



**CITY OF HOLLISTER
PLANNING COMMISSION AGENDA
REGULAR MEETING**

Thursday, October 24, 2024, 6:00 p.m.

City Council Chamber, City Hall

375 Fifth Street, Hollister, CA 95023

David Agaliotis, Commissioner, Citywide
Hani Mayzouni, Commissioner, District 1
Vacant, Commissioner, District 2
Steven Belong, Commissioner, District 3
Luke Corona, Commissioner, District 4

****CONTINUATION OF PUBLIC HEARING****

Please note that the public hearing for the 400 SAN BENITO STREET MASTER SIGN PLAN 2024-1, that was published in the paper has been continued to a date uncertain and will be re-noticed.

NOTICE TO PUBLIC

Persons who wish to address the Planning Commission are asked to complete a speaker's card and give it to the Meeting Clerk before addressing the Planning Commission. Those who wish to address the Planning Commission on an agenda item will be heard when the presiding officer calls for comments from the audience. City related items not on the agenda will be heard under the Public Input section of the agenda. Following recognition, persons desiring to speak are requested to advance to the podium and state their name and address. If you are joining us by Zoom, please click on the bottom of your screen to raise your hand. If you are joining us by Zoom using a cell phone, please press *9. After hearing audience comments, the public portion of the meeting will be closed, and the matter brought to the Planning Commission for discussion.

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

Requests to make presentations to the Planning Commission should be submitted to the Planning Manager at least ten days before the Planning Commission meeting. It is customary for City staff members to review such matters before the formal presentation so that the City Council may have the benefit of all available data. PowerPoint presentations must be presented to the Planning Manager by noon on the day of the Planning Commission meeting.

The public may watch the meeting via live stream at:

City of Hollister Website

<https://pub-hollister.escribemeetings.com/>

Community Media Access Partnership (CMAP):

<http://cmaptv.com/watch/>

City of Hollister YouTube Channel:

<https://www.youtube.com/@cityofhollistercalifornia1489>

Public Participation:

The public may attend meetings.

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

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

https://us02web.zoom.us/webinar/register/WN_YoRpp4-0TUiPPhhRYZkNuA

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's Office at (831) 636-4300. Notification of 48 hours prior to the meeting will enable the City to attempt to make reasonable arrangements to ensure accessibility to this meeting [28 CFR 35.102-35.104 ADA Title II].

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

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **PLEDGE OF ALLEGIANCE**

4. **PUBLIC INPUT FOR ITEMS NOT ON THE AGENDA**

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

5. **CONSENT ITEMS**

All items listed under consent agenda will be enacted by one motion authorizing actions indicated for those items so designated. There will be no separate discussion of these items unless requested by a member of the Planning Commission, a staff member, or a member of the public. There will be one public comment period for all items on the Consent Agenda.

5.1 **AUGUST 22, 2024 MEETING MINUTES**

Approve Minutes.

6. **COMMISSION BUSINESS**

6.1 **SELECT PLANNING COMMISSION CHAIR AND VICE-CHAIR FOR CALENDAR YEAR 2024**

Recommended Action: Select a Planning Commission Chair and Vice-Chair from among the members of the Hollister Planning Commission for the remainder of Calendar Year 2024.

7. **PUBLIC HEARINGS**

7.1 **CONTINUED FROM THE SEPTEMBER 26, 2024 PLANNING COMMISSION MEETING 2101 BERT DRIVE – MINOR SUBDIVISION 2024-1**

RECOMMENDED ACTION:

Hold a public hearing to consider and adopt a resolution approving Minor Subdivision 2024-1 for the parcel zoned as light industrial located at 2101 Bert Drive.

CEQA: This Project is exempt from CEQA pursuant to Section 15315, Minor Land Division.

7.2 **RECOMMENDATION TO THE CITY COUNCIL FOR THE ADOPTION OF THE 2040 GENERAL PLAN, CLIMATE ACTION PLAN, AGRICULTURAL LANDS PRESERVATION PROGRAM, AND ENVIRONMENTAL IMPACT REPORT**

RECOMMENDED ACTION:

Adopt a Resolution recommending the City Council take the following actions: Certify the Final Environmental Impact Report; Make Findings of Overriding Considerations

relating to the Mitigation Measures and Project Alternatives; Adopt a Mitigation Monitoring and Reporting Program; Adopt the 2040 General Plan; Adopt a Climate Action Plan; and Adopt an ordinance adding Chapter 17.28 Agricultural Lands Preservation Program to the Zoning Ordinance.

CEQA: An Environmental Impact Report has been prepared for this project.

8. INFORMATIONAL REPORTS

Brief reports or announcements concerning activities of members of the Planning Commission and staff; opportunity to refer public or Commission questions to staff for information; request staff to report to the Commission on a matter at a future meeting; or direct staff to place a matter on a future agenda. Items in this category are for discussion and direction to staff only. No final policy action will be taken by the Planning Commission.

8.1 PLANNING COMMISSIONER REPORTS

Receive oral reports from members of the Planning Commission.

8.2 PLANNING DIVISION REPORTS

Receive informational reports from the Planning Division staff.

9. ADJOURNMENT

10. VERIFICATION OF AGENDA POSTING

The agenda for the City of Hollister Planning Commission Regular meeting of October 24, 2024 was posted on the bulletin board at City Hall on October 18, 2024 per Government Code Section 54954.2.



**City of Hollister Planning Commission
Minutes of the Regular Meeting**

**August 22, 2024, 6:00 p.m.
City Council Chamber, City Hall
375 Fifth Street, Hollister, CA 95023**

Members Present: David Agalotis, Citywide
Steven Belong, Vice-Chair
Luke Corona, District 4

Members Absent: Hani Mayzouni, District 1

1. CALL TO ORDER

Vice-Chair Belong called the regular meeting of the City of Hollister Planning Commission to order at 6:01 pm.

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

Commissioner Corona led the Pledge of Allegiance.

4. PUBLIC INPUT FOR ITEMS NOT ON THE AGENDA

There were no speakers for this item.

5. CONSENT ITEMS

Moved by: Commissioner Corona

Seconded by: Commissioner Agalotis

Approve the consent agenda items.

Ayes (3): Commissioner Agalotis, Vice-Chair Belong, and Commissioner Corona

Absent (1): Commissioner Mayzouni

Carried (3 to 0)

5.1 Approval of June 27, 2024 Regular Meeting Minutes

6. COMMISSION BUSINESS

6.1 Amendments to the Planning Commission Bylaws

Planning Manager Kelly presented the staff report.

Vice-Chair Belong opened public comment at 6:11 p.m.

There were no speakers for this item.

Vice-Chair Belong closed public comment at 6:11 p.m.

Moved by: Commissioner Corona

Seconded by: Commissioner Agalotis

Adopt Planning Commission Resolution 2024-10 recommending to the City Council the approval of proposed amendments to the Planning Commission Bylaws.

Ayes (3): Commissioner Agalotis, Vice-Chair Belong, and Commissioner Corona

Absent (1): Commissioner Mayzouni

Carried (3 to 0)

6.2 Legislative Update

City Attorney Thompson presented a legislative update.

Vice-Chair Belong opened public comments at 7:11 p.m.

There were no speakers for this item.

Vice-Chair Belong closed public comments at 7:11 p.m.

7. INFORMATIONAL REPORTS

7.1 PLANNING COMMISSIONER REPORTS

Vice-Chair Belong welcomed David Agalotis to the Commission.

Commissioner Corona inquired about the timeline for appointing the Chair and Vice-Chair of the Planning Commission. Planning Manager Kelly responded that these appointments would be addressed at a subsequent meeting.

Vice-Chair Belong proposed annual training sessions of the Brown Act and Commission Bylaws.

7.2 PLANNING DIVISION REPORTS

Planning Manager Kelly reported that during the City Council meeting on August 6, 2024, the City Council formally adopted the Inclusionary Housing Ordinance. This will take effect 30 days following adoption.

Planning Manager Kelly reported that the Planning Commission has transitioned to utilizing e-Scribe for the management of Planning Commission agendas, staff reports, and minutes.

Planning Manager Kelly announced that the City of Hollister website had been recently updated.

Planning Manager Kelly provided an update on the General Plan Update and the Housing Element Update.

8. ADJOURNMENT

Vice-Chair Belong adjourned meeting at 7:19 p.m.

Eva Kelly, Planning Manager



**STAFF REPORT
HOLLISTER PLANNING COMMISSION
MEETING DATE: October 24, 2024
REPORT # Community Development-2024-15**

AGENDA ITEM: CONTINUED FROM THE SEPTEMBER 26, 2024 PLANNING COMMISSION MEETING 2101 BERT DRIVE – MINOR SUBDIVISION 2024-1

DEPARTMENT HEAD: Rod Powell, Assistant City Manager

STAFF CONTACT: Brendon Coye, Associate Planner

RECOMMENDED ACTION: Hold a public hearing to consider and adopt a resolution approving Minor Subdivision 2024-1 for the parcel zoned as light industrial located at 2101 Bert Drive.

CEQA: This Project is exempt from CEQA pursuant to Section 15315, Minor Land Division.

PROJECT DESCRIPTION:

The applicant is proposing a Minor Subdivision to subdivide an approximately 9.91-acre semi-developed parcel into two individual parcels. The project consists of one parcel located on Bert Drive between Apollo Way to the north and Fallon Road to the south, further identified by San Benito County Assessor Parcel Numbers: 051-120-047. The northern portion of the parcel at Bert Drive and Apollo Way is vacant while the southern portion of the parcel located at Bert Drive and Fallon Road is developed for warehouse purposes and industrial manufacturing. The parcel is located in the Light Industrial (M1) Zoning District.

ANALYSIS:

Vesting Tentative Map (Sheet 1):

The parcel located at 2101 Bert Drive is semi developed with a portion of the parcel used for light manufacturing and warehouse purposes while the other portion of the parcel is vacant. The applicant is proposing to subdivide the existing 9.91-acre parcel into two individual parcels, referenced on the Vesting Tentative Map as Parcel 1 and Parcel 2. The resultant parcels would align with the existing portions which are currently one parcel. The southern parcel (Parcel 1) would measure 5.91-acres while the northern parcel (Parcel 2) would measure approximately 4.00-acres.

The following satellite imagery in Figure 1 depicts the location of the project site and the sounding area:

Figure 1: Project Site and the Surrounding Area



The following proposed Vesting Tentative Map in Figure 2 would formally split the existing parcel into two lots, with no changes to the existing zoning. The applicant is not proposing any development of the parcels as a part of this Minor Subdivision Application.

Figure 2: Tentative Parcel Map



CEQA: Under Article 19 Categorical Exemptions Section 15315, Minor Land Division, Class 15, of the California Environmental Quality Act (CEQA) the project is exempt from CEQA because it is a division fewer than four parcels consistent with the General Plan Land Use Designation of Light Industrial (M1), the parcel was not involved in a division of a larger parcel within the previous two (2) years. And because the minor subdivision does not require a variances or exceptions and can be adequately served by all required utilities and public services which are located in close proximity to the site.

CONCLUSION: The applicant is proposing a Minor Subdivision to subdivide an approximately 9.91-acre parcel into two individual parcels. The existing parcel is partially developed with the southern developed portion to be subdivided into a 5.91-acre parcel while the northern vacant portion will be subdivided into a 4.00-acre parcel. No associated development proposals or entitlements beyond this minor subdivision are being sought. The project site, located along Bert Drive between Apollo Way to the north and Fallon Road to the south in the Light Industrial (M1) Zoning District is currently used for warehouse purposes and light manufacturing. The proposed project meets the Goals and Policies of the General Plan and the Zoning Ordinance. Conditions of Approval have been included to ensure that the project will continue to comply with all Hollister regulations, will not impact the surrounding area, and will maintain an attractive site.

