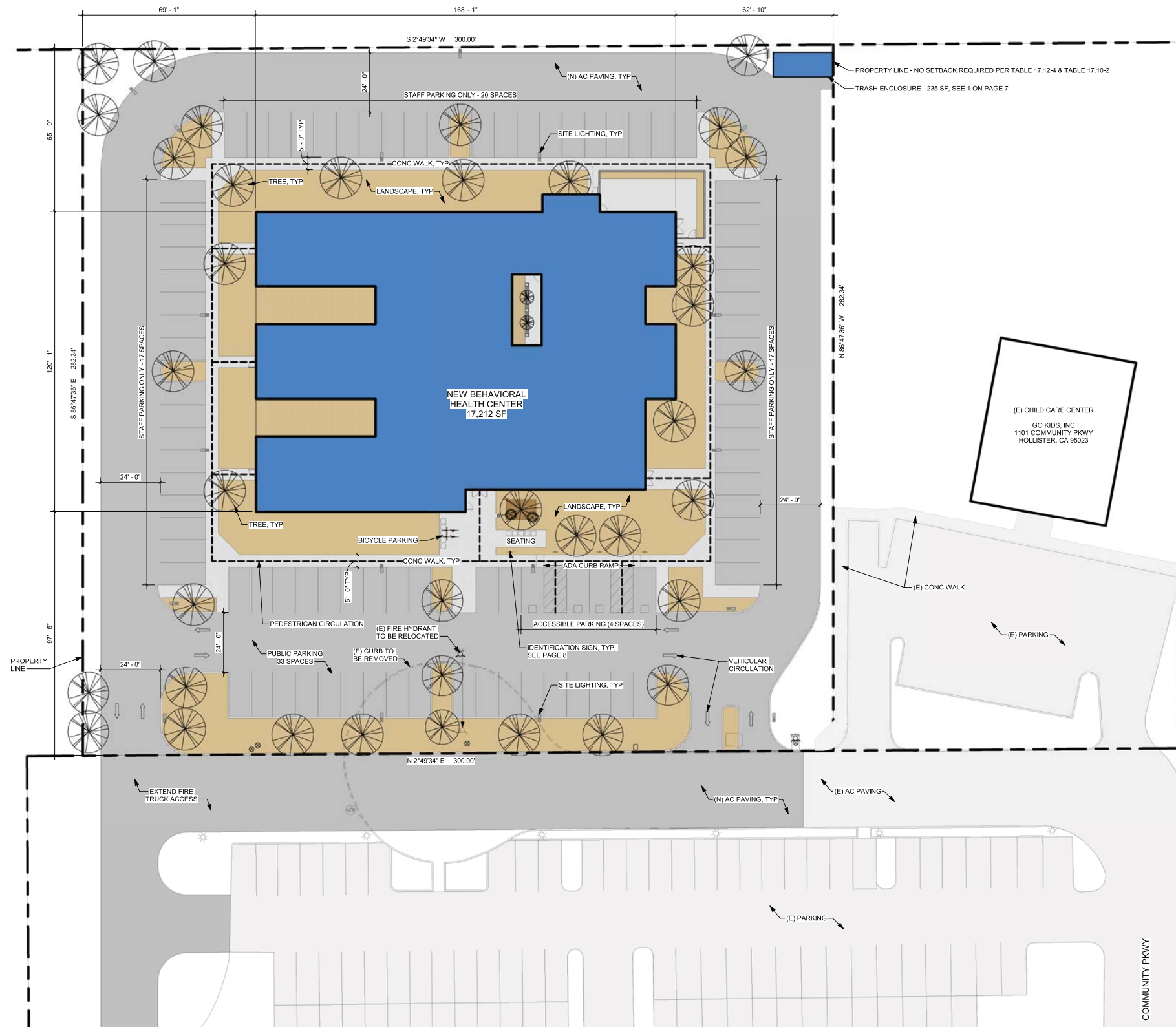
Figure 4

Lot Line Adjustment Map

New Behavioral Health Center Initial Study



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E M C

Source: Hibser Yamauchi Architects 2018

Figure 5
Site Plan

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Other Public Agencies Whose Approval is Required

None.

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.

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

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.

Karl Aldridge, CM, Capital Program Manager

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? (1,4,5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (3,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings? (1,4,5)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (5,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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* 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 San Felipe Road are obscured by intervening buildings and vegetation. The project site is not visible from San Felipe Road. Development of the proposed facility could obstruct views of the scenic resources as viewed from the existing adjacent behavioral health center, however, these views are not considered public. Therefore, the proposed project would not have an impact on a scenic vista.
- b. The project site is not located in the vicinity of a state scenic highway. The project site is located approximately 0.6 miles east of State Route 25, which is an eligible state scenic highway but not officially designated. Therefore, the proposed project would not damage scenic resources within a state scenic highway.
- c. The project site consists of fallow land. Land uses adjacent to the project site include a day care center to the south, the existing behavioral health center to the west, and agricultural land to the north 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 general plan land use designation of Public. Conversion of the project site to public uses and conversion of the adjacent agricultural lands to industrial uses have been anticipated in the general plan (map 2, land use plan). Development of the proposed facility would change the existing visual character of the site but the proposed project would blend into the existing and planned adjacent public and industrial uses. Therefore, this impact would be less than significant.

- d. The proposed project would introduce new sources of nighttime lighting at the project site. New light sources would include, but are not limited to, parking lot lighting, interior building lighting, and security lighting. This would be consistent with the lighting character of existing adjacent uses. Although no exterior lighting plans are included in the project plans, the project plans indicate that the proposed project will conform to the California Title 24 Code of Regulations. 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? (1,7,8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (9,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))? (9,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use? (4,9,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. According to the California Department of Conservation's Important Farmland Finder, much of the eastern portion of the project site is identified as "Urban and Built-Up Land". The rest of the project site is identified as "Prime Farmland" as presented in [Figure 6, Important Farmland Map](#). However, the project site consists of fallow land. The project site was disked in spring 2018 and likely planted for hay last year. 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 general plan designation of Public (P), which allows uses such as the proposed facility. Therefore, the proposed project would result in a less-than-significant impact on the conversion of important farmland.
- b-d. The project site is zoned Public Facility (PF). The project site is not under a Williamson Act contract. The project site is not zoned for forestland or timberland uses. There are no forest resources on or adjacent to the project site. Therefore, the proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, conflict with existing zoning for, or cause rezoning of, forest land, or result in the loss of forest land or conversion of forest land to non-forest use.
- e. The project site consists of fallow land. Land uses adjacent to the project site include a day care center to the south, the existing behavioral health center to the west, and agricultural land to the north and east. Development of the proposed project could encourage adjacent property owners to also develop their land. However, conversion of the project site to public uses and conversion of the adjacent agricultural lands to industrial uses have been anticipated in the general plan (map 2, land use plan). Therefore, the conversion of adjacent property to non-agricultural uses is considered a less-than-significant 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:

	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? (6,11,12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (6,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations? (4,6,11)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people? (6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. The City of Hollister, including the project site, is located in the North Central Coast Air Basin (hereinafter “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*. The air district specifies Air Quality Management Plan consistency for population-related projects only. The proposed facility would not result in an increase in population. Therefore, the proposed project would not conflict with or obstruct the implementation of the applicable air quality 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 any harmful effects on people or the environment. The air basin is currently in non-attainment



Source: ESRI 2018, San Benito County GIS 2016, California Department of Conservation 2016



0 100 feet



Project Boundary



Urban and Built-up Land (D)



Prime Farmland (P)

Figure 6



Important Farmland Map

New Behavioral Health Center Initial Study

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status with state standards for ozone and suspended particulate matter particulate matter (PM₁₀). 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. The air district CEQA Air Quality Guidelines (hereinafter “CEQA Guidelines”) assist in the review and evaluation of air quality impacts from projects in Monterey, Santa Cruz, and San Benito counties. The air district CEQA Guidelines were initially adopted in 1995 and last updated in 2008.