PREVIOUS COUNCIL OR COMMISSION ACTION: None

PLANNING COMMISSION OPTIONS:

The Planning Commission can choose one of the following options:

1. Adopt a Resolution approving MS 2024-1, subject to the findings and conditions contained in the draft resolution (Attachment 1);
2. Adopt a Resolution approving MS 2024-1, with findings or conditions of approval modified by the Planning Commission;
3. Deny the proposed Project; or
4. Continue the hearing and direct Staff to provide additional information or clarification.

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

ATTACHMENTS:

1. Resolution approving MS 2024-1
2. Vesting Tentative Map

GENERAL INFORMATION:

Applicant	Brian Foucht 601 Abrego Street Monterey, CA 93940
Property Owner	Marich Confectionary Inc. c/o Leonard Spelt 2101 Bert Drive Hollister, CA 95023
Location/Address	2101 Bert Drive
Assessor Parcel Number(s)	051-120-047
General Plan Designation	Industrial
Zoning District	Light Industrial (M1)

SURROUNDING USES:

Location	Zoning Designation	General Plan Land Use	Current Use of Property
Project Site	M1	Industrial	Industrial/Manufacturing
North	M1	Industrial	Industrial/Manufacturing
South	M1	Industrial	Industrial/Manufacturing
East	County Island	Low Density Residential	Low Density Residential
West	M1	Industrial	Industrial/Manufacturing

PLANNING COMMISSION RESOLUTION NO. 2024-__

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER
APPROVING MINOR SUBDIVISION 2024-1 TO SUBDIVIDE A 9.91-ACRE PARCEL
INTO 2 INDIVIDUAL PARCELS WITH NO ASSOCIATED DEVELOPMENT
PROPOSALS LOCATED AT 2101 BERT DRIVE AT THE SOUTHWEST CORNER OF
BERT DRIVE AND FALLON ROAD IN THE LIGHT INDUSTRIAL ZONING DISTRICT
APN 051-120-047**

WHEREAS, the Applicant, EMC Planning Group, has submitted an application on behalf of the owner, for a Minor Subdivision, MS 2024-1, to subdivide an approximately 9.91-acre parcel into two new parcels, with no associated development proposals, located at the southwest corner of the intersection of Bert Drive and Fallon Road, further identified as San Benito County Assessor's Parcel Number 051-120-047 ("the Project"); and

WHEREAS, the Applicant has submitted a complete application and Vesting Tentative Parcel Map for the requested entitlement prepared by San Benito Engineering and Surveying Inc. on behalf of Marich Confectionary Inc. received by the Planning Division on June 4, 2024; and

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

WHEREAS, under the provisions of Section 16.36.070 of the Hollister Municipal Code, the Planning Commission is charged with receiving, investigating, and taking action on Tentative Map applications; and

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

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

WHEREAS, the Planning Commission held a duly noticed public hearing on October 24, 2024 to consider the Applicant's request, review the City Staff report, and receive written and oral testimony for and against the proposal; and

WHEREAS, after closing the public hearing, the Planning Commission determined that the project qualifies as Categorical Exempt as a minor land division pursuant to 15315, Class 15, of the California Environmental Quality Act (CEQA) because the project is a division fewer than four parcels consistent with the General Plan Land Use Designation of Light Industrial (M1), the parcel was not involved in a division of a larger parcel within the previous two (2) years. And because the minor subdivision does not

require a variance or exceptions and can be adequately served by all required utilities and public services which are located in close proximity to the site; and

WHEREAS, after closing the public hearing, the Planning Commission deliberated and determined to grant the applicant's request in accordance with Section 16.36.070 of the City of Hollister Municipal Code, based on the facts presented and the code requirements as plainly stated; and

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Hollister does hereby make the following findings and determinations regarding the proposed application for the Minor Subdivision 2024-1:

Subdivision Findings:

- A. The project as proposed is consistent with the City of Hollister General Plan.
 - 1. The project site has a general plan land use designation of Industrial in the Hollister General Plan.
 - 2. The existing 9.91-acre parcel is proposed to be subdivided into two parcels. The existing building and related improvement will be located on one parcel and the second parcel will be vacant. The minor subdivision of the existing parcel is consistent with the Goals and Policies of the General Plan.
- B. The project meets the criteria of Title 17, Zoning and Title 16, Subdivisions, of the Municipal Code because:
 - 1. The proposed subdivided parcels comply to the minimum lot size and dimensions as outlined in Table 17.10-2 in Section 17.10.030 of the Hollister Municipal Code.
 - 2. The existing 9.91-acre parcel is proposed to be subdivided into two parcels. The southern parcel, known as Parcel 1 would measure approximately 5.91-acres while the northern parcel, known as Parcel 2 would measure approximately 4.00-acres. Parcel 1 will measure approximately 434.76 feet in length by 414 feet in width while Parcel 2 will measure approximately 800.63 feet in length by 186.61 feet in width.
 - 3. The project subdivision plan, as submitted, along with the proposed conditions of approval, demonstrates that the application complies with Chapter 17.10 of the City of Hollister Zoning Ordinance (Industrial/Manufacturing Zones) and all provisions of the Subdivision Ordinance outlined in Title 16.

- C. The design of the subdivision proposed by the vesting tentative parcel map will not cause substantial environmental damage or result in any significant environmental impacts.
 - 1. The project is Categorically Exempt from CEQA pursuant to Section 15315, Minor Land Division, Class 15. The project consists of the division of property in urbanized areas zoned for industrial use. The division of property would result in two parcels and is in conformance with the General Plan and zoning. The site requires no variances or exceptions and can be adequately served by all required utilities and public services. The parcel has not been involved in a division of a larger parcel within the previous two years and does not have an average slope greater than 20 percent.
- D. The proposed Project would not be detrimental to the health, safety, and welfare of persons residing or working in the neighborhood or to the general welfare of the City.
 - 1. The proposed layout of the site has been reviewed by the Development Review Committee to ensure that the requirements of the General Plan and Municipal Code have been met. As proposed, the minor subdivision will not be detrimental to the health, safety, or welfare of people residing in the area because any future development of the site will require review and approval by the Planning Commission to ensure compliance with the Municipal Code and all other applicable regulations.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Hollister hereby approves Minor Subdivision 2024-1 to allow for the subdivision of 9.91-acres into two individual parcels with no associated development proposals, at the southwest corner of the intersection of Bert Drive and Fallon Road, further identified as San Benito County Assessor's Parcel Number 051-120-047, subject to the following Conditions of Approval.

**CONDITIONS OF APPROVAL
MS 2024-1**

No.	Condition of Approval	Responsible Department	Required Prior To:
General Conditions			
1	Approval. This Vesting Tentative Map approval is for APN 051-120-047 (MS 2024-1). The proposed subdivision shall be in substantial conformance with Exhibit A (Project plans) prepared by San Benito Engineering & Surveying, Inc. on behalf of Marich Confectionary Inc. dated July 19, 2024 and stamped "Received July 22, 2024" on file with the Planning Division, and other plans, text and diagrams relating to this Tentative Parcel Map, except as modified by the following conditions. The parcel map and improvements shall strictly adhere to the approved set of plans unless prior approval is granted by the Director of the Community Development Department for changes.	Planning	Ongoing
2	Permit Expiration. In accordance with Section 16.40.010(A) of the Hollister Municipal Code, this Vesting Tentative Parcel Map approval shall expire two (2) years from the date of approval unless a Parcel Map is recorded with San Benito County.	Planning	October 24, 2026
3	Time Extension. In accordance with Section 16.40.010(B) of the Hollister Municipal Code, the Planning Commission may extend the time for an approved vesting tentative parcel map upon the Applicant(s) written request for an extension of approval submitted at least thirty (30) days prior to the expiration of the permit, together with the filing fee. If the Director determines that the permittee has proceeded in good faith and has exercised due diligence in complying with the conditions in a timely manner, the Director may renew the permit for up to two additional years.	Planning	Ongoing

4	Appeal Period. The parcel map and improvement plan check package will be accepted for submittal after the completion of the 15-day appeal period for the project, unless the Director of Community Development authorizes the project developer to submit a signed statement acknowledging that the plan check fees will be forfeited in the event that the approval is overturned on appeal or that the design is significantly changed as a result of the appeal. In no case will a Parcel Map be approved or recorded until the appeal period has expired or a final action is taken on appeal.	Planning	November 8, 2024
5	Indemnification. The Applicant/Developer shall defend, indemnify, and hold harmless the City of Hollister and its agents, officers, employees, advisory board from any claim, action, or proceeding against the City of Hollister or its agents, officers, or employees to attack, set aside, void or annul an approval of the City of Hollister or its advisory agency, appeal board, Planning Commission, City Council, Director of Community Development or any other department, committee, or agency of the City related to this project to the extent that such actions are brought within the time period required by Government Code Section 66499.37 or other applicable law; provided, however that the Applicant/Developer's duty to so defend, indemnify, and hold harmless shall be subject to the City's promptly notifying the Applicant/Developer of any claim against the City and shall cooperate in the defense.	Planning	Ongoing

6	Clarification of Conditions. In the event that there needs to be clarification to the Conditions of Approval, the Director of Community Development and the City Engineer have the authority to clarify the intent of these Conditions of Approval to the Applicant/Developer without going to a public hearing. The Director of Community Development and City Engineer also have the authority to make minor modifications to these conditions without going to a public hearing in order for the Applicant/Developer to fulfill needed improvements or mitigations resulting from impacts to this project.	Planning and Engineering	Ongoing
7	Right-of-Way Indicated. The Parcel Map shall be in substantial conformance with the Vesting Tentative Map for the Minor Subdivision.	Planning and Engineering	Parcel Map Submittal
8	Maps. The developer shall submit a parcel map package for review and approval by the City Engineer and City Council for the subdivision. The submittal shall be in complete form and accompanied by the traverse sheets, map checking fees and all other items required by Hollister Municipal Code Chapter 16. The parcel map shall be required to indicate all public and private rights-of-way for streets and all public and private easements necessary to serve the subdivision as deemed necessary by the City Engineering Department. No improvements are required for the recordation of this parcel map.	Engineering	Parcel Map Submittal
9	Improvement Plan Package. No entitlements of improvements are approved with this Tentative Map. A separate planning application will be required for any future site improvements.	Engineering	Improvement Plan Submittal

10	<p>Community Facilities District No. 4. Prior to the approval or recordation of any Parcel Map Improvement Agreement or Parcel Map, the entire project shall be annexed into Community Facilities District No. 4 (CFD #4), or any such similar district as deemed necessary by the City for the ongoing maintenance of public facilities associated with the project. The applicant shall cooperate fully to facilitate the annexation of the entire project into CFD #4. The entire project shall be included within the boundaries of the community facilities district formed pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (California Government Code 53311 et seq.) and be subject to a special tax levied hereunder. The special tax shall be in an amount that will be updated with the annual CPI per unit per year, subject to an annual increase in accordance with the designated consumer price index as of January 1 of each year. The property owner shall cooperate with the City to accomplish the inclusion of the project into the community facilities district, either through annexation to an existing district or through the formation of a new district. Such cooperation shall include, but not be limited to, executing and filing with the City Clerk, in a form acceptable to the City Attorney, any approval, consent, or waiver required by the City in order to expedite the inclusion of the project in such a district.</p>	Engineering	Recordation of the Parcel Map
11	<p>Vegetation. Properties must be maintained at all times to include weeds removed from entire lot to include property lines, sidewalk lines and street lines</p>	Fire	Ongoing
12	<p>Approved Resolution. A complete hard copy of the approved signed resolution shall be included with the submittal of the parcel map to the City Engineer.</p>	Engineering	Parcel Map Submittal

PASSED AND ADOPTED, at a regular meeting of the Planning Commission of the City of Hollister on this 24th day of October 2024, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

Eva Kelly, Secretary

PLEASE NOTE

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



STAFF REPORT
HOLLISTER PLANNING COMMISSION
MEETING DATE: October 24, 2024
REPORT # Community Development-2024-16

AGENDA ITEM: RECOMMENDATION TO THE CITY COUNCIL FOR THE ADOPTION OF THE 2040 GENERAL PLAN, CLIMATE ACTION PLAN, AGRICULTURAL LANDS PRESERVATION PROGRAM, AND ENVIRONMENTAL IMPACT REPORT

DEPARTMENT HEAD: Rod Powell, Assistant City Manager

STAFF CONTACT: Eva Kelly, Planning Manager

RECOMMENDED ACTION: Adopt a Resolution recommending the City Council take the following actions: Certify the Final Environmental Impact Report; Make Findings of Overriding Considerations relating to the Mitigation Measures and Project Alternatives; Adopt a Mitigation Monitoring and Reporting Program; Adopt the 2040 General Plan; Adopt a Climate Action Plan; and Adopt an ordinance adding Chapter 17.28 Agricultural Lands Preservation Program to the Zoning Ordinance.