The air district CEQA Guidelines indicate that projects which would emit 137 pounds per day or more of direct and indirect volatile organic compounds (VOC) would have a significant impact on regional air quality by emitting substantial amounts of ozone precursors. Similarly, projects which emit 137 pounds per day or more of direct and indirect nitrogen oxides (NO_x) would generate substantial emissions and have a significant impact on regional air quality. Table 5-4 Indirect Sources with Potentially Significant Impacts on Ozone, of the air district CEQA Guidelines identifies land uses by size that are typically not expected to result in criteria pollutant emissions that would exceed the air district’s thresholds for VOC and NO_x. The screening threshold for a medical office is 193,500 square feet (Monterey Bay Air Resources District 2008). The proposed project is a 17,212 square foot behavioral health center. Therefore, operation of the proposed project would generate criteria air pollutants below the air district’s thresholds, resulting in a less-than-significant operational impact on air quality.

The air district CEQA Guidelines indicate that construction activities that directly generate 82 pounds/day or more of PM₁₀ would cause an exceedance of state PM₁₀ Ambient Air Quality Standards and result in a significant impact on local air quality. Table 5-2, Construction Activity with Potentially Significant Impacts, of the air district CEQA Guidelines identifies the level of construction activity that could result in significant temporary fugitive impacts if not mitigated. Construction activities 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/day threshold of significance. Construction activities on the 1.94-acre project site would result in soil disturbance on fewer acres than the air district’s thresholds, and therefore, the impact would be less than significant.

- c. Criteria air pollutant emissions would be generated by the proposed project during its operation and construction. Emissions generated during operation of the proposed

17,212 square foot facility would not exceed the air district's thresholds for operational criteria pollutants (see "b" above). Emissions generated during construction activities are short-term because they would be limited to the periods of site development and construction. Construction activities on the 1.94-acre project site would not exceed the air district's thresholds (see "b" above). Therefore, the proposed project would result in a less-than-significant cumulatively considerable air quality impact.

- 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.

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 nearest sensitive receptor is a day care center, located approximately 80 feet south of the project site. The heavy construction equipment required for the proposed project could expose the day care center to toxic air contaminants from diesel exhaust. Implementation of the following mitigation measures would reduce this impact to a less-than-significant level.

Mitigation Measure

- AQ-1 The County will prepare a Construction Staging Management Plan. The plan will 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, will be staged as far away from the adjacent day care center as possible; and
 - b. Construction equipment and heavy duty diesel trucks will not idle in excess of five minutes.
- AQ-2 All construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications and will be checked by a certified visible emissions evaluator. All non-road diesel construction equipment will, 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 project 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 is considered to 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, 15, 16, 17, 18,19, 22)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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, 18, 19, 22,)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? (3, 21)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? (15, 16, 18, 19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (1, 18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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? (15, 19)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

A biological reconnaissance survey was conducted by EMC Planning Group biologist Gail Bellenger on October 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 1.94 acres and is situated on the Hollister U.S. Geological Survey (USGS) quadrangle map, with an approximate elevation of 259 feet above sea level, and is adjacent to a day care center to the south, the existing behavioral health center to the west, and agricultural land to the north and east.

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 property site. Results showed a freshwater pond approximately 0.68 miles to the south, a freshwater pond 1.3 miles to the northwest, freshwater ponds 2.21 miles to the southwest, the Santa Ana Creek approximately 0.78 miles to the east of the site, and the San Benito River approximately 2.39 miles to the southwest.

The project site is disturbed, disked, and previously used for agriculture. Non-native grassland is the dominant plant community present. On-site plants include field bindweed (*Convolvulus arvensis*) 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 disked areas along the southern edge and southwestern boundary. Several birds were observed flying near or over the site including American crow (*Corvus brachyrhynchos*) and European starling (*Sturnus vulgaris*).

- a. **Special-Status Species.** A search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) was conducted for the Chittendan, San Juan Bautista, San Felipe, Three Sisters, Hollister, Tres Pinos, Natividad, 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 nine 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 are considered 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 with low potential to occur on site include San Joaquin kit fox (*Vulpes macrotis mutica*), California tiger salamander (*Ambystoma californiense*), burrowing owl (*Athene cunicularia*), prairie falcon (*Falco mexicanus*), western red bat (*Lasiurus blossevillii*), and western mastiff bat (*Eumops perotis californicus*). [Figure 7, Special-Status Species in Project Vicinity](#), presents CNDDDB 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 property include state-listed species of special concern western pond turtle (*Emys mamorata*), state-listed threatened bank swallow (*Riparia riparia*), and state-listed species of special concern American badger *Taxidea taxus*). These species are not likely to occur on the property site due to lack of suitable habitat.

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. Although the project site supports a prey base, the site is considered only marginal breeding and foraging habitat for the kit fox due to its location in an agricultural area adjacent to urban development. Disking and mowing also diminish habitat suitability for the kit fox. Therefore, if this species uses the site, it likely uses it only for foraging or dispersal on rare occasions and in low numbers. The nearest observation of this species was documented approximately 2.5 miles southwest of the

project site in 1992. In the off-chance that a migrating kit fox is found in the region, the marginal quality of the project site suggests that this species would not choose this site for denning or breeding. Therefore, the likelihood of this species occurring on the project site is considered low. However, loss of or harm to individual kit foxes could result if they are present on the site or seek shelter during construction within artificial structures, such as stored pipes or exposed trenches. Loss or harm to kit fox is a significant adverse environmental impact. Implementation of Mitigation Measure BIO-1 would reduce this potential, significant impact to San Joaquin kit fox to less than significant.

Mitigation Measure

BIO-1 The U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 2011) will be implemented prior to initiation of and during any construction activity on the project site to avoid unintended take of individual San Joaquin kit foxes.

Preconstruction/pre-activity surveys for San Joaquin kit fox will be conducted no less than 30 days prior to the beginning of ground disturbance and/or construction activities or any project activity that may impact San Joaquin kit fox. The surveys will include all work areas and a minimum 200-foot buffer of the project site. The preconstruction surveys will identify kit fox habitat features on the project site, evaluate use by kit fox and, if possible, assess the potential impacts of the proposed activity. The status of all dens will be determined and mapped.

If a natal/pupping den is discovered within the project area or within 200 feet of the project boundary, the County will consult with the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service to establish an appropriate avoidance buffer. The avoidance buffer will be maintained until such time as the burrow is no longer active and/or an incidental take permit is determined to be required and is obtained.

Project-related vehicles should observe a 20-mph speed limit in all project areas; this is particularly important at night when kit foxes are most active. To the extent possible, night-time construction should be minimized. Off-road traffic outside of designated project area will be prohibited.

To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of the project, all excavated, steep-walled holes or trenches more than two feet deep will be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the procedures under number 11 of the Construction and Operational Requirements in the Standardized Recommendations must be followed.

Kit foxes are attracted to den-like structures such as pipes and may enter stored pipe becoming trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods should be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe should not be moved until the U.S. Fish and Wildlife Service has been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved once to remove it from the path of construction activity, until the fox has escaped.

All food-related trash items such as wrappers, cans, bottles, and food scraps should be disposed of in closed containers and removed at least once a week from a construction or project site.

No firearms shall be allowed on the project site.

To prevent harassment, mortality of kit foxes or destruction of dens by dogs or cats, no pets will be permitted on site during construction activities.

Use of rodenticides and herbicides on the project site during construction will be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds should observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the U.S. Fish and Wildlife

Service. If rodent control must be conducted, zinc phosphide should be used because of proven lower risk to kit fox.

In the case of trapped animals, escape ramps or structures should be installed immediately to allow the animal(s) to escape.

Any contractor, employee, or agency personnel who inadvertently kills or injures a San Joaquin kit fox shall immediately report the incident to their representative.

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. CNDDDB records indicate that there are known occurrences of California tiger salamander approximately 1.7 miles to the southwest within Santa Ana Creek and within a retention pond at the edge of the Hollister Municipal Airport runway, approximately 1.3 miles to the northwest of the property site. There is low potential for California tiger salamander to utilize the site for upland refuge habitat due to the regular disking of the property and the distance of the recorded sightings, however there were approximately 10 California ground squirrel or vole burrows observed in the disked soil on the site that could be used as upland refugia. 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-2 through BIO-4 would reduce this potential, significant impact to a less-than-significant level.

Mitigation Measure

BIO-2 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 (USFWS and CDFW 2003) 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, County staff will coordinate with the U.S. Fish and Wildlife Service and/or the California Department of Fish and Wildlife to determine the appropriate course of action per the requirements of the Federal Endangered Species Act and/or the California Endangered Species Act (e.g., obtaining Incidental Take Permits) and implement the permit requirements prior to ground disturbance.

- BIO-3 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 and its 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 a biological monitor 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-4 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 U.S. Fish and Wildlife Service and/or the California Department of Fish and Wildlife by telephone or email on the same day. County staff will coordinate with the U.S. Fish and Wildlife Service and/or California

Department of Fish and Wildlife to determine the appropriate course of action per the requirements of the Federal Endangered Species Act and/or the California Endangered Species Act (e.g., obtaining Incidental Take Permits) and implement the permit requirements prior restarting ground disturbance activities.

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 Mitigation Measure BIO-5 would reduce this potential, significant impact to burrowing owl to less than significant.

Mitigation Measure

BIO-5 To avoid/minimize impacts to burrowing owls potentially occurring on or adjacent to the project site, the County will retain a qualified biologist to conduct a two-visit (i.e. morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site no less than 14 days prior to the start of construction or 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.

Bats. There are no trees on the property site, but several 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 to the south, 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 potential, significant impact to a less-than-significant level.

Mitigation Measure

BIO-6 Prior to construction activities, the County will 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 will 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 County and no further mitigation is required.

If bats or roosting sites are found, a letter report and supplemental documents shall be provided to the County prior to grading activities and the following protection measure will be implemented:

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 does not contain trees, but 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 (February 1 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 Mitigation Measure BIO-7 would reduce potential, significant impacts to nesting birds to less than significant.



Figure 7
Special Status Species in Project Vicinity
 New Behavioral Health Center Initial Study



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Mitigation Measure

BIO-7 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities that include grading, grubbing, or demolition should be conducted between September 16 and January 14, which is outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist will 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.

- b. **Riparian Habitat or Sensitive Natural Communities.** The project site does not contain riparian habitat or sensitive natural communities, therefore, no impacts will occur.
- 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. 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*). However, because the habitat is marginal, 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 San Benito County are identified in the *San Benito County 2035 General Plan* as follows:

Section 8 Natural and Cultural Resources Element, Goal NCR-2 is "To protect and enhance wildlife communities through a comprehensive approach that conserves, maintains, and restores important habitat areas." The other goals in Section 8 include: coordination for habitat preservation, habitat protection, habitat conservation plan, maintain corridors for habitat, mitigation for wetland disturbance or removal, regeneration of oak woodland communities, mitigation of oak woodlands, pre-development biological resource assessment, mitigation funding and site protection, and invasive species.

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.

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5? (1,2,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5? (1,2,4)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (1,2,3, 23)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of dedicated cemeteries? (1,2,23)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

An intensive-level archaeological survey was conducted on October 11, 2018 by EMC Planning Group archaeologist Gail Bellenger to document any surface cultural resources. The project site encompasses 1.94 acres and is located east of San Felipe Road and north of Community Parkway, between Park Center Drive and McCloskey Road, in the City of Hollister. This site consists of two parcels: Assessor’s parcel number 051-110-031 and 051-110-030, which are both vacant, fallow lands. The project site is adjacent to a day care center to the south and the existing behavioral health center to the west. Agricultural land is located to the north and east of the project site.

- a. **Historical Resources.** The nearest potential historical structure is located within a quarter mile of the site and is documented as an informal resource by the Northwest Information Center and dates from 1980 when a brief description states that a saloon built in 1906, closed in 1956, was currently used as a butane/propane business. Prior to the saloon, a Wells Fargo freight stop was built on the site in the late 1800s, but burned down. There is no indication from the Northwest Information Center that the structure still exists. There are no structures on either parcel of land at the project site; therefore, there would be no impact to historical structures.
- b. **Archaeological Resources.** The project site does not have any previously recorded archaeological resources, however, during earth-moving activities; it is always

possible to accidentally discover buried archaeological resources. Disturbance of archaeological resources would be considered a significant adverse environmental impact. A Sacred Lands file search was requested on October 11, 2018 from the Native American Heritage Commission, and a response was received on October 15, 2018 with a positive result. Local tribes were contacted via email on October 15, 2018 requesting knowledge or information about any cultural resources or sacred site issues within the immediate project area. A response was received on October 16, 2018 from Karen White, Council Chairperson of the Xolon Salinan tribe stating that the area is not part of their ancient tribal lands. A second follow-up letter was sent to all tribes, except for the Xolon Salinan tribe, on October 29, 2018. A response was received on November 4, 2018 from Valentin Lopez, Chairperson of the Amah Mutsun Tribal Band, requesting a tribal monitor from the Amah Mutsun Tribal Band be present during all ground disturbing activities as the subject property lies within a sensitive ancestral cultural habitation area. No other tribes responded within two weeks after the second letters were sent.

Should cultural resources be discovered, Hollister Municipal Code Section 17.16.030 requires cessation of construction activity, notification of the Planning Department and examination by a qualified archaeologist or historian for historic resources, so that the extent and location of discovered materials may be recorded, subject to the approval of the Director, and disposition of artifacts may occur in compliance with applicable State and Federal laws. In the *San Benito County 2035 General Plan*, Natural and Cultural Resources Element, Section 8, NCR-7.11, the County will prohibit unauthorized grading, collection, or degradation of native American, tribal, archaeological, or paleontological resources, or unique geological formations, and under NCR-7.12 the County requires an archaeological report prior to the issuance of any project permit or approval in areas determined to contain significant historic or prehistoric archaeological artifacts and when the development of the project may result in the disturbance of the site. The report shall be written by a qualified cultural resource specialist and shall include information as set forth in the county's archaeological report guidelines.

In addition to compliance with the provisions of city code and County goals, implementation of the following mitigation measure would ensure that this potential significant effect is reduced to a less-than-significant level.

Mitigation Measure

- CR-1 Due to the positive result from the Sacred Lands Search from the Native American Heritage Commission, and a conversation with Valentin Lopez, Chairperson of the Amah Mutsun, the County will

ensure a qualified Native American monitor of the Amah Mutsun Tribal Band is present to conduct spot-check monitoring during earth-moving activities. Should any cultural resources or Native American human remains be discovered, the Amah Matsun Tribal Band will be included in a mitigation and recovery program.

- 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.”

In addition to compliance with *San Benito County 2035 General Plan*, implementation of Mitigation Measure CR-1 would require construction to be halted and appropriate evaluation and actions be taken should archaeological resources be discovered during construction. Implementation of the mitigation measure would reduce potentially significant impacts associated with archaeological resources to a less-than-significant level.

- c. **Unique Paleontological Resources/unique Geologic Features.** The project site is on vacant, previously agricultural, disked land. The *San Benito County 2035 General Plan*, Natural and Cultural Resources Element, Section 8, NCR-7.11 protects paleontological resources and unique geological formations from unauthorized grading, collection or degradation.

Although there are no specific indications of paleontological resources associated with the project site, during earth-moving activities, it is always possible to accidentally discover buried paleontological resources. Disturbance of paleontological resources would be considered a significant adverse environmental impact. Implementation of the mitigation measure CR-2 would reduce this potential significant effect to a less-than-significant level.

- d. **Accidental Disturbance of Human Remains.** Although no evidence of potentially sensitive cultural resources are associated with the project site, there is the possibility of an accidental discovery of archaeological resources or human remains during construction activities. Disturbance of Native American human remains is considered a significant adverse environmental impact. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

Mitigation Measure

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 property 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.”

Implementation of Mitigation Measure CR-3 will ensure that potential impacts due to accidental discovery of buried human remains will be reduced to a less-than-significant level by requiring that if a find is made, activity is stopped, and appropriate measures are taken.

6. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(1) 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? (13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) Strong seismic ground shaking? (13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(3) Seismic-related ground failure, including liquefaction? (14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(4) Landslides? (5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil? (6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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? (14)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, creating substantial risks to life or property? (13)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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? (6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

A geotechnical engineering study (hereinafter “geotechnical study”) was prepared for the proposed project by Earth Systems Pacific, which is included as [Appendix B](#). The

geotechnical study includes a review of the subsurface conditions revealed by soil borings, results of laboratory tests, engineering analysis, and conclusions and recommendations.

a/c. Potential impacts from exposure to geologic risks are as follows:

(1) Surface Fault Ruptures. The project site is located within a seismically active area, but outside of Alquist-Priolo Earthquake Fault Zones. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects from rupture of a known earthquake fault.