CEQA: An Environmental Impact Report has been prepared for this project.

PROJECT DESCRIPTION: In 2020, the City of Hollister initiated the preparation of a comprehensive update to the City's current 2005-2023 General Plan, a Climate Action Plan, and an Environmental Impact Report (EIR). The City has contracted with Placeworks, Inc. ("Placeworks") under the guidance of David Early, FAICP, Principal, and Carey Stone, Project Manager, to prepare these policy documents. During the course of discussions on the project related to policy options, the City Council directed staff and Placeworks to draft an Agricultural Lands Preservation Program (ALPP) alongside the General Plan (GP) and Climate Action Plan (CAP), which is an ordinance to require the dedication of agricultural conservation easements in a ratio of 1:1 acres of developed agricultural lands of importance. Together the GP, CAP, ALPP, and EIR constitute the "General Plan Update Project".

The City published the Draft General Plan, Draft CAP, and Draft ALPP on April 4, 2023. Following the publication of the draft plans, the City Council held a study session on September 11, 2023, where direction was given to staff and Placeworks to amend the Draft General Plan to include, among other things, an expansion of the Sphere of Influence, creation of five Specific Plan areas, an update to the North Gateway to allow for mixed-use, and an update the ALPP to preserve agricultural land at a ratio of 1:1 acres, rather than the previously drafted ratio of 2:1 acres.

Staff and Placeworks have revised the draft documents to reflect the September 11, 2023 direction the revised General Plan was published on July 3, 2024.

A detailed summary of the General Plan Update project process, summary of all documents, community engagement efforts on the General Plan Update, and community input received to date on the revised draft plans is attached herein as **Attachment 11**.

The final Hollister 2040 General Plan (**Attachment 6**), Climate Action Plan (**Attachment 7**), Chapter 17.28 Agricultural Lands Preservation Program (**Attachment 8**), and Final EIR (includes and incorporates the Draft EIR and all attachments, together the “Final EIR”; **Attachments 9 & 10**) are incorporated into this Staff Report.

CEQA: The City has prepared a Final Environmental Impact Report for the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program. Prior to approval of the 2040 General Plan, Climate Action Plan, or Chapter 17.28 Agricultural Lands Preservation Program, the City Council must certify the EIR, adopt a Statement of Overriding Considerations, and adopt a Mitigation Monitoring and Reporting Program.

CONCLUSION: The Planning Commission, in accordance with Section 17.24.290 of the Hollister Municipal Code, must make a recommendation to the City Council prior to the Council’s approval of a General Plan amendment. The Planning Commission may make a recommendation to approve, approve in modified form, or disapprove of the proposed amendment.

The Planning Commission is asked to make a recommendation to the City Council on the approval of the adoption of the 2040 General Plan, Climate Action Plan, Chapter 17.28 Agricultural Lands Preservation Program, and the certification of the Environmental Impact Report prepared for the same.

PREVIOUS COUNCIL OR COMMISSION ACTION: Throughout the General Plan Update process, the City Council and Planning Commission have held various study sessions and other community workshops to discuss and provide feedback upon the Draft 2040 General Plan, Draft Climate Action Plan, Draft Agricultural Lands Preservation Program, and Draft Environmental Impact Report; however this meeting constitutes the first adoption hearing held by either the Planning Commission or City Council, where any action on the documents will be taken.

PLANNING COMMISSION OPTIONS:

1. Adopt a resolution recommending to the City Council the certification of the Final EIR, adoption of the 2040 General Plan, adoption of a Climate Action Plan, and adoption of a zoning amendment to incorporate Chapter 17.28 Agricultural Lands Preservation Program into the Zoning Ordinance, with the findings contained in the draft resolution.
2. Adopt a resolution recommending to the City Council the certification of the Final EIR, adoption of the 2040 General Plan, adoption of a Climate Action Plan, and adoption of a zoning amendment to incorporate Chapter 17.28 Agricultural Lands Preservation Program into the Zoning Ordinance, with amendments as proposed by the Planning Commission.
3. Adopt a resolution recommending to the City Council the denial of the certification of the Final EIR, adoption of the 2040 General Plan, adoption of a Climate Action Plan, and adoption of a zoning amendment to incorporate Chapter 17.28 Agricultural Lands Preservation Program into the Zoning

Ordinance, with findings as proposed by the Planning Commission.

Staff recommends the Planning Commission select option 1.

ATTACHMENTS:

1. Resolution of the Planning Commission recommending approval of all actions to the City Council
2. Draft City Council Resolution for Certification of the Final Environmental Impact Report
3. Draft City Council Resolution for Adoption of the 2040 General Plan
4. Draft City Council Resolution for Adoption of a Climate Action Plan
5. Draft City Council Ordinance for the approval of a Zoning Amendment to add Chapter 17.28, Agricultural Lands Preservation Program to the Zoning Ordinance
6. Hollister 2040 General Plan
7. Hollister Climate Action Plan
8. Chapter 17.28, Agricultural Lands Preservation Program
9. Final Environmental Impact Report (EIR)
10. Revised Draft Environmental Impact Report
 - a. Notice of Availability (NOA) of the Final EIR
 - b. Revised Draft Environmental Impact Report
 - c. Appendix A: Notice of Preparation and Scoping Comments
 - d. Appendix B: Revised Air Quality and Greenhouse Gas Emissions Data
 - e. Appendix C: Biological Resources Data
 - f. Appendix D: Cultural Resources Data
 - g. Appendix E: Revised Noise Data
 - h. Appendix F: Revised Transportation Data
 - i. Appendix G: Comment Letters
11. Memo from Placeworks – Overview of Project and Summary of Community Input on Revised Draft Plans
12. Attachment 1 to Memo from Placeworks – Public Comments Received
13. Presentation

PLANNING COMMISSION RESOLUTION 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HOLLISTER RECOMMENDING THE CITY COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE 2040 GENERAL PLAN, CLIMATE ACTION PLAN, AND AGRICULTURAL LANDS PRESERVATION PROGRAM; MAKE FINDINGS OF OVERRIDING CONSIDERATIONS RELATING TO THE MITIGATION MEASURES AND PROJECT ALTERNATIVES; ADOPT A MITIGATION MONITORING AND REPORTING PROGRAM; ADOPT THE 2040 GENERAL PLAN; ADOPT A CLIMATE ACTION PLAN; AND ADOPT CHAPTER 17.28 AGRICULTURAL LANDS PRESERVATION PROGRAM

WHEREAS, in 2020 the City Council of the City of Hollister initiated preparation of a comprehensive update of the City's General Plan pursuant to California Government Code Section 65300 et. seq.; and

WHEREAS, through the course of project development the City has also prepared a Climate Action Plan and an Agricultural Lands Preservation Program; and

WHEREAS, the City of Hollister, in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA guidelines, has caused to be prepared an Environmental Impact Report (EIR) which analyzes the impacts of the proposed project (SCH #2021040277); and

WHEREAS, full public involvement in the preparation of the 2040 General Plan, Climate Action Plan, Agricultural Lands Preservation Program, and EIR (collectively, "the Project" or the "General Plan Update") has been ensure through public workshops, General Plan Advisory Committee meetings, online activities, Planning Commission study sessions, and City Council study sessions throughout the drafting process; and

WHEREAS, the City has maintained a website, Hollister2040.org, dedicated to the General Plan Update process, throughout the course of the Project, where information on any upcoming activities or meetings, as well as all information from past public meetings and workshops related to the Project could be reviewed; and

WHEREAS, the 2040 General Plan, Climate Action Plan, Agricultural Lands Preservation Program, and Environmental Impact Report have been published for public review and referred to other public agencies for review and comment as required by State law; and

WHEREAS, on October 24, 2024, the City of Hollister Planning Commission held a duly noticed public hearing to consider the General Plan, Climate Action Plan, Agricultural Lands Preservation Program, and Final EIR; and

WHEREAS, following the public hearing, the Planning Commission deliberated and determined to make a recommendation of approval on the Project to the City Council.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission recommends that the City Council make the following findings for the approval of the Project, which includes a general plan amendment, in accordance with Section 17.24.290 of the Hollister Municipal Code:

1. **Finding:** The amendment is internally consistent with all other provisions of the General Plan because:
 - a. The proposed project is a comprehensive General Plan Update and will replace the City's current 2005-2023 General Plan. The 2040 General Plan, Climate Action Plan, and Chapter 17.28 Agricultural Lands Preservation Program are internally consistent with each other and will be in conformance with the 2040 General Plan, as adopted.
2. **Finding:** The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare because:
 - a. The City held many public outreach events, online activities, and meetings of the General Plan Advisory Committee, Planning Commission, and City Council throughout the project drafting process to ensure that the proposed policies and actions reflect the interests of the community. The City has collected written public comments on the draft documents and EIR and has incorporated the feedback into the documents as appropriate.
 - b. The adoption of the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program will implement policies bringing the City into compliance with State regulations related to health, safety, convenience, and welfare; such as reducing greenhouse gas emissions; preparing for climate change; improving the City's circulation network generally and creating greater access to multimodal transportation opportunities; preserving important agricultural lands within and surrounding the city; and supporting well-planned and thoughtful residential and non-residential development.
 - c. The City has prepared an Environmental Impact Report which analyzed any potentially significant environmental impacts that could result from the implementation of the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program, and has incorporated mitigation measures and mitigating policies and actions as appropriate to reduce or eliminate all potential impacts to the extent possible. The City has identified and has prepared a Statement of Overriding

Considerations related to potential significant and unavoidable impacts that might result from the project, and has found that implementation of the Project will provide specific economic, legal, social, technological, or other benefits which outweigh the unavoidable adverse environmental impacts.

BE IT FURTHER RESOLVED, that the Planning Commission of the City of Hollister does hereby recommend that the City Council take the following actions:

1. Hold a public hearing to consider the 2040 General Plan, Climate Action Plan, Chapter 17.28 Agricultural Lands Preservation Program, and Final Environmental Impact Report;
2. Adopt a resolution certifying the Final Environmental Impact Report, making Findings of Overriding Considerations relating to the Mitigation Measures and Project Alternatives, and adopting a Mitigation Monitoring and Reporting Program;
3. Adopt a resolution adopting the 2040 General Plan;
4. Adopt a resolution adopting a Climate Action Plan; and
5. Adopt an Ordinance approving a Zoning Ordinance Amendment to adopt Chapter 17.28, Agricultural Lands Preservation Program.