(2) Ground Shaking. The Hollister area is recognized by geologists and seismologists as one of the most seismically active regions in the United States. The significant earthquakes in this area are generally associated with crustal movement along well-defined, active fault zones which regionally trend in a northwesterly direction. The nearest trace of the Calaveras Fault Zone is located approximately 0.9 miles west of the project site. The Sargent Fault zone runs through the Lomerias Muetas and is located approximately 2.2 miles northwest of the project site. The San Andreas Fault runs along the southern side of the San Juan Valley, crosses through the Hollister Hills along the northeastern flank of the Gavilian Range, and is located approximately 6.7 miles southwest of the project site. The Zayante-Vergeles fault is a major northwest-striking structural element of the Santa Cruz Mountains and is located approximately 7.8 miles southwest of the site. It is reasonable to assume that the proposed project will be subjected to at least one moderate to severe earthquake during its lifetime. During such an earthquake, the danger from fault offset on the site is low, but strong shaking of the project site is likely to occur. The proposed project will be designed in accordance with the seismic design provisions of the latest California Building Code, reducing this potential impact to less than significant.

(3) Liquefaction. According to the *Relative Liquefaction Susceptibility Map, Liquefaction Susceptibility of the Hollister Area, San Benito County, California* prepared by Lewis Rosenberg (1998), the project site is mapped in an area deemed to have a low susceptibility for liquefaction. Therefore, the potential for adverse effects resulting from liquefaction, including seismic induced settlements, ground surface manifestations, and lateral spreading, would be also be considered low.

(4) Landslides. The project site is flat, and is not located adjacent to any hillsides or other sloped area which could be subject to landslides.

b. Construction activities involving grading, excavation, and fill associated with the proposed project would expose soils to wind, water, and other eroding elements.

Implementation of the following mitigation measure would ensure erosion impacts would be less than significant.

Mitigation Measure

GEO-1 The County will prepare and implement an erosion control plan to ensure that erosion is controlled during grading and construction activities and does not result in deposition of the soil off site.

- d. According to the geotechnical study, a plasticity index test performed on a sample of the upper soils from the project site resulted in a liquid limit of 55 and a plasticity index of 30. These values indicate that the sample tested has a very high expansion potential. Soils with high shrinkage-swelling potential undergo pronounced volume changes with moisture content fluctuations and when constrained they could exert significant uplift forces on the overlying structures. Implementation of the recommendations presented in Section 6 of the geotechnical study and attached as [Exhibit A](#) to this initial study, would reduce any adverse impacts associated with expansive soils to a less-than-significant level.

Mitigation Measure

GEO-2 The County will incorporate the recommendations presented in the *Geotechnical Engineering Study San Benito County Behavioral Health Building San Felipe Road (APNs: 051-110-030 & 051-110-031) Hollister, California* dated September 12, 2018 by Earth Systems Pacific in the project grading and building plans.

- e. The proposed project would connect to the city's wastewater treatment system, and would not rely on septic tanks or alternative wastewater systems.

7. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (1,5,6,11,24,25,26)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (1,5,6,11,24,25,26)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a/b. The California Legislature has enacted a series of statutes for reducing greenhouse (GHG) emissions across the State. In September 2006, the Legislature enacted the California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020.

The project site is located within the Monterey Bay Air Resources District (hereinafter “air district”). To date, the air district has not adopted CEQA guidance for analysis of GHG effects of land use projects (e.g. numerical thresholds of significance,) nor has it prepared a qualified GHG reduction plan for use/reference by local agencies located within the air district. Further, the City of Hollister has not adopted a GHG reduction emissions plan or a climate action plan that is applicable to new development within the city limits.

In lieu of locally adopted thresholds of significance, guidance provided by the San Luis Obispo County Air Pollution Control District (hereinafter “SLOCAPCD”), which is adjacent to the air district to the south, is used as reference. The air district has suggested that reference to the SLOAPCD guidance is appropriate for projects proposed within the air district boundary. In April 2012, SLOCAPCD adopted quantitative thresholds for GHG emissions for most land use projects. The SLOCAPCD CEQA Air Quality Handbook includes a bright-line threshold of 1,150 metric tons per year (MT/year) of CO₂e or 4.9 MT CO₂e/service population/year (residents + employees). These thresholds were established for compliance with AB 32 emissions reduction targets. The bright-line threshold is intended to assess small and average-sized projects, whereas the per-service population threshold is

intended to avoid penalizing larger projects that may have high total annual GHG emissions but would be relatively efficient, as compared to projects of similar scale. For example, mixed use projects are generally more GHG efficient than single-use types of projects. The bright-line threshold is the most appropriate threshold for the project given its small size and character. The project's contribution to cumulative GHG impacts would be cumulatively considerable if the project would result in emissions in excess of 1,150 MT of CO₂e per year.

The project site consists of fallow land, so no baseline GHG emissions exist. The proposed project would result in new greenhouse gas emissions during its construction and operational phases. Construction emissions would be generated by equipment used during the site preparation and building construction processes. Operational emissions would be generated primarily by employee, patient, and visitor vehicle trips, and indirectly by use of electricity and natural gas on site, by use of electricity to pump water supply and treat wastewater, and from decomposition of solid waste generated by the proposed use.

GHG emissions associated with the construction and operation of the proposed project have been estimated using California Emissions Estimator Model (CalEEMod) Version 2016.3.2. CalEEMod also calculates the estimated change in carbon sequestration potential resulting from proposed tree plantings. Refer to [Appendix C](#) for detailed results.

Construction GHG Emissions. Total unmitigated construction emissions are projected at 199.79 MT CO₂e. Averaged over a 30-year operational lifetime, the annual amortized emissions would be approximately 6.66 MT CO₂e. CalEEMod defaults have been used for the number and type of construction equipment to be utilized during the construction process and for other construction emissions because project specific data is currently not available.

Operational GHG Emissions. The proposed project would generate an estimated 611.89 MT CO₂e per year of unmitigated emissions during operations.

Carbon Sequestration Potential. There are no trees currently on the project site. The proposed project includes planting 38 new trees. The carbon sequestration potential gained by planting 38 net new trees is estimated as 26.90 MT CO₂e. The gain in sequestration potential is equivalent to 0.90 MT CO₂e per year, averaged over thirty years.

Net GHG Emissions. The net unmitigated GHG emissions attributable to the proposed project are determined by adding the annual operational emissions and the

amortized construction emissions and subtracting the gain in carbon sequestration potential. The net unmitigated GHG emissions attributable to the proposed project are 617.65 MT CO_{2e} per year.

Conclusion. The proposed project would generate approximately 617.65 MT CO_{2e} per year of GHG emissions. This is substantially below the reference bright-line threshold of 1,150 MT CO_{2e} per year. Therefore, the proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

SLOCAPCD'S bright-line threshold of 1,150 MT CO_{2e} per year for GHG emissions is based on emissions reductions within its air basin needed to ensure consistency with AB 32. Therefore, the fact that project emissions are below the SLOCAPCD threshold of significance assures that the project will be consistent with the reference plan for reducing GHG emissions.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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? (5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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, create a significant hazard to the public or the environment? (27)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. 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 a public-use airport, result in a safety hazard for people residing or working in the project area? (1,28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area? (4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (1,6,29)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. 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? (1,5,30)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The proposed project would not involve the routine transport, use, or disposal of hazardous waste. However, construction of the proposed project may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals typically used during construction. Transportation, storage, use and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations.

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

- b. The project site has historically been used for agricultural production. It is possible that agricultural chemicals may have accumulated over time in the on-site soils. If potentially harmful levels of agricultural chemicals are present in areas of the site, grading and earthmoving activities could expose the public or construction workers to contaminated soils that pose a health risk.

Implementation of the following mitigation measure would reduce this impact to less than significant.

Mitigation Measure

HAZ-1 The County will contract with a qualified professional to prepare a current, project-specific Phase I Environmental Site Assessment in compliance with all applicable local, state, and federal regulations. Potentially hazardous site conditions including presence of agricultural chemical residues in soils will be identified for the site. If hazardous conditions are identified that require preparation of a Phase II Environmental Site Assessment, the County will be responsible for conducting the assessment and for implementing all recommendations and requirements for remediation of residual agricultural chemical soil conditions, if present, identified therein.

- c. No schools are located within a quarter mile of the project site. Therefore, the proposed project would not emit or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d. Government Code Section 65962.5 requires that the Department of Toxic Substances Control compile and regularly update a list of hazardous waste facilities and sites. A search of the Envirostor website (Department of Toxic Substances Control 2018)

revealed that the project site is not on the list and there are no listed hazardous sites within one half mile. Therefore, proposed project would not create a significant hazard to the public or the environment.

- e. As identified on Map 16, Airport Influence Areas, of the *City of Hollister General Plan*, the project site is located within the “Outer Safety Zone” of the Hollister Municipal Airport. The general plan recommends that all development within the identified influence area be reviewed for compatibility with airport operations.

The *Hollister Municipal Airport Land Use Compatibility Plan* (hereinafter “airport land use compatibility plan”) promotes compatibility between the Hollister Municipal Airport and the land uses surrounding it through establishment of a set of compatibility criteria applicable to new development around the airport. As illustrated on Map 1, Compatibility Policy Map: Airport Influence Area, of the airport land use compatibility plan, the project site is located within the Airport Land Use Commission Review Area 1. Within this area, noise, safety, airspace protection, and overflight are compatibility concerns.

The project site is not located within a noise impact zone (Map 2, Compatibility Policy: Noise Impact Zones). According to Map 3, Compatibility Policy Map: Safety Zones, the project site is located within Zone 6 – Traffic Pattern Zone. However, the risk in this zone is primarily with uses for which potential consequences are severe (e.g., children’s schools, hospitals, and power plants). The project site is not located within the Critical Airspace Protection Zone as identified on Map 4, Compatibility Policy Map: Airspace Protection Zones, of the airport land use compatibility plan. As identified on Map 5, Compatibility Policy Map: Overflight Zones, the project site is located within the Routine Overflight Zone. However, overflight compatibility is particularly important with regard to residential land uses.

Therefore, the proposed project would not result in a significant safety hazard for those working in the project area.

- f. The project site is not located in the vicinity of a private airstrip. Therefore, the proposed project would not result in a safety hazard for the people residing or working in the project area.
- g. The city’s emergency evacuation/response plans are coordinated with the *San Benito County Operational Area Emergency Operations Plan*. As identified in the general plan, the city’s primary evacuation routes would be along State Route 25 and State Route 156. The proposed project would not impair or obstruct these evacuation routes. Therefore, the proposed project would not impede or conflict with any adopted emergency response or evacuation plans.

- h. The general plan does not identify wildlands within or around the city and wildfire is not identified as a concern. According to the California Department of Forestry and Fire Protection, the City of Hollister is not within a state responsibility area for a fire hazard severity zone. The project site is not adjacent to, or intermixed with, wildlands. Therefore, development on the project site would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

9. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements? (1,2,6,31,35,38)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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., would the production rate of preexisting nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted? (2,6,33,34,35)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 <i>substantial erosion or siltation on- or off-site?</i> (5,6,31)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 run-off in a manner which would result in <i>flooding on- or off-site?</i> (6,36)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute run-off water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off? (6,36)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality? (2,6,31)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (37)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (37)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? (37)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Be subject to inundation by seiche, tsunami, or mudflow? (4,5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. **Water Quality Standards.** Water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Permit Program, which was established by the Clean Water Act. The NPDES Permit Program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The State Water Resources Control Board administers the NPDES Program in California. The City of Hollister is located within the boundaries of the Central Coast Regional Water Quality Control Board. The Central Coast Regional Water Quality Control Board issues and enforces NPDES permits for discharges into the Monterey Bay. Storm water from the project site drains into the San Benito River and the Pajaro River, which eventually empties into the Monterey Bay.

Projects disturbing more than one acre of land during construction are required to file a notice of intent to be covered under the State NPDES Construction General Permit for discharges of storm water associated with construction activities. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that uses storm water “Best Management Practices” to control runoff, erosion and sedimentation from the site both during and after construction. The SWPPP has two major objectives: (1) to help identify the sources of sediments and other pollutants that affect the quality of storm water discharges; and (2) to describe and ensure the implementation of practices to reduce sediment and other pollutants in storm water discharges.

The proposed project would be located on a 1.94-acre site and the County would be required to obtain a State NPDES Construction General Permit. By complying with the Construction General Stormwater Permit requirements, the proposed project would not violate any water quality standards.

Waste Discharge Requirements. Wastewater facilities and treatment would be provided by the City of Hollister. The city owns and operates two wastewater treatment and disposal facilities. The domestic wastewater treatment plant is located west of downtown on both sides of the State Route 156 bypass near the San Benito River. The industrial wastewater treatment facility is located west of downtown Hollister at the west end of South Street and on the north side of the San Benito River, less than one mile east of the domestic wastewater treatment plant. Treated wastewater from both facilities is disposed of by percolation, which contributes to localized areas of high groundwater in the Hollister West sub-basin.

Wastewater generated onsite from the proposed facility will be collected and conveyed to the city's domestic wastewater treatment plant for treatment and disposal. The city's wastewater treatment plant utilizes immersed member bioreactor technology to produce effluent that meets state Title 22 requirements for tertiary recycled water. The project site has a *City of Hollister General Plan* designation of Public and is accounted for in the *Hollister Urban Area Water and Wastewater Master Plan*. According to the *2015 Hollister Urban Area Urban Water Management Plan*, the domestic wastewater treatment plant is capable of treating up to 4 million gallons per day and the current dry weather average flow is approximately 3 million gallons per day (page 6-13). Therefore, the proposed project would not violate any waste discharge requirements.

- b. **Groundwater Supplies.** Water supply in the City of Hollister comes from several sources: local groundwater, local surface water, and surface water purchased from the U.S. Bureau of Reclamation Central Valley Project. The San Benito County Water District (hereinafter "water district") is responsible for the management of the groundwater basins in much of San Benito County.

According to the water bills provided by the County, the water consumption of the business park located at 1131 San Felipe Road is approximately 3989.61 gallons per day or 4.47 acre-feet per year. The existing behavioral health center uses about 25 percent of the water used by the entire business park. Therefore, the existing behavioral health center consumes approximately 1.12 acre-feet of water per year.

The *City of Hollister Final Water Distribution System Master Plan* (hereinafter "water distribution system master plan"), adopted in August 2018, includes analyses of the City's current and projected water demands, evaluation of the water distribution system and storage facilities, and a prioritized capital improvement program. According to Table 4-5 of the water distribution system master plan, the water demand factor for commercial uses, including government facilities, is 1,455 gallons per day per acre. The proposed project would be located on a 1.94-acre site.

Therefore, according to the water distribution system master plan the proposed project's water demand is estimated to be 2,822.7 gallons per day or approximately 3.16 acre-feet per year.

The *2015 Hollister Urban Area Urban Water Management Plan* (hereinafter "urban water management plan") was prepared to help guide the Hollister urban area's future water management efforts. It builds on and updates the previous 2010 urban water management plan, accounting for changes in the California Water Code and local planning and water management efforts. Water demand of the Hollister urban area, including development of the project site, was evaluated in the urban water management plan. According to the urban water management plan, water demand for the city's entire urban area is expected to increase to 10,286 acre-feet per year (hereinafter "AFY") by 2035 (urban water management plan, page 4-3). The underlying groundwater sub-basins have a sustainable yield of roughly 16,000 AFY (urban water management plan, page 6-17). The city would have sufficient water to meet projected water demands for the proposed project in addition to meeting the Hollister urban area's existing and planned demands.

Groundwater Recharge. In an effort to keep groundwater at appropriate levels, the water district artificially recharges the water basins in and around Hollister. In the past, the water district has purchased and percolated imported water for groundwater management. Imported water percolation peaked in 1997 at 11,087 AFY and reduced in the following years in response to the successful recovery of the groundwater basin from overdraft. In recent years, no significant release of imported water has occurred due to reduced allocations and local areas of high water levels. In addition, the city percolates treated wastewater discharge to the groundwater basin. Wastewater percolation has been decreasing in recent years and is expected to continue to decrease as recycled water use increases.

Therefore, the proposed project would not contribute to a substantial depletion of groundwater supplies or interfere substantially with groundwater recharge.

- c. The project site does not contain any streams or rivers. The project site consists of fallow land. The proposed project would subsequently increase the amount of impervious surfaces due to the construction of the building and parking lot. The proposed project would alter the existing drainage pattern of the site because of the increase in impervious surfaces.

Construction activities associated with the proposed project would expose soil surfaces to the erosive effects of storm water runoff. Erosion impacts are also addressed earlier in Section 6, Geology and Soils. Construction activities associated

with the development of the project site would be subject to coverage under the State's National Pollutant Discharge Elimination System (NPDES) General Construction Stormwater Permit. As part of the NPDES permit process, the County would be required to prepare and comply with a storm water pollution prevention plan (SWPPP) that specifies Best Management Practices. Compliance with these requirements will ensure any potentially significant adverse impacts associated with erosion or siltation are less than significant.