PASSED AND ADOPTED, at a regular meeting of the City of Hollister Planning Commission held on this 24th day of October 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Chairperson of the Planning Commission
of the City of Hollister

ATTEST:

Eva Kelly, Secretary

RESOLUTION NO. 2024-XX

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HOLLISTER
CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR
THE 2040 GENERAL PLAN, CLIMATE ACTION PLAN, AND
AGRICULTURAL LANDS PRESERVATION PROGRAM; MAKING
FINDINGS OF OVERRIDING CONSIDERATIONS RELATING TO THE
MITIGATION MEASURES AND PROJECT ALTERNATIVES; AND
ADOPTING A MITIGATION AND MONITORING AND REPORTING
PROGRAM**

WHEREAS, in 2020 the City Council of the City of Hollister initiated preparation of a comprehensive update of the City's General Plan pursuant to California Government Code Section 65300 et. seq.; and

WHEREAS, through the course of project development the City has also prepared a Climate Action Plan and an Agricultural Lands Preservation Program; and

WHEREAS, the City of Hollister, in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA guidelines, has caused to be prepared an Environmental Impact Report (EIR) which analyzes the impacts of the proposed project (SCH #2021040277); and

WHEREAS, a Notice of Preparation was released for public and agency review and comment on April 9, 2021 and a public scoping meeting to receive comments on topics and issues which should be evaluated in the Draft EIR was held by the City on May 10, 2021; and

WHEREAS, the City of Hollister distributed a Notice of Availability for the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program Draft EIR on May 17, 2023 which started the 45-day public review period, ending on June 22, 2023; and

WHEREAS, the Draft EIR was also submitted to the State Clearinghouse for state agency review; and

WHEREAS, following a study session on September 11, 2023, the City Council desired to make changes to the Draft General Plan which resulted in amendments to the project description and revisions to the Draft EIR; and

WHEREAS, the City of Hollister redistributed a Notice of Availability for the Revised 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program Draft EIR on July 3, 2024 which started the 45-day public review period ending on August 16, 2024; and

WHEREAS, the Revised Draft EIR was also submitted to the State Clearinghouse for state agency review; and

WHEREAS, the City of Hollister held a duly noticed public meeting to solicit public comments on the Revised Draft EIR, 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program on July 16, 2024; and

WHEREAS, following the close of the 45-day public review period for the Revised Draft EIR on August 16, 2024, the Planning Commission held a duly noticed public hearing on October 24, 2024 and recommended certification of the Final EIR, and adoption of the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program to the City Council of the City of Hollister; and

WHEREAS, on October 24, 2024, the City of Hollister Planning Commission held a duly noticed public hearing to consider the General Plan, Climate Action Plan, Agricultural Lands Preservation Program, and Final EIR, and adopted Resolution 2024-XX recommending to the City Council the adoption of the General Plan, Climate Action Plan, and Agricultural Lands Preservation Program and the certification of the Final EIR; and

WHEREAS, the City Council of the City of Hollister held a duly noticed public hearing on November 19, 2024 to consider the Final EIR for the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program; and

WHEREAS, the City Council of the City of Hollister reviewed all evidence presented both orally and in writing and intends to make certain findings in compliance with the California Environmental Quality Act (CEQA), which are more fully set forth below in Exhibit A, attached hereto and incorporated in its entirety by this reference.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Hollister does hereby certify the Final Environmental Impact Report for the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program; make all findings of fact and the Statement of Overriding Considerations relating to the EIR as more clearly identified in Exhibit A; and adopts a Mitigation Monitoring and Reporting Program.

PASSED AND ADOPTED, by the City Council of the City of Hollister at a regular meeting held on November 19, 2024, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Mia Casey, Mayor

ATTEST:

APPROVED AS TO FORM:
Lozano Smith Attorneys at Law

Jennifer Woodworth, MMC, City Clerk

Mary F. Lerner, City Attorney

I, Jennifer Woodworth, MMC, City Clerk of the City of Hollister, do hereby certify that the attached Resolution No. 2024-XX is an original resolution, or true and correct copy of a City resolution, duly adopted by the Council of the City of Hollister at a regular meeting held on _____, 2024 at which meeting a quorum was present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Hollister on _____, 2024.

Jennifer Woodworth, MMC
City Clerk of the City of Hollister

EXHIBIT A
CALIFORNIA ENVIRONMENTAL QUALITY ACT
FINDINGS FOR THE 2040 GENERAL PLAN, CLIMATE ACTION PLAN, AND
AGRICULTURAL LANDS PRESERVATION PROGRAM

I. Certification

The City of Hollister (City) hereby certifies the Environmental Impact Report (EIR) prepared for the City of Hollister 2040 General Plan (2040 General Plan), Climate Action Plan (CAP), and Agricultural Lands Preservation Program (ALPP), together herein referred to as the project. The complete and certified EIR consists of the Revised Draft EIR and the Final EIR, which includes the comment letters, responses to comments, text changes to the Revised Draft EIR, and the Mitigation Monitoring and Reporting Program (MMRP), herein referred to as the “EIR”. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15090, the City, as Lead Agency for the project, certifies that:

- The EIR has been completed in compliance with CEQA and the CEQA Guidelines;
- The project was adequately described, examined, and evaluated in the EIR, and no significant new information or changes in the environmental setting have occurred that would result in new or greater significant effects not studied in the EIR;
- The EIR was adequately noticed and circulated for public review, and public comments were received and considered. The City distributed the Notice of Preparation (NOP) to all Responsible Agencies on April 9, 2021. Responses to the NOP were considered in the preparation of the EIR. The City distributed a Notice of Availability (NOA) of the Revised Draft EIR with copies of the Revised Draft EIR, and posted the NOA at the Governor’s Office of Planning and Research and the County Clerk of the County of San Benito. The City received comment letters from the Association of Monterey Bay Area Governments, Department of California Highway Patrol, California Department of Fish and Wildlife, San Benito High School District, and Monterey Bay Air Resources District and responded to the comments in the Final EIR, copies of which were provided to the commenters no less than ten days prior to EIR certification and project approvals;
- The EIR was presented to the City, and the City has received, reviewed, and considered the information contained in the EIR and in the administrative record prior to approving the project;
- The EIR reflects the City’s independent judgment and analysis;
- Upon approval of the project analyzed in the EIR, the City will monitor the implementation of mitigation measures in accordance with the applicable MMRP.

The City further certifies that the EIR satisfies the requirements for a General Plan EIR prepared pursuant to Public Resources Code (PRC) Section 21080.09 and CEQA Guidelines Section 15081.5(b). The City has exercised its independent judgment in accordance with PRC Section 21082.1(c) in retaining its own environmental consultant and directing the consultant in preparation of the EIR, as well as reviewing, analyzing and revising material prepared by the consultant.

In accordance with PRC Section 21081 and CEQA Guidelines Sections 15091 and 15093, the City has made one or more specific written findings regarding significant impacts associated with the project. Those findings are presented below, along with the rationale behind each of the findings. Concurrent with the adoption of these findings, the City adopts the MMRP and the Statement of Overriding Considerations.

The documents and other materials that constitute the record of proceedings on which the project findings are based are at City of Hollister, 339 Fifth Street, Hollister, California 95023. The custodian for these documents is the City of Hollister, Development Service Department - Planning Division and can be contacted by phone at (831) 636-4360 or via email to: planning@hollister.ca.gov. This information is provided in compliance with PRC Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

II. Project Background

Project Description Summary

The existing 2005 General Plan was comprehensively adopted in 2005 and includes a horizon year of 2023. A number of state and federal laws guiding general plan policies have also been updated during this time. As such, there is a need to take stock of the existing situation and plan for sustainable development in line with an updated vision for Hollister. The 2040 General Plan focuses on meeting current community requirements and future needs. Accordingly, the City is undertaking a comprehensive update to the 2005 General Plan. The 2040 General Plan guides the city's economic and physical growth as well as preservation of natural and agricultural resources over an approximately 15-year buildout horizon and replaces the City's existing 2005 General Plan, with the exception of the Housing Element. The City's Housing Element (2015 to 2023) was adopted in 2016 and is incorporated into the 2040 General Plan by reference. The current Housing Element has already undergone separate environmental review as part of its adoption process; however, the residential development that could occur under the Housing Element is incorporated into the residential development analyzed as part of this EIR. The 2040 General Plan, including the goals, policies, and actions, would require map and text amendments to the General Plan Land Use Map. The 2040 General Plan also includes amendments to the City's Sphere of Influence (SOI) to plan for projected growth and to improve City services. In conjunction with these General Plan amendments, Title 17, Zoning, of the Hollister Municipal Code (HMC), would be amended for consistency with the 2040 General Plan. While most of the amendments to the HMC would occur in the future through a separate process, the project includes an amendment to adopt the ALPP as HMC Chapter 17.28. Additionally, concurrent with the 2040 General Plan, the City is preparing the City's first CAP. The CAP is a strategic planning document that would provide policies and actions that would help the City and the community at large to reduce their greenhouse gas (GHG) emissions and improve community resilience to hazardous conditions associated with climate change.

The EIR provides a program-level analysis of the overall development projections in the 2040 General Plan. The 2040 General Plan, like the current 2005 General Plan, does not commit the City to any specific project, but provides a strategic framework for decisions on those projects. The development program does, however, establish a maximum amount of net new growth for lands in the City's jurisdiction during this time frame, which the City may not substantially exceed without amending the 2040 General Plan or conducting additional environmental review.

Project Objectives

The implementation of the 2040 General Plan is guided by the Vision and Values of Hollister, whereas the Vision describes the future of Hollister as the community would like it to be in 2040 and the Values provide direction for decision making as the General Plan is implemented over time. The primary purpose of the project is to plan for the growth and conservation of Hollister over an approximately 15-year time horizon while meeting the Vision and achieving the Values for a more equitable, diverse, innovative, and sustainable future for all residents. The project objectives to meet the Vision and Values are related specifically to growth and include focusing growth in the downtown, capitalizing on existing infrastructure, and streamlining future development that is consistent with the 2040 General Plan. This requires extending the buildout horizon to year 2040 and updating goals, policies, and actions so that they meet current state requirements and community priorities. Many issues not covered in earlier plans are addressed in the project. These include how to enhance the downtown as a vibrant center, build a diversified job base, provide sites for housing and mixed-use development, improve environmental justice and community health, and prepare for adaptation and resilience to a changing climate. As part of this process, the City has identified the following objectives, which build on the framework of the Vision and Values and reflect the community's desires for the future of Hollister and will serve as the project objectives for the EIR.

- **Provide for balanced and sustainable growth.** Create and maintain a cohesive development pattern amidst the agriculture landscape, with clearly defined urban edges. The General Plan land use map focuses urban development within the SOI and protects Hollister's surrounding lands from sprawl, reduces the cost of extending costly infrastructure, and enhances the visual character of the city's edge. Land use policies are enacted to reduce incompatible land uses and ensure developments pay for their share of infrastructure, public facilities, and any environmental costs they might impose.
- **Create new jobs to develop the local economy.** Strive for more local, high-quality jobs and an improved jobs/housing ratio.
- **Integrate neighborhoods and neighborhood centers.** Build quality neighborhoods and maintain a quality urban environment. Balanced neighborhoods include a mix of residential types and intensities at all levels of affordability and include activities and facilities that are used on a frequent basis—such as schools, stores, and parks. Land uses are designated to ensure balanced neighborhood development with a mix of uses and housing types, provision of parks and schools, and easy access to commercial activity centers.

- **Create a network of parks and open space.** In addition to neighborhood and community parks, create a network of trails.
- **Create a safe, efficient, and equitable circulation system for all users.** Establish a well-integrated and coordinated transit network and safe and convenient pedestrian and bicycle circulation.
- **Provide ample retail and shopping opportunities.** Create quality retail sites to ensure jobs and sales tax revenue that serve both local residents and a regional population.
- **Plan for environmental justice.** Senate Bill (SB) 1000, the Planning for Healthy Communities Act, was passed in 2016 and requires that General Plans address environmental justice for disadvantaged communities that exist within the planning area of the General Plan. California law defines “environmental justice” as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.
- **Respond to State law requirements.** As previously described, the 2040 General Plan builds off the current General Plan by incorporating similar topics and revising or adding new goals, policies, and actions that are required by State law.

Environmental Review Process and Procedural Compliance with CEQA

The CEQA environmental review process started on April 9, 2021, with issuance of a Notice of Preparation (NOP) of an EIR. A 30-day public comment period for the NOP ended on May 10, 2021. A virtual public scoping meeting was held on April 22, 2021, to accept public input on environmental topics to be analyzed in the EIR and approaches to the impact analyses. Written comments received on the NOP are included in Appendix A of the Revised Draft EIR. A copy of the NOP is also included in Appendix A of the Revised Draft EIR.

The 2023 Draft EIR for the project was issued on May 17, 2023, and was made available for a 45-day public review and comment period that ended on June 30, 2023. A Draft EIR Public Hearing was held virtually on June 22, 2023, to receive input from agencies and the public. Copies of the 2023 Draft EIR were posted online on the City’s 2040 General Plan website (<https://hollister2040.org/>).

After preparation of the 2023 Draft EIR, but prior to its certification, the City made modifications to the project and evaluated those modifications and any subsequent residual impacts in response to written and verbal comment made during the 45-day public review period for the 2023 Draft EIR. The 2023 Draft EIR was revised to include the new analysis.

The Revised Draft EIR for the modified project was recirculated on July 3, 2024, and was made available for a 45-day public review and comment period that ended on August 16, 2024. A Revised Draft EIR Public Hearing was held virtually on July 22, 2023, to receive input from agencies and the public. Copies of the Revised Draft EIR were posted online on the City’s 2040 General Plan website (<https://hollister2040.org/>).

Comment letters received on the 2023 Draft EIR and the Revised Draft EIR and comments read at the public hearing are provided in their entirety in Appendix G of the Final EIR. The City received a total of 16 comment letters, of which ten were from governmental agencies, four were from private organizations, and two were from members of the public.

The Final EIR was completed and published on October 18, 2024. The EIR consists of two documents: the Revised Draft EIR issued in July 2024 and the Final EIR issued in October 2024. Chapter 4 of the Final EIR consists of comments received during the public review period for the 2023 Draft EIR and the Revised Draft EIR and provides responses to those comments. Chapter 5 of the Final EIR contains revisions to the Revised Draft EIR to clarify, amplify, or correct information in the Revised Draft EIR, and associated appendices.

III. Environmental Impacts and Findings

Pursuant to PRC Section 21081 and CEQA Guidelines Section 15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The City has made one or more of these specific written findings regarding each significant impact associated with the project. Those findings are presented below, along with a presentation of facts in support of the findings.

These findings summarize the determinations of the Final EIR with respect to the project's environmental impacts before and after mitigation and do not attempt to describe the full analysis of each environmental impact considered in the Final EIR. Instead, the findings provide a summary description of each impact, describe the applicable and mitigating 2040 General Plan policies and actions identified in the EIR and adopted by the City for the 2040 General Plan, and state the City's findings regarding the significance of each impact after imposition of the adopted 2040 General Plan policies and actions.¹ The EIR contains a full explanation of each impact,

¹ Some 2040 General Plan policies and actions are required as means to mitigate environmental impacts under CEQA. These policies and actions are fully enforceable at the discretion of the decision-maker through permit conditions, agreements, or other legally binding instruments. These mitigating policies and actions use the imperative "shall," include performance criteria, and are marked with an asterisk (*)

applicable and mitigating 2040 General Plan policies and actions, and the analysis that led the City to its conclusions on those impacts. These findings hereby incorporate by reference the discussion and analysis in the Final EIR, which supports the Final EIR's determinations regarding the project's environmental impacts and applicable and mitigating 2040 General Plan policies and actions. In making these findings, the City ratifies, adopts, and incorporates by reference the EIR's analysis, determinations, and conclusions relating to environmental impacts and applicable and mitigating 2040 General Plan policies and actions, except to the extent that any such determinations and conclusions are specifically and expressly modified by these findings.

In adopting the 2040 General Plan, the City intends to adopt each of the applicable and mitigating 2040 General Plan policies and actions. Accordingly, in the event that an applicable or mitigating 2040 General Plan policy or action has been inadvertently omitted from these findings, that policy or action is hereby adopted and incorporated by reference in the findings. Additionally, in the event that the description of a 2040 General Plan policy or action set forth below fails accurately to capture the substance of a given 2040 General Plan policy or action due to a clerical error (as distinct from specific and express modification by the City through these findings), the language of the policy or action as set forth in the Final EIR shall govern.

The EIR evaluation included a detailed analysis of impacts in eighteen (18) environmental disciplines or issues, analyzing the 2040 General Plan and alternatives to the 2040 General Plan, including a No Project Alternative. The EIR discloses the environmental impacts expected to result from the construction and operation of future development under the 2040 General Plan. Where possible, 2040 General Plan policies and actions were identified to avoid or minimize significant environmental effects. In addition, the City committed to implementing the identified mitigating 2040 General Plan policies and actions in order to reduce the direct and indirect impacts that will result from 2040 General Plan activities. The mitigating 2040 General Plan policies and actions identified in the EIR are proposed by the lead agency, responsible, or trustee agencies or other persons that were not included in the project, but could reasonably be expected to reduce adverse impacts if required as conditions of approving the project, as required by CEQA Guidelines Section 15126.4(a)(1)(A).

A. Findings of Less-than-Significant Impacts

FINDING: Based on the issue area assessment in the EIR, the City has determined that the project will have no impact or less-than-significant impacts for several issues as summarized in Table 1, *Summary of No Impacts or Less-than-Significant Impacts for 2040 General Plan*. The rationale for the conclusion that no significant impact would occur in each of the issue areas in Table 1 is based on the discussion of these impacts in the detailed issue area and cumulative impacts analyses in Chapter 4, *Environmental Analysis*, of the Revised Draft EIR that were found to have no impact or less-than-significant impacts. General Plan policies and actions are noted in parentheses, where relevant to impact determinations, based on the analyses in Chapter 4 of the Revised Draft EIR.

Table 1: Summary of No Impacts or Less-than-Significant Impacts for 2040 General Plan
Environmental Impacts
Revised Draft EIR Chapter 4.1: Aesthetics
AES-1: Implementation of the project would not have a substantial adverse effect on a scenic vista (Policy LU-15.4; Policies OS-1.1, OS-1.2, OS-1.3, and OS-1.4; and Action OS-1.1).
AES-2: Implementation of the project would not, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Policies and Actions listed in AES-1; Policies LU-15.2, LU-15.3, LU-15.10, LU-15.11; Actions LU-15.1 and LU-15.2; and Policies LU-17.1 and LU-17.11).
AES-3: Implementation of the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area (Policies CSF-4.2, CSF-4.4, CSF-4.6, CSF-4.7, and CSF-4.12; and Policy LU-15.2, LU-15.3, and LU-15.10).
AES-4: Implementation of the project would not result in a cumulatively considerable impact to aesthetic resources (Policies and Actions listed in AES-1 through AES-3).
Revised Draft EIR Chapter 4.2: Agricultural Resources
AG-3: Implementation of the project would not 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 (Policy LU-2.13; Policies *OS-2.1, OS-2.2, OS-2.3, OS-2.4, and OS-2.5; and Actions *OS-2.1, OS-2.2, OS-2.3 and OS2.4).
Revised Draft EIR Chapter 4.4: Biological Resources
BIO-4: Implementation of the project would not 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 (Policies *NRC-1.4, *NRC-1.5, *NRC-1.6, *NRC-1.7, *NRC-1.8, *NRC-1.9, *NRC-1.10, *NRC-1.13, and *NRC-1.14).
BIO-5: Implementation of the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (Policies NRC-1.17, NRC-1.18, NRC-1.19, NRC-1.20, NRC-1.21, NRC-1.22, and NRC-1.23; and Actions NRC-1.1, NRC-1.2, NRC-1.3, and NRC-1.4).
BIO-6: Implementation of the project, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to biological resources (Policies and Actions listed in BIO-1 through BIO-5).
Revised Draft EIR Chapter 4.5: Cultural and Tribal Cultural Resources
CUL-3: Implementation of the project would not disturb any human remains, including those interred outside of dedicated cemeteries (Policies LU-1.1, LU-1.5, and LU-1.9; Action LU-1.8; Policy LU-15.5; Policies OS-1.1, OS-1.3, OS-1.5, and OS-1.6; and *Policy NRC-2.3).
CUL-5: Implementation of the project would not result in a cumulatively considerable impact to cultural and tribal cultural resources (Policies and Actions listed in CUL-1 through CUL-4).
Revised Draft EIR Chapter 4.6: Energy
ENE-1: Implementation of the project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation (Policies NRC-4.3 and NRC-4.8; Action NRC-4.2; Policies CSF-4.1, CSF-4.2, CSF-4.3, CSF-4.4, CSF-4.5, CSF-4.6, CSF-4.7, CSF-4.8, CSF-4.10, CSF-4.12, CSF-4.13, and CSF-4.14; Action CSF-4.2; Policy HS-2.5; Policy LU-4.1; Policies C-1.1, *C-1.5, C-1.6, and C-1.7; Action C1.1; Policies C-3.1, C-3.2, C-3.3, C-3.5, and C-3.6; Actions C-3.1, C-3.3, C-3.4, and C-3.5; and *Policy C-4.6).
ENE-2: Implementation of the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency (Policies and Actions listed in ENE-1).

Table 1: Summary of No Impacts or Less-than-Significant Impacts for 2040 General Plan
Environmental Impacts
ENE-3: Implementation of the project would not, in combination with past, present, and reasonably foreseeable projects, result in a cumulative impact with respect to energy (Policies and Actions listed in ENE-1 through ENE-2).
Revised Draft EIR Chapter 4.7: Geology and Soils
GEO-2: Implementation of the project would not result in substantial soil erosion or the loss of topsoil.
GEO-3: Implementation of the project would not be 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 (Policies *HS-1.1 and *HS-1.2; Action HS-1.1; Policies HS-3.1, *HS-3.2, *HS-3.3, HS-3.4, and HS-3.5; and Actions HS-3.1 and HS-3.2).
GEO-4: Implementation of the project could be on expansive soil, as defined by Table 18-1-B of the Uniform Building Code (1994), but would not create substantial direct or indirect risks to life or property (Policies *HS-1.1 and *HS-1.2; Action HS-1.1; Policies HS-3.1, *HS-3.2, *HS-3.3, HS-3.4, and HS-3.5; and Actions HS-3.1 and HS-3.2).
GEO-5: Implementation of the project would not use septic tanks or alternative wastewater disposal systems where soils would be incapable of adequately supporting in cases where sewers are not available for the disposal of wastewater (Policy CSF-2.4).
GEO-6: Implementation of the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
GEO-7: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulative impact with respect to geology and soils (Policies and Actions listed in GEO-1 through GEO-6).
Revised Draft EIR Chapter 4.8: Greenhouse Gas Emissions
GHG-1: Implementation of the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (Policy LU-4.1; Policies C-1.1, *C-1.5, C-1.6, and C-1.7; Action C-1.1; Policies C-3.1, C-3.3, C-3.5, and C-3.6; Actions C-3.1, C-3.3, and C-3.5; *Policy C-4.6; Policies CSF-4.1, CSF-4.2, CSF-4.3, CSF-4.4, CSF-4.5, CSF-4.6, CSF-4.7, CSF-4.8, CSF-4.9, CSF-4.10, CSF-4.12, CSF-4.13, and CSF-4.16; Action CSF-4.2; Policies CSF-5.2 and CSF-5.3; Actions CSF-5.1, CSF-5.2, and CSF-5.3; Policies NRC-3.8 and NRC-3.10; Action NRC-3.1, Policies NRC-4.1, NRC-4.2, NRC-4.3, NRC-4.4, NRC-4.5, NRC-4.6, NRC-4.7, NRC-4.8, and NRC-4.9; Actions NRC-4.1, NRC-4.2, NRC-4.3, and NRC-4.4; and Policy HS-2.5).
GHG-2: Implementation of the project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions (Policies and Actions listed in GHG-1).
GHG-3: Implementation of the project would not, in combination with past, present, and reasonably foreseeable projects, result in a cumulative impact with respect to GHG emissions (Policies and Actions listed in GHG-1 through GHG-2).
Revised Draft EIR Chapter 4.9: Hazards and Hazardous Materials
HAZ-1: Implementation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Policies *HS-1.2 and HS-1.3; Policies HS-7.1, HS-7.2, HS-7.3, and HS-7.4; and Actions HS-7.1 and HS-7.2).
HAZ-2: Implementation of the project would not 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 (Policies and Actions listed in HAZ-1).