- d/e. According to the *City of Hollister Storm Drain Master Plan*, the city's storm drainage system is comprised of multiple networks of inlets, pipes, and basins that flow to the San Benito River, the 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 storm water pumping stations.

According to the grading, drainage, and utilities plan (sheet 6 of the plan set), the project site drains to a retention pond located on Assessor's parcel number 051-110-034, which is located northwest of the project site. As discussed in "c" above, the proposed project would alter the existing drainage pattern of the site because of the increase in impervious surfaces. The County will use on-site Best Management Practices for treatment and infiltration, and overflow will be directed to the retention pond. Therefore, this impact would be less than significant.

- f. The potential water quality impacts from construction phase activities associated with the proposed project would be less than significant. See "a" above.
- g/h. Regional flood hazards are described in terms of the 100-year flood event, and are mapped for most of California by the Federal Emergency Management Agency (FEMA). According to FEMA, the project site is not located within the 100-year flood plain. Therefore, the proposed project would not result in the placement of housing or structures within the 100-year flood hazard area.
- i/j. As indicated by FEMA, the project site is located in an area of minimal flood hazard. The project site is not located in a coastal area or in the vicinity of reservoirs, lakes or ponds and is therefore not subject to inundation by tsunami or seiche. The project site is relatively flat and would not be subject to inundation by mudflow.

10. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community? (4,5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? (1,3,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The project site is surrounded by a day care center to the south, the existing behavioral health center to the west, and agricultural land to the north and east. The proposed facility would be located on fallow land within the City of Hollister and would not physically divide an established community.
- b. The project site has a *City of Hollister General Plan* land use designation of Public (P). This designation includes activities such as utilities, schools, and other city, county, state or federal facilities. The project site is zoned Public Facility (PF). Applicable policies of the *City of Hollister General Plan* and *San Benito County 2035 General Plan* were reviewed and it was determined that the proposed project would not conflict with any applicable land use plan policies adopted for the purpose of avoiding or mitigating an environmental impact.
- c. There are no habitat conservation plans or natural community conservation plans adopted for the project area. Therefore, the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

11. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (1,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land-use plan? (1,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a/b. The State Mining and Geology Board 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 (general plan, page 7.3). These resources remain potentially available near the San Benito River and are needed to meet future demands in the region. However, the general plan does not identify the location of these resources. The project site is located a minimum of 3.1 miles from the San Benito River. Therefore, the proposed project would not result in impacts to known mineral resources or result in the loss of availability of a locally important resource recovery site.

12. NOISE

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in applicable standards of other agencies? (2,6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in exposure of persons to or generation of excessive ground-borne vibration or ground borne noise levels? (6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (42,43)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (2,4,6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. 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, expose people residing or working in the project area to excessive noise levels? (1,28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project located within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels? (4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The health and safety element of the *City of Hollister General Plan* establishes limits on noise increases and overall noise exposure limits for various land uses based on the California Office of Noise Control Land Use Compatibility Guidelines (hereinafter “guidelines”). The guidelines utilize the Day-Night Level (Ldn) 24-hour descriptor to define acceptable noise exposures for various land uses. The guidelines define an outdoor level of 60 dB Ldn or less as being “normally acceptable” for hospitals.

Construction of the proposed project would involve the use of grading, trenching, and paving equipment. The proposed project would temporarily raise ambient noise levels in the vicinity of the project site during the construction period.

Implementation of Mitigation Measure N-1 (see “d” below) would reduce the temporary construction-related noise impacts to less than significant.

Operation of the New Behavioral Health Center would involve the use of vehicles by employees and patients, mechanical building equipment, and maintenance equipment. Operation of the proposed project would increase long-term ambient noise levels, primarily associated with increases in vehicle traffic on nearby roadways. However, traffic generated by the proposed project would not substantially increase noise levels in the project vicinity (see “c” below). Therefore, noise associated with the operation of the proposed facility is not anticipated to exceed applicable noise standards.

- b. Long-term operational activities associated with the proposed project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration. Increases in ground-borne vibration levels attributable to the proposed project would be primarily associated with short-term construction activities. However, based on the size of the proposed project and the temporary nature of construction activities, ground-borne vibration impacts would be less than significant.
- c. Long-term, permanent increases in ambient noise levels would be primarily associated with increases in vehicle traffic on nearby roadways. According to the U.S. Department of Transportation Federal Highway Administration, doubling of the noise source produces only a 3 dB increase in sound pressure level. A 3 dB change in sound level is barely detectable by the human ear. Under existing conditions, the daily traffic volume on Community Parkway is 1,500 vehicles. The proposed project is estimated to add 657 daily trips, for a total of 2,157 vehicles under existing plus project conditions. Therefore, project-generated increase in traffic volumes would not substantially increase noise levels in the project vicinity.
- d. The proposed project would generate noise during construction that would result in a short-term increase in ambient noise levels. Typical noise levels range up to 91 dBA at 50 feet during the noisiest construction phase (general plan EIR, page 4.4-9). Noise is primarily a concern when in the vicinity of noise-sensitive uses such as residences, schools, churches, and hospitals. The nearest noise-sensitive receptor is a day care center, located approximately 80 feet south of the project site. Significant, but temporary noise excesses will occur at the day care center that is adjacent to the site to the south during much of the construction, due to the close proximity of the day care center to the site.

Implementation of the following mitigation measure would ensure that short-term noise impacts are less than significant.

Mitigation Measure

- N-1 The County will incorporate the following measures into construction documents to reduce construction-related noise:
- a. Construction activities would 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 would be prohibited on Sundays and federally recognized holidays;
 - b. Locate construction equipment and equipment staging areas at the furthest distance possible from the adjacent day care center;
 - c. Construction equipment would be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds would be closed during equipment operation;
 - d. When not in use, all construction equipment will be turned off and will not be allowed to idle; and
 - e. A noise disturbance coordinator will be designated to handle complaints and the site shall be posted with a phone number and email address so that the nearby day care center and other businesses in the area have a contact person in case of a noise problem.
- e. As identified on Map 16, Airport Influence Areas, of the *City of Hollister General Plan*, the project site is located within the "Outer Safety Zone" of the Hollister Municipal Airport. The general plan recommends that all development within the identified influence area be reviewed for compatibility with airport operations.

The *Hollister Municipal Airport Land Use Compatibility Plan* (hereinafter "airport land use compatibility plan) promotes compatibility between the Hollister Municipal Airport and the land uses surrounding it through establishment of a set of compatibility criteria applicable to new development around the airport. As illustrated on Map 1, Compatibility Policy Map: Airport Influence Area, of the airport land use compatibility plan, the project site is located within the Airport Land Use Commission Review Area 1. Within this area, noise, safety, airspace protection, and overflight are compatibility concerns.

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According to Map 2, Compatibility Policy: Noise Impact Zones, of the airport land use compatibility plan, the project site is not located within any noise impact zones. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels.

- f. The project site is not located within the vicinity of a private airstrip. Therefore, the proposed project would not expose people working in the project area to excessive noise levels.

13. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
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)? (5,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (5,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (5,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

a-c. The proposed behavioral health center would not result in an increase in population. The proposed project would be located on vacant, fallow land and would not displace any housing or people. Therefore, the proposed project would not induce substantial population growth, or displace housing or people.

14. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of or 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:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools? (6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks? (6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities? (6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a-e. Fire protection within the City of Hollister is provided by the Hollister Fire Department, which is located at 110 5th Street. Police protection within the city limits is provided by the Hollister Police Department, which is headquartered at 395 Apollo Way. The project site is located within the existing service areas for fire and police services. The proposed project would not result in an increase in population in the city and is not anticipated to result in a significant increase in demand for these services, resulting in the need for new or physically altered facilities to serve the project. The proposed project would not increase demand for schools or parks, greater than existing levels of demand. Therefore, the proposed project not result in physical impacts associated with the provision of or need for new or physically altered governmental facilities.

15. RECREATION

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
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? (6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? (6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a/b. The proposed project would not result in an increase in population that would impact existing park and recreational facilities or result in environmental impacts from the construction of additional park and recreational facilities.

16. TRANSPORTATION/TRAFFIC

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
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? (44)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (44)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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? (6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (44)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access? (44)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreased the performance or safety of such facilities? (44)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

This section is based on the *San Benito County Behavioral Health Center Traffic Impact Analysis* (hereinafter “traffic impact analysis”) prepared for the proposed project by Hexagon Transportation Consultants. The traffic impact analysis is included as [Appendix D](#).

a/b. The traffic impact analysis analyzed traffic conditions for the weekday AM and PM peak hours for existing conditions, existing plus project conditions, background conditions, background plus project conditions, and cumulative conditions at the following study intersections:

1. San Felipe Road (SR 156) and San Felipe Road (frontage)^{CH} (unsignalized)
2. San Felipe Road (frontage) and Community Parkway (site access)^{CH} (unsignalized)
3. San Felipe Road (frontage) and McCloskey Road^{CH} (unsignalized)
4. San Felipe Road (SR 156) and McCloskey Road/Wright Road^{CH}
5. San Felipe Road (SR 156) and SR 25^{CT}
6. SR 25 and Wright Road^{CT} (unsignalized)

Intersections denoted with the superscript “CH” are under the jurisdiction of the City of Hollister and intersection denoted with superscript “CT” are under the jurisdiction of Caltrans.

Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various levels of service are based on the average amount of delay incurred by drivers traveling through the intersection.

The level of service standard for City of Hollister intersections is LOS C. The Caltrans level of service standard for intersections is LOS C or better. However, Caltrans acknowledges that a LOS C standard may not always be feasible. If maintaining a LOS C is not feasible, Caltrans attempts to maintain the existing level of service of service when assessing the impact of a new project. For the purposed of this study, LOS C standard also was applied to all Caltrans intersections.

Project Trips

The magnitude of traffic generated by the proposed project was estimated by applying to the size of the project the appropriate trip generation rates, as published by the Institute of Transportation Engineers in *Trip Generation Manual, 10th Edition*. [Table 1, Project Trip Generation Estimates](#), presents the magnitude of traffic generated by the proposed project.

Table 1 Project Trip Generation Estimates

Land Use	Project Size	Unit	Daily		AM Peak Hour				PM Peak Hour			
			Trip Rate	Trips	Trip Rate	Trips In	Trips Out	Total Trips	Trip Rate	Trips In	Trips Out	Total Trips
Clinic	17,212	SF	38.16	657	3.69	50	14	64	3.28	16	40	56

SOURCE: San Benito County Behavioral Health Center Traffic Impact Analysis

Existing Plus Project Conditions

Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that the SR 25 and Wright Road intersection currently operates at unacceptable LOS E and F during the AM and PM peak hours, respectively. The proposed project would add traffic to this intersection, increasing delay on Wright Road by 1.4 seconds in the AM peak hour and 4.7 seconds in the PM peak hour. With these increases, this intersection would continue to operate at LOS E in the AM peak hour and LOS F in the PM peak hour.

Based on Caltrans level of service impact criteria, the above intersection would be significantly impacted by the project under existing plus project conditions.

Intersection Signal Warrant Analysis

The peak-hour signal warrant analysis indicates that the following two study intersections are projected to have peak-hour traffic volumes that meet the thresholds that warrant signalization under existing plus project conditions during at least one of the peak hours:

- San Felipe Road and San Felipe Road (frontage) ^{CH} (PM peak hour)
- SR 25 and Wright Road ^{CT} (AM and PM peak hours)

The intersection of SR 25 and Wright Road also was found to be significantly impacted by the proposed project under existing plus project conditions.

Implementation of the following mitigation measure would reduce this impact to less than significant.

Mitigation Measure

- T-1 The widening of State Route 25 to four lanes between San Felipe Road and Santa Clara County Line is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The County will pay the applicable TIMF fee as a fair-share contribution toward improvements at this intersection, prior to issuance of a building permit.

- c. The proposed project does not include uses that generate air traffic or that have potential to affect air traffic patterns. Therefore, the proposed project would not result in a safety risk associated with air traffic.
- d. Access to the project site would be provided via an existing driveway along San Felipe Road (frontage). The existing driveway (Community Parkway) currently provides access to other existing uses adjacent to the project site, including the existing health center. Within the project site, Community Parkway is proposed to be extended from its current terminus point (a cul-de-sac along the western project site boundary) northward to the northern project site boundary. The Community Parkway extension would provide access to the project site via two new internal driveways. Both new internal driveways would provide inbound and outbound access.

Project Driveway Design. The City of Hollister requires a minimum width of 21 feet (maximum of 42 feet) for all commercial and industrial driveways. The existing access driveway (east leg of the San Felipe Road frontage road and Community Parkway intersection) is approximately 30 feet wide, satisfying the minimum width requirements. The site plan shows both internal driveways to be 24 feet wide, also satisfying the minimum driveway width requirements.

Project Driveway Operations. The site access intersection of San Felipe Road (frontage) and Community Parkway was evaluated. The level of service analysis shows that this intersection currently operates and is projected to continue to operate adequately with implementation of the proposed project. Therefore, the existing stop control at this intersection would be adequate to serve the projected traffic volumes.

Operations at the proposed project site driveway also were evaluated for adequacy to serve the estimated project traffic based on vehicle queue projections. Based on the traffic volume projections, the queuing analysis shows that no more than one vehicle is projected to queue along the southbound approach on San Felipe Road (frontage) as it waits for a gap in opposing traffic to complete a left-turn into the site. It is also projected that queues of no more than two vehicles would occur along Community Parkway. Based on the relatively low traffic volumes on San Felipe Road (frontage), operations at the project site access driveway are projected to be adequate.

Sight Distance. Adequate sight distance should be provided at the project site driveway (intersection of San Felipe Road frontage road and Community Parkway) in accordance with the American Association of State Highway Transportation Officials (AASHTO) standards. There are no existing trees or visual obstructions along San Felipe Road (frontage) at Community Parkway that would obscure sight

distance to drivers exiting the project site, providing a clear view of approaching traffic on both sides of San Felipe Road (frontage) beyond the minimum required distance of 300 feet. Therefore, it can be concluded that the project access driveway would meet the AASHTO minimum stopping sight distance standards.

Therefore, the project site access would not result in design hazards.

- e. In addition to adequately serving passenger vehicles, larger vehicles, such as emergency vehicles and garbage trucks, also must be able to access and maneuver through the parking lot. The design of the parking lot must adhere to San Benito County and City of Hollister design standards and guidelines, including adequate corner radii to accommodate the greater turn radii associated with larger vehicles, drive aisle widths, and parking dimensions, in order to provide adequate on-site circulation for all vehicles.

The proposed site layout and two full access driveways would allow for continuous traffic circulation through the project site. With the proposed parking layout and providing adequate drive aisle widths and corner radii, access and on-site circulation for all vehicles, including garbage and fire trucks, would be adequate.

- f. **Bicycle Facilities.** The proposed project could increase the demand on bicycle facilities in the vicinity of the project site. The project site is served directly by Class II bike lanes along the San Felipe Road frontage road. However, currently there is not a connection between the bike lanes on San Felipe Road (frontage) and other existing bike lanes within the City of Hollister. With the existing limited and discontinuous bicycle network, the potential project-related bike riders would have to share the roadway with vehicular traffic, which could discourage the use of the bicycle as an alternative mode of transportation. With implementation of the planned bicycle facilities identified in the County's Bikeway and Pedestrian Master Plan, a connection would be provided between the project site and other bicycle facilities to the south, providing a continuous bicycle network with access to most areas within Hollister and major facilities outside of town. However, since the above planned bicycle facilities are not fully funded, it is uncertain when these facilities would be available. Until these facilities are built out, project-related bicycle traffic would need to share the roadway with auto traffic.

Pedestrian Facilities. Pedestrian facilities in the project area are limited. With the project site being located within a highly undeveloped industrial area, none of the surrounding roadways currently have sidewalks. The missing sidewalks in the project area make pedestrian travel to/from the project site challenging, discouraging pedestrian activity or forcing pedestrians to walk along undeveloped roadway

shoulders and/or within the street. However, no other pedestrian destinations, such as residences, shopping centers, or other pedestrian services, are located within what would be considered an acceptable walking distance (0.25 to 0.5 miles) from the project site. Therefore, it is very unlikely that the project would generate a measurable need for pedestrian facilities.