Table 1: Summary of No Impacts or Less-than-Significant Impacts for 2040 General Plan Environmental Impacts
<p>HAZ-3: Implementation of the project would not emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school (Policies and Actions listed in HAZ-1 and HAZ-2; and Policies *NRC-3.14 and *NRC-3.15).</p> <p>HAZ-4: Implementation of the project could be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 but would not create a significant hazard to the public or the environment (Policies and Actions listed in HAZ-1).</p> <p>HAZ-5: Implementation of the project could be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 but would not create a significant hazard to the public or the environment (Policy HS-1.4; Action HS-1.2; Policy HS-8.6; and Policies HS-9.1 and HS-9.2).</p> <p>HAZ-6: Implementation of the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Policies *HS-1.1 and HS-1.3; Policies HS-6.1, HS-6.2, HS-6.3, HS-6.4, HS-6.5, HS-6.6, HS-6.7, HS-6.8, HS-6.9, HS-6.10, HS-6.11, and HS-6.12; and Actions HS-6.2, HS-6.3, HS-6.4, HS-6.5, HS-6.6, HS-6.7, HS-6.8, HS-6.9, HS-6.10, and HS-6.11).</p> <p>HAZ-7: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulative impact with respect to hazards and hazardous material (Policies and Actions listed in HAZ-1 through HAZ-6).</p>
Revised Draft EIR Chapter 4.10: Hydrology and Water Quality
<p>HYD-1: Implementation of the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality (Policies CSF-1.3, CSF-1.6, CSF-1.7, and CSF-1.8; Policies CSF-3.1 and CSF-3.2; Actions CSF-3.1 and CSF-3.2; Policies NRC-1.1, NRC-1.12, *NRC-1.13, and NRC-1.16; Policies NRC-5.1, NRC-5.2, NRC-5.3, and NRC-5.4; and Actions NRC-5.1, NRC-5.2, NRC-5.3, NRC-5.4, and NRC-5.5).</p> <p>HYD-2: Implementation of the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (Policies and Actions listed in HYD-1; Policies CSF-2.2, CSF-2.4, CSF-2.5, CSF-2.6, CSF-2.7, CSF-2.8, CSF-2.9, CSF-2.10, CSF-2.11, and CSF-2.12; and Action CSF-2.1, CSF-2.2, CSF-2.3, CSF-2.4, CSF-2.5, CSF-2.7, and CSF-2.8).</p> <p>HYD-3: Implementation of the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows (Policies and Actions listed in HYD-1; *Policy HS-1.1; Action HS-1.1; Policies HS-4.1, HS-4.2, and HS-4.3; Actions HS-4.1, HS-4.2, and HS-4.3).</p> <p>HYD-4: Implementation of the project would not risk release of pollutants due to project inundation if in a flood hazard, tsunami, or seiche zones (Policies and Actions listed in HYD-1 and HYD-3).</p> <p>HYD-5: Implementation of the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (Policies and Actions listed in HYD-1 and HYD-2).</p> <p>HYD-6: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulatively considerable impact to hydrology and water quality (Policies and Actions listed in HYD-1 through HYD-5).</p>

Table 1: Summary of No Impacts or Less-than-Significant Impacts for 2040 General Plan
Environmental Impacts
Revised Draft EIR Chapter 4.11: Land Use and Planning
LU-1: Implementation of the project would not physically divide an established community (Policies LU-2.1, LU-2.2, LU-2.3, LU-2.6, and LU-2.11).
LU-2: Implementation of the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Policies LU-1.1, LU-1.2, LU-1.3, LU-1.4, LU-1.5, LU-1.6, LU-1.7, LU-1.8, LU-1.9, and LU-11; Actions LU-1.2, LU-1.3, and LU-1.8; Policy LU-2.4; Policies LU-3.1, LU-3.2, LU-3.4, and LU-3.5; Action LU-3.1; Policy LU-7.1; Policy HS-1.4; Action HS-1.2; Policy HS-8.6; and Policies HS-9.1 and HS-9.2).
LU-3: Implementation of the project would not, in combination with past, present, and reasonably foreseeable projects, result in a cumulative impact with respect to land use and planning (Policies and Actions listed in LU-1 and LU-2).
Revised Draft EIR Chapter 4.12: Mineral Resources
MIN-1: Implementation of the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state (Policies NRC-6.1, NRC-6.2, NRC-6.3, NRC-6.4, NRC-6.5, NRC-6.6, and NRC-6.7; and Action OS-2.3).
MIN-2: Implementation of the project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan (Policies and Actions listed in MIN-1).
MIN-3: Implementation of the project, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to mineral resources (Policies and Actions listed in MIN-1 through MIN-2).
Revised Draft EIR Chapter 4.13: Noise
NOI-3: Implementation of the project would not expose people residing or working within two miles of a private airstrip or airport to excessive noise levels (Policy HS-8.6)
Revised Draft EIR Chapter 4.14: Population and Housing
POP-1: Implementation of the project would not include substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (Policy LU-1.1, LU-1.2, LU-1.3, LU-1.7, LU-1.11, and LU-1.12; Action LU-1.1, LU-1.3, and LU-1.8; Policy LU-2.1, LU-2.2, LU-2.3, and LU-2.4; Policy LU-3.1; and Action OS-2.3).
POP-2: Implementation of the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (Policy LU-2.5; Policies LU-3.1 and LU-3.2; and Action LU-3.1).
POP-3: Implementation of the project would not, in combination with past, present, and reasonably foreseeable projects, result in a cumulative impact with respect to population and housing. (Policies and Actions listed in POP-1)
Revised Draft EIR Chapter 4.15: Public Services and Recreation
PS-1: Implementation of the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives (Policies CSF-1.1, CSF-1.2, CSF-1.3, CSF-1.4, CSF-1.6, CSF-1.7, and CSF-1.8; Action CSG-1.2; Policies CSF-7.2, CSF-7.3, and CSF-7.4; Action CSF-7.1, CSF-7.2, CSF-7.3; Policies *HS-1.1 and HS_1.3; Policy HS-3.4; Policies HS-5.1, HS-5.2, HS-5.3, HS-5.4, HS_5.5, HS-5.6, HS-5.7, and HS-5.8; Actions HS-5.1, HS-5.2, HS-5.3, and HS-5.4; Policies HS-6.1, HS-6.2, HS-6.3, HS-6.6, HS-6.7, and HS-6.10; and Action HS-6.4; Also see the summary for

Table 1: Summary of No Impacts or Less-than-Significant Impacts for 2040 General Plan Environmental Impacts
<p>Chapter 4.18, <i>Wildfire</i>, below, for a listing of additional policies and actions that reduce impacts related to wildfire thus reducing demand of fire protection services).</p> <p>PS-2: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulatively considerable impact to fire protection services (Policies and Actions listed in PS-1).</p> <p>PS-3: Implementation of the project would not result in the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives (Policies CSF-1.1, CSF-1.2, CSF-1.3, CSF-1.4, CSF-1.6, CSF-1.7, and CSF-1.8; Action CSF-1.2; Policies CSF-7.1 and CSF-7.4; Actions CSF-7.1 and CSF-7.2; Policies *HS-1.1 and HS-1.3; Policy HS-3.4; Policies HS-6.1, HS-6.2, HS-6.3, HS-6.6, HS-6.7, and HS-6.10; Action HS-6.4).</p> <p>PS-4: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulatively considerable impact to police services (Policies and Actions listed in PS-3).</p> <p>PS-5: Implementation of the project would not result in the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives (Policy CSF-1.4; Policies CSF-8.1, CSF-8.2, CSF-8.3, CSF-8.4, CSF-8.5; and Policy HS-3.4).</p> <p>PS-6: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulatively considerable impact to school services (Policies and Actions listed in PS-5).</p> <p>PS-7: Implementation of the project would not result in the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives (Policy CSF-1.4; Policy CSF-9.1; and Action CSF-9.1).</p> <p>PS-8: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulatively considerable impact to libraries (Policies and Actions listed in PS-7).</p> <p>PS-9: Implementation of the project would not result in the need for new or physically altered park facilities or other recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives (Policies CSF-1.3 and CSF-1.4; Policies CSF-6.1, CSF-6.2, CSF-6.3, CSF-6.4, CSF-6.5, CSF-6.6, and CSF-6.7; Actions CSF-6.1, CSF-6.2, CSF-6.4, CSF-6.5, CSF-6.6, and CSF-6.7; Policies OS-1.1 and OS-1.5; Policy HS-4.2; and Action HS-4.3).</p> <p>PS-10: Implementation of the project would not 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 (Policies and Actions listed in PS-9).</p> <p>PS-11: Implementation of the project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (Policies and Actions listed in PS-9 through PS-10).</p>
Revised Draft EIR Chapter 4.16: Transportation
<p>TRANS-1: Implementation of the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (Policies LU-2.6, LU-2.7, and LU-2.11; Policies LU-4.1 and LU-4.2; Policies C-1.1, C-1.2, C-1.3, C-1.6, C-1.7, C-1.8, C-1.9, C-1.10, and C-1.11; Actions C-1.3, C-1.4 and C-1.5; Policies C-2.1, C-2.2, C-2.3, C-2.4, C-2.5, C-2.6, and C-2.7; Actions C-2.1, C-2.2, C-2.3, C-2.4, and C-2.5; Policies C-3.1, C-3.2, C-3.3, C-3.4, C-3.5, C-3.6, and C-3.7; Actions , C-3.1, C-3.2, C-3.3, C-3.4,</p>

Table 1: Summary of No Impacts or Less-than-Significant Impacts for 2040 General Plan
Environmental Impacts
<p>C-3.5, and C-3.6; Policies C-5.1, C-5.2, and C-5.3; Actions C-5.1 and C-5.2; Policy ED-1.1; Action ED-1.1; Policies ED-2.1 and ED-2.2; Actions ED-2.1 and ED-2.2; Policies ED-3.1, ED-3.2, and ED-3.3; Actions ED-3.3 and ED-3.4; Policy ED-4.1; Action ED-4.1; and Actions ED-5.1, ED-5.2, and ED-5.3).</p> <p>TRAN-3: Implementation of the project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Policies C-1.2 and C-1.7; Action C-1.3; Policy C-3.2, C-3.3, C-3.4, and C-3.5; Actions C-3.1, C-3.2, C-3.3, C-3.4, and C-3.6; Policies C-4.1, C-4.2, C-4.3, C-4.4, C-4.5, *C-4.6, and C-4.7; and Action C-4.1).</p> <p>TRAN-4: Implementation of the project would not result in inadequate emergency access (*Policy HS-1.1; Policies HS-6.1, HS-6.2, and HS-6.7; and Actions HS-6.3 and HS-6.4).</p>
Revised Draft EIR Chapter 4.17: Utilities and Service Systems
<p>UTIL-1: Implementation of the project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects (Policy LU-2.8, Policies CSF-1.1, CSF-1.2, CSF-1.3, CSF-1.4, CSF-1.6, CSF-1.7, and CSF-1.8; Action CSF-1.2; CSF-2.1, CSF-2.2, CSF-2.3, CSF-2.4, CSF-2.5, CSF-2.6, CSF-2.7, CSF-2.8, CSF-2.9, CSF-2.10, CSF-2.11, and CSF-2.12; Actions CSF-2.1, CSF-2.2, CSF-2.3, CSF-2.4, CSF-2.5, CSF-2.6, CSF-2.7, and CSF-2.8; Policies NRC-5.1 and NRC-5.3; and Actions NRC-5.1, NRC-5.2, NRC-5.3, NRC-5.4, and NRC-5.5).</p> <p>UTIL-2: Implementation of the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years (Policies and Actions listed in UTIL-1).</p> <p>UTIL-3: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulatively considerable impact to water supply and facilities (Policies and Actions listed in UTIL-1 through UTIL-2).</p> <p>UTIL-4: Implementation of the project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects (Policy LU-2.8; Policies CSF-1.1, CSF-1.2, CSF-1.3, CSF-1.4, CSF-1.6, CSF-1.7, and CSF-1.8; Action CSF-1.2; Policies CSF-2.1, CSF-2.2, CSF-2.3, CSF-2.4, CSF-2.5, CSF-2.6, CSF-2.7, CSF-2.8, CSF-2.9, CSF-2.10, CSF-2.11, and CSF-2.12; Policies NRC-5.2 and NRC-5.3; and Action NRC-5.3).</p> <p>UTIL-5: Implementation of the project would not result in the determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (Policies and Actions listed in UTIL-4).</p> <p>UTIL-6: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulatively considerable impact to wastewater facilities (Policies and Actions listed in UTIL-4 through UTIL-5).</p> <p>UTIL-7: Implementation of the project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects (Policy LU-2.8; Policies CSF-1.1, CSF-1.2, CSF-1.3, CSF-1.4, CSF-1.6, CSF-1.7, and CSF-1.8; Action CSF-1.2; Policies CSF-3.1 and CSF-3.2; and Actions CSF-3.1 and CSF-3.2).</p> <p>UTIL-8: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulatively considerable impact to stormwater facilities (Policies and Actions listed in UTIL-7).</p>

Table 1: Summary of No Impacts or Less-than-Significant Impacts for 2040 General Plan Environmental Impacts
<p>UTIL-9: Implementation of the project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (Policy LU-2.8; Policies CSF-1.1, CSF-1.2, CSF-1.3, CSF-1.4, CSF-1.6, CSF-1.7, and CSF-1.8; Action CSF-1.2; Policies CSF-5.1, CSF-5.2, CSF-5.3, CSF-5.4, and CSF-5.5; and Actions CSF-5.1, CSF-5.2, CSF-5.3, and CSF-5.4).</p> <p>UTIL-10: Implementation of the project would comply with federal, State, and local statutes and regulations related to solid waste.</p> <p>UTIL-11: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulatively considerable impact to solid waste (Policies and Actions listed in UTIL-9 through UTIL-10).</p> <p>UTIL-12: Implementation of the project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (Policy LU-2.8; Policies CSF-1.4; CSF-1.5, and CSF-1.9; Action CSF-1.1; Policies CSF-4.1, CSF-4.2, CSF-4.3, CSF-4.4, CSF-4.5, CSF-4.6, CSF-4.7, CSF-4.8, CSF-4.9, CSF-4.10, CSF-4.11, CSF-4.12, CSF-4.13, CSF-4.14, CSF-4.15, and CSF-4.16; Actions CSF-4.1, CSF-4.2, CSF-4.3, and CSF-4.4; Policies NRC-4.3 and NRC-4.8; Actions NRC-4.2 and NRC-4.4; and Policy HS-2.5).</p> <p>UTIL-13: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulatively considerable impact to electric power, natural gas, or telecommunications facilities (Policies and Actions listed in UTIL-12).</p>
<p>Revised Draft EIR Chapter 4.18: Wildfire</p>
<p>FIRE-1: Implementation of the project would not substantially impair an adopted emergency response plan or emergency evacuation plan (Policy HS-5.4; Policies HS-6.4 and HS-6.7; and Actions HS-6.3 and HS-6.9).</p> <p>FIRE-2: Implementation of the project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (Policies HS-5.1, HS-5.3, and HS-5.6; and Actions HS-5.1 and HS-5.2).</p> <p>FIRE-3: Implementation of the project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) but would not exacerbate fire risk or result in temporary or ongoing impacts to the environment (Policy HS-1.5; Action HS-1.3; and Policies HS-5.2, HS-5.4 and HS-5.6).</p> <p>FIRE-4: Implementation of the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, postfire slope instability, or drainage changes (Policies HS-4.1, HS-4.2, and HS-4.3; Actions HS-4.1, HS-4.2, and HS-4.3).</p> <p>FIRE-5: In combination with past, present, and reasonably foreseeable projects, implementation of the project would not result in a cumulatively considerable impact to wildfire impacts (Policies and Actions listed in FIRE-1 through FIRE-4).</p>

B. Findings on Significant Environmental Impacts That Can Be Reduced to a Less-than-Significant Level

FINDING: The City finds that the following environmental impacts can and will be mitigated to below a level of significance based upon the implementation of the mitigating 2040 General Plan policies and actions identified in the EIR. These findings are based on the discussion of impacts in the detailed issue area and cumulative impact analyses in Chapter 4.4, *Biological Resources*, Chapter 4.5, *Cultural and Tribal Cultural Resources*, Chapter 4.7, *Geology and Soils*, and Chapter 4.13, *Noise*, of the Revised Draft EIR. An explanation of the rationale for each finding is presented below.

Biological Resources

Impact BIO-1: Impacts to special-status species or the inadvertent loss of bird nests in active use, which would conflict with the federal Migratory Bird Treaty Act and California Fish and Game Code, could occur as a result of implementation of the project.

Finding: The City finds that implementation of the mitigating 2040 General Plan policies and actions identified under Impact Discussion BIO-1 (pages 4.4-26 through 4.4-30) of the Revised Draft EIR would mitigate significant effects on the environment from Impact BIO-1 and is hereby adopted to mitigate significant effects from Impact BIO-1 to a less-than-significant level.

Rationale: The 2040 General Plan policies and actions would mitigate impacts to special-status species by requiring that detailed surveys and assessments be completed as part of future project approval and/or environmental review, when applicable, to identify occurrences of special-status species and minimize adverse impacts on any species identified as an endangered, threatened, candidate, sensitive, or special-status species and their habitat. Where natural habitat remains that could support special-status species, wetlands, and other sensitive resources, further detailed studies and assessment would be performed to verify presence or absence.

Specifically, 2040 General Plan *Policy NRC-1.4 requires surveys and project-specific mitigation for sites known to support special-status species; *Policy NRC-1.5 requires the preparation of biological resource assessment for proposed development on sites with natural habitat conditions that may support special-status species, sensitive natural communities, or regulated wetlands and waters; *Policy NRC-1.6 requires that potential significant impacts on special-status species, occurrences of sensitive natural communities, or regulated wetlands and waters be minimized through adjustments and controls on the design, construction, and operations of a proposed project; *Policy NRC-1.7, *Policy NRC-1.8, *Policy NRC-1.9, *Policy NRC-1.10, all require surveys and project-specific mitigation; and *Policy NRC-1.13 and *Policy NRC-1.14 require the protection of wetlands through surveys and project-specific mitigation measures.

Additionally, future development on parcels with a proposed Specific Plan land use designation would be subject to additional site-specific policies to guide development and protect sensitive natural communities in these areas. Furthermore, the location and nature of future development considered would be guided by the 2040 General Plan and the HMC. Future development would continue to be reviewed through the City's entitlement process and CEQA review, where applicable, to ensure consistency with local, state, and federal regulations and 2040 General Plan goals, policies, and actions

intended to protect sensitive biological resources. Therefore, potential impacts on special-status species would be less than significant.

Impact BIO-2: Impacts to riparian areas, drainages, and sensitive natural communities could occur from potential future development under the 2040 General Plan where natural habitat remains.

Finding: The City finds that implementation of the mitigating 2040 General Plan policies and actions identified under Impact Discussion BIO-2 (pages 4.4-31 through 4.4-34) of the Revised Draft EIR would mitigate significant effects on the environment from Impact BIO-2 and is hereby adopted to mitigate significant effects from Impact BIO-2 to a less-than-significant level.

Rationale: Implementation of the 2040 General Plan goals, policies, and actions listed would serve to ensure that occurrences of sensitive natural communities are identified, avoided, or adequately mitigated. Specifically, 2040 General Plan *Policy NRC-1.4, *Policy NRC-1.5, and *Policy NRC-1.6 would mitigate impacts through site surveys and project-specific mitigation measures. Additionally, future development within the SOI on parcels with a proposed Specific Plan land use designation would be subject to additional site-specific policies to guide development and protect sensitive natural communities in these areas. Therefore, potential impacts on sensitive natural communities would be less than significant.

Impact BIO-3: Potential future development from implementation of the 2040 General Plan could result in direct and indirect impacts to wetland habitat.

Finding: The City finds that implementation of the mitigating 2040 General Plan policies and actions identified under Impact Discussion BIO-3 (pages 4.4-34 through 4.4-37) of the Revised Draft EIR would mitigate significant effects on the environment from Impact BIO-3 and is hereby adopted to mitigate significant effects from Impact BIO-3 to a less-than-significant level.

Rationale: The 2040 General Plan goals, policies, and actions would serve to ensure that wetlands and regulated waters are identified, avoided, or adequately mitigated. Specifically, 2040 General Plan *Policy NRC-1.5 requires the preparation of biological resource assessment for proposed development on sites with natural habitat conditions that may support special-status species, sensitive natural communities, or regulated wetlands and waters; *Policy NRC-1.6 requires that potential significant impacts on special-status species, occurrences of sensitive natural communities, or regulated wetlands and waters be minimized through adjustments and controls on the design, construction, and operations of a proposed project; and *Policy NRC-1.13 and *Policy NRC-1.14 require the protection of wetlands through surveys and project-specific mitigation measures. Additionally, future development within the SOI on parcels with a proposed Specific Plan Area land use designation would be subject to additional site-specific policies to guide development in these areas. Therefore, potential impacts on wetlands and regulated waters would be less than significant.

Cultural and Tribal Cultural Resources

Impact CUL-1: Impacts to known or yet to be classified historic buildings or structures could occur from potential future development under the 2040 General Plan.

Finding: The City finds that implementation of the mitigating 2040 General Plan policies and actions identified under Impact Discussion CUL-1 (pages 4.5-15 through 4.5-19) of the Revised Draft EIR would mitigate significant effects on the environment from Impact CUL-1 and is hereby adopted to mitigate significant effects from Impact CUL-1 to a less-than-significant level.

Rationale: Implementation of the 2040 General Plan goals, policies, and actions would ensure that new development and exterior remodels are compatible with cultural and historic resources; that landmarks and historic treasures would be preserved, enhanced, and rehabilitated; and that cultural and historic resources in the EIR Study Area would be protected and restored. Specifically, *Policy LU-19.1 would mitigate potential impacts by requiring the City to promote preservation, renovation and rehabilitation of historic structures that conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures and the California Historical Building Code and require project applicants to demonstrate compliance with these standards when proposing new or redevelopment that could affect historic structures in Hollister, and *Policy LU-19.5 would require that prior to approving alteration (including demolition) of historically significant buildings, the City shall require the evaluation of alternatives, including structural preservation, relocation or other mitigation, and demonstrate that financing has been secured for replacement use. Demolition of historically significant buildings shall only be considered after all other options have been thoroughly reviewed and exhausted. Additionally, implementation of the 2040 General Plan would require the formation of a historic resources commission whose function would be to evaluate the proposed demolition or alteration of historic buildings or cultural resources to minimize development impact. Furthermore, HMC Section 15.04.050 adopts the California State Historic Building Code, which provides regulations for permitting repairs, alterations, and additions necessary for the preservation, rehabilitation, relocation, related construction, change of use, or continued use of a qualified historical building or structure. Section 15.16.060 of the HMC outlines the responsibilities of the Historic Resources Commission, including establishing criteria to conduct a comprehensive survey in conformance with federal and state survey standards and guidelines of historic resources; maintaining a local register of historic resources; and reviewing and commenting on the conduct of land use, housing and redevelopment, municipal improvement, and other types of planning and programs as they relate to the survey results and historic resources. Additionally, any permits for work for or on a designated historic resource are to be reviewed and approved by the commission staff, as outlined in HMC Section 15.16.090. HMC Section 17.16.030 establishes the procedure in the event of discovery of a historic resource during construction. Construction activities are to cease, and the City's Planning Department is to be notified so that a qualified historian may record the extent and location of discovered materials. Additionally, the City's Downtown Design Guidelines contain design guidelines for new development projects as well as downtown projects that involve renovating or modifying historic buildings (as determined by the National Register or local equivalent). These guidelines also apply to property owners who wish

to maintain the historical integrity of a building. The Downtown Design Guidelines include standards for renovating or modifying historic buildings and addresses roofs, building façades, projecting façade elements, landscaping, and mechanical equipment. The Downtown Design Guidelines are to be used in conjunction with the guidelines for the appropriate building types (i.e., main street commercial building, apartment flat building, townhouse building, or detached house building) and other resources, such as the Secretary of the Interior's standards. Finally, CEQA would require that future potential projects permitted under the 2040 General Plan with the potential to significantly impact historical resources be subject to project-level CEQA review wherein the future potential project's potential to affect the significance of a surrounding historical resource would be evaluated and mitigated to the extent feasible. The requirement for subsequent CEQA review, pursuant to state law, would minimize the potential for new development to indirectly affect the significance of existing historical resources to the maximum extent practicable. Potential impacts from future development on historical resources could lead to (1) demolition, which by definition results in the material impairment of a resource's ability to convey its significance; (2) inappropriate modification, which may use incompatible materials, designs, or construction techniques in a manner that alters character-defining features; and (3) inappropriate new construction, which could introduce incompatible new buildings that clash with an established architectural context. While any of these scenarios, especially demolition and alteration, have the potential to change the historic fabric or setting of an architectural resource such that the resource's ability to convey its significance may be materially impaired, adherence to the 2040 General Plan goals, policies, and actions, specifically, *Policy LU-19.1, *Policy LU-19.5, and HMC regulations identified, and compliance with federal and state laws, would ensure future development would not be detrimental or injurious to property or improvements in the vicinity and impacts would be less than significant.

Impact CUL-2: Impacts to known and unknown archeological resources could occur from potential future development under the 2040 General Plan.

Finding: The City finds that implementation of the mitigating 2040 General Plan policies and actions identified under Impact Discussion CUL-2 (pages 4.5-20 through 4.5-23) of the Revised Draft EIR would mitigate significant effects on the environment from Impact CUL-2 and is hereby adopted to mitigate significant effects from Impact CUL-2 to a less-than-significant level.

Rationale: Implementation of the 2040 General Plan goals, policies, and actions would ensure that new development in the EIR Study Area reduces potential impacts to archeological resources. Specifically, *Policy NRC-2.3 would mitigate impacts from potential future development by requiring future project applicants to comply with state and federal standards to evaluate and mitigate impacts to archeological resources, including requiring that project areas found to contain significant archaeological resources be examined by a qualified consulting archaeologist with recommendations for protection and preservation. Additionally, the City plans to actively encourage infill development through the implementation of the 2040 General Plan to focus new residential and job-generating uses in the downtown and on residential and mixed-use infill sites where development already occurs and is in close proximity to existing infrastructure and services. The City does not support new urban development outside

the SOI and will work with the County to focus future development in already urbanized areas, thereby reducing the potential for unearthing archaeological resources on undeveloped lands. Specifically, Policy LU-1.1 requires the City to maintain a well-defined compact urban form that prioritizes infill development over the annexation of properties, thus reducing potential impacts to development in undisturbed lands which are more likely to contain unknown archaeological resources. Where development is considered outside of the SOI, future development with a proposed Specific Plan land use designation would be subject to additional site-specific policies to guide development and protect potential archeological resources in these areas. As demonstrated, the 2040 General Plan goals, policies, and actions encourage infill development, adaptive reuse of structures, development on underutilized land, and the protection of open spaces, and specifically *Policy NRC-2.3 requires the City to evaluate and mitigate project-specific impacts to archeological resources, which would reduce the potential for disturbing archaeological deposits since ground-disturbing activities have already taken place in developed areas. As further shown in Impact Discussion CUL-4, the 2040 General Plan also promotes the registration of historic sites in the National and California Register and requires applicants of major development projects to consult with Native American representatives regarding cultural resources to identify locations of importance to Native Americans, including archaeological sites and traditional cultural properties. Compliance with existing federal, state, and local laws and regulations, and the 2040 General Plan goals, policies, and actions listed previously, would protect recorded and unrecorded archaeological deposits in the greater EIR Study Area by providing for the early detection of potential conflicts between development and resource protection, and by preventing or minimizing the material impairment of the ability of archaeological deposits to convey their significance through excavation or preservation would ensure that potential impacts from implementation of the 2040 General Plan would be less than significant.

Impact CUL-4: Impacts to tribal cultural resources (TCRs) could occur from potential future development under the 2040 General Plan.

Finding: The City finds that implementation of the mitigating 2040 General Plan policies and actions identified under Impact Discussion CUL-4 (pages 4.5-25 through 4.5-27) of the Revised Draft EIR would mitigate significant effects on the environment from Impact CUL-4 and is hereby adopted to mitigate significant effects from Impact CUL-4 to a less-than-significant level.

Rationale: Implementation of the 2040 General Plan goals, policies, and actions would ensure that new development in the EIR Study Area reduces potential impacts to TCRs. Specifically, 2040 General Plan *Policy NRC-2.3 would mitigate impacts from potential future development by requiring future project applicants to comply with state and federal standards to evaluate and mitigate impacts to archeological resources; *Policy NRC-2.4 would mitigate impacts by requiring the developer of a proposed project that could impact a TCR to contact an appropriate tribal representative to train construction workers on appropriate avoidance and minimization measures, requirements for confidentiality and culturally appropriate treatment, other applicable regulations, and consequences of violating State laws and regulations; and *Policy NRC-2.5 would mitigate impacts by requiring project applicants to prepare preconstruction investigations of potential TCRs and on-site mitigation for all developments.

Implementation of these mitigating policies and compliance with existing federal, state, and local laws and regulations, and the 2040 General Plan goals, policies, and actions listed here and under Impact Discussion CUL-2 would protect unrecorded TCRs in the EIR Study Area by providing for the early detection of potential conflicts between development and resource protection, and by preventing or minimizing the material impairment of the ability of archaeological deposits to convey their significance through excavation or preservation. Therefore, the 2040 General Plan would result in a less-than-significant impact on TCRs.

Geology and Soils

Impact GEO-1: Impacts from potential future development under the 2040 General Plan where there are known geological hazards could occur over the buildout horizon of the project.

Finding: The City finds that implementation of the mitigating 2040 General Plan policies and actions identified under Impact Discussion GEO-1 (pages 4.7-15 through 4.7-18) of the Revised Draft EIR would mitigate significant effects on the environment from Impact GEO-1 and is hereby adopted to mitigate significant effects from Impact GEO-1 to a less-than-significant level.

Rationale: Implementation of the goals, policies, and actions of the 2040 General Plan would reduce potential impacts from development in geologically hazardous areas. Specifically, 2040 General Plan *Policy HS-1.1 would mitigate impacts by permitting development only in areas where potential danger to the health, safety, and welfare of the community can be adequately mitigated. This includes prohibiting development that would be subject to severe flood damage or geological hazard due to its location and/or design and that cannot be mitigated to safe levels; *Policy HS-1.2 would mitigate impacts by requiring project applicants to prepare appropriate studies to assess identified hazards and ensure that impacts are adequately mitigated prior to project approval; *Policy HS-3.2 would mitigate impacts by requiring that all geologic hazards be adequately addressed and mitigated through project development. Development proposed within areas of potential geological hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties, and *Policy HS-3.3 would mitigate impacts by requiring engineering tests for those development projects that may be exposed to impacts associated with expansive soils, so that building foundation footings, utility lines, roadways, and sidewalks can be designed to accept the estimated degree of soil contraction, expansion and settlement, according to the standards of the Uniform Building Code. Implementation of these goals, policies, and actions, and specifically *Policy HS-1.1, *Policy HS-1.2, *Policy HS-3.2, and *Policy HS-3.3 of the 2040 General Plan, as well as compliance with state, regional, and local regulations pertaining to structural safety regarding fault rupture, ground shaking, liquefaction, and landslides, would ensure that potential future development that results from implementation of the 2040 General Plan would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides. Therefore, impacts would be less than significant.

Noise

Impact NOI-2.1: Construction activities associated with potential future development under the 2040 General Plan could generate excessive short-term vibration levels during project construction.

Finding: The City finds that implementation of the mitigating 2040 General Plan policies and actions identified under Impact Discussion NOI-2 (pages 4.13-37 through 4.13-40) of the Revised Draft EIR would mitigate significant effects on the environment from Impact NOI-2.1 and is hereby adopted to mitigate significant effects from Impact NOI-2.1 to a less-than-significant level.

Rationale: Implementation of 2040 General Plan Policy HS-8.3 requires the City to regulate construction activity to reduce noise as established in the Hollister Noise Ordinance, which prohibits noise sources from excessive or unusually loud noises and vibrations from any and all sources in the community. *Action HS-8.1 requires the City to review all development proposals to verify that the proposed development would not increase noise beyond the City's established thresholds. *Action HS-8.8 requires the City to adopt vibration thresholds based on the Federal Transit Administration (FTA) criteria for acceptable levels of groundborne vibration for various types of construction equipment and should the FTA criteria be exceeded, a list of alternate methods/equipment shall be established, as provided above. This would ensure that construction vibration impacts would remain less than significant because alternate methods/equipment with less or no vibration, such as those shown in Table 4.13-14, would meet the thresholds. As part of the project approval process, future project applicants would be required to comply with these new standards in the HMC pursuant to *Action HS-8.6 which requires the City to revise the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan. Furthermore, HMC Section 17.10.040 requires the City to not approve any land use that generates ground vibration perceptible without instruments at any point along or outside the property line of the use, except for motor vehicle operations. Therefore, the temporary program-level construction vibration impacts associated with implementation of the 2040 General Plan are considered less than significant.

Impact NOI-2.2: Operational activities associated with potential future development under the 2040 General Plan could generate excessive long-term vibration levels.

Finding: The City finds that implementation of the mitigating 2040 General Plan policies and actions identified under Impact Discussion NOI-2 (pages 4.13-40 through 4.13-41) of the Revised Draft EIR would mitigate significant effects on the environment from Impact NOI-2.2 and is hereby adopted to mitigate significant effects from Impact NOI-2.2 to a less-than-significant level.

Rationale: Implementation of 2040 General Plan *Action HS-8.8 requires the City to adopt vibration thresholds based on the Federal Transit Administration (FTA) criteria. The FTA establishes vibration limits from operational activities in order for impacts to be less than significant on a project-by-project basis. For vibration annoyance from operational sources, the FTA recommends the following criteria for frequent events: 65 Vibration Decibel (VdB) for highly sensitive uses with vibration-sensitive equipment (e.g., microscopes in hospitals and research facilities) and 72 VdB for residences. As part of the project approval process, future project applicants would be required to

comply with these new standards in the HMC pursuant to *Action HS-8.6 which requires the City to revise the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan. Furthermore, *Action HS-8.1 requires the City to review all development proposals to verify that the proposed development would not significantly increase noise beyond the City's established thresholds. Therefore, with implementation of the 2040 General Plan *Action HS-8.1, *Action HS-8.6, and *Action HS-8.8, vibration from operation impacts is considered less than significant.

C. Findings on Significant Environmental