Transit Service. County Express operates several fixed-route buses in Hollister and San Benito County. There are currently three County Express bus lines (Blue Line, Green Line, and Red Line) which operate within the City of Hollister. The Red Line serves the project site directly, with the nearest bus stop to the project site located within the parking lot adjacent to the existing health center. Although no reduction to the project trip generation estimates was applied due to transit services, it can be assumed that some of the project trips could be done utilizing public transportation. Applying an estimated three to five percent transit mode share, which is probably the highest that could be expected for the project, equates to approximately 2-3 new transit riders generated by the proposed project during each of the peak hours. With the Red Line serving the project site directly, the estimated number of new transit riders for the proposed project could be accommodated. Therefore, the additional transit demand generated by the project would not justify additional transit services in the study area based on the project demand alone.

Therefore, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

17. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. 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, or 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:				
(1) 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 (41)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (41)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The CEQA statute as amended by Assembly Bill 52 (Public Resources Code Sections 21073 and 21074) define “California Native American tribe” and “tribal cultural resources.” A California Native American tribe is defined as a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission. “Public Resources Code Section 21080.3.1 outlines procedures for tribal consultation as part of the environmental review process. According to County staff, no California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1.

18. UTILITIES AND SERVICES SYSTEMS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (1,2,35,38)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? (2,6,8,34,35,38)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (6,31,36)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (2,6,34,35)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (2,8,35,38)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid-waste disposal needs? (2,8,39,40)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste? (32)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. Wastewater facilities and treatment would be provided by the City of Hollister. The project site has been anticipated for development with public uses in the general plan and is accounted for in the *Hollister Urban Area Water and Wastewater Master Plan*. Wastewater generated onsite from the proposed facility will be collected and conveyed to the city's domestic wastewater treatment plant for treatment and

disposal. The city's wastewater treatment plant utilizes immersed member bioreactor technology to produce effluent that meets state Title 22 requirements for tertiary recycled water. Therefore, the proposed project would not cause the city to exceed wastewater requirements of the Regional Water Quality Control Board.

b/d/e. **Water Facilities.** As discussed in Section 9, Hydrology and Water Quality, the existing behavioral health center consumes approximately 1.12 acre-feet of water per year (hereinafter "AFY"). The proposed project would obtain domestic water service from the city, which will require extending the existing water line from Community Parkway south of the existing behavioral health center, north to the project site via the existing cul-de-sac (refer to the plan set, sheet 6, Grading, Drainage, & Utilities). According to Table 4-5 of the *City of Hollister Final Water Distribution System Master Plan*, the water demand factor for commercial uses, including government facilities, is 1,455 gallons per day per acre. The proposed project would be located on a 1.94-acre site. Therefore, the proposed project's water demand would be 2,822.7 gallons per day (1,455 gallons per day per acre x 1.94 acre) or approximately 3.16 AFY.

According to the *2015 Hollister Urban Area Urban Water Management Plan*, water demand for the city's entire urban area is expected to increase to 10,286 AFY by 2035 (urban water management plan, page 4-3). The underlying groundwater sub-basins have a sustainable yield of roughly 16,000 AFY (urban water management plan, page 6-17). Therefore, the city would have sufficient water to meet projected water demands of the proposed project in addition to meeting the Hollister urban area's existing and planned demands, and no additional or expanded water treatment facilities are necessary.

Wastewater Treatment Facilities. Wastewater facilities and treatment would be provided by the City of Hollister. Using the information regarding employment and projected wastewater flows through the year 2023 found in the *Hollister Urban Area Water and Wastewater Master Plan* (Table 4-2 and Table 4-4), the wastewater generation rate for the City of Hollister's Urban Growth Area is approximately 0.0002 million gallons per day (hereinafter "mgd") per employee (4.60 mgd / 22,204 employees). The proposed project will be designed to accommodate approximately 62 employees. Therefore, the proposed project would generate approximately 0.01 mgd of wastewater per day (62 employees x 0.0002 mgd).

According to the *2015 Hollister Urban Area Urban Water Management Plan*, the domestic wastewater treatment plant is capable of treating up to 4 mgd and the current dry weather average flow is approximately 3 mgd (page 6-13). Therefore, the proposed project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities.

- c. The city's storm drainage system is comprised of multiple networks of inlets, pipes, and basins that flow to the San Benito River, the Santa Ana Creek or to terminal (retention) basins.

The project site drains to a retention pond located on Assessor's parcel number 051-110-034. The proposed project would increase the amount of impervious surfaces on the site due to the construction of the building and parking lot. As discussed in Section 9, Hydrology and Water Quality, the proposed project would require a Construction General Stormwater Permit that reduces the impact of excessive runoff water. In addition, the use of on-site Best Management Practices would ensure that the proposed project would not create or contribute substantial amounts of runoff water that would exceed the capacity of existing or planned storm water drainage systems.

- f. Recology San Benito County provides garbage and recycling collection service in Hollister. Solid waste is disposed of at the John Smith Road Landfill, which is the only permitted landfill serving the Hollister area. The landfill is owned by the County of San Benito and is operated by Waste Connections Inc. According to the California Department of Resources Recycling and Recovery (hereinafter "CalRecycle"), the John Smith Road Landfill has a remaining capacity of approximately 3.5 million cubic yards as of March 31, 2018. The landfill has a cease operation date of January 1, 2032. The maximum permitted throughput is 1,000 tons per day.

According to CalRecycle, the solid waste generation factor for a government facility is 0.59 tons per employee per year. The proposed project will be designed to accommodate approximately 62 employees. Therefore, the proposed project would generate approximately 36.58 tons of solid waste per year (62 employees x 0.59 tons per employee per year) or 0.1 tons of solid waste per day. Therefore, the proposed project would not generate solid waste that would exceed the landfill permitted capacity.

- g. State mandates such as AB 939, AB 341, AB 1826 and SB 1383 require all California jurisdictions to implement organics recycling programs, business/residential recycling programs and meet mandatory diversion from landfill or face potential compliance schedules and or fines. The San Benito County Integrated Waste Management Regional Agency introduced new recycling and organics collection programs starting November 1, 2018 to help meet state waste diversion mandates. The proposed project would be required to comply with the new recycling programs and, therefore, the proposed project would comply with federal, state, and local statutes and regulations related to solid waste.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
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 wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory? (1,2,3,4,15,16,17,18,19,22,23)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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) (2,4,6,44)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (2,4,5,6,11,13)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. As discussed in Section 4 Biological Resources, the proposed project has a low potential to have an adverse effect on the following special-status species: San Joaquin kit fox, California tiger salamander, burrowing owl, bats, and nesting birds. Implementation of Mitigation Measures BIO-1 through BIO-7 would reduce these potential, significant impacts to a less-than-significant level.

As described in Section 5 Cultural Resources, the project site is not known to contain any paleontological resources, human remains, or archaeological resources. However, it is possible that these resources could be accidentally uncovered during grading and construction activities. In the event this should occur, Mitigation Measures CR-1, CR-2, and CR-3 would ensure that the potential impacts would not be significant.

- b. The proposed project has the potential to result in cumulatively considerable impacts in the areas of noise (construction-related impacts) and traffic (level of service standards and intersection operations). However, with the implementation of Mitigation Measures N-1 and T-1, impacts of the proposed project would not be cumulatively considerable.
- c. As described in Section 3 Air Quality, construction activities associated with the proposed project would result in localized emissions of dust and diesel exhaust that could result in temporary impacts to adjacent land uses that include sensitive receptors. Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce the air quality impacts on sensitive receptors to a less-than-significant level.

As discussed in Section 6 Geology and Soils, soils on the project site have a very high expansion potential and could create substantial risks to life or property. Implementation of Mitigation Measure GEO-2 would reduce any adverse impacts associated with expansive soils to a less-than-significant level.

The project site has historically been used for agricultural production. It is possible that agricultural chemicals may have accumulated over time in the on-site soils. If potentially harmful levels of agricultural chemicals are present in areas of the site, grading and earthmoving activities could expose the public or construction workers to contaminated soils that pose a health risk. Implementation of Mitigation Measure HAZ-1 would reduce this potential impact to less than significant.

Construction activities associated with the proposed project would result in temporary increases in ambient noise levels. However, implementation of Mitigation Measure N-1 would reduce this short-term noise impact to less than significant.

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All documents indicated in bold are available for review at the **County of San Benito, 2301 Technology Parkway, Hollister, CA 95023, (831) 902-2207** during normal business hours.

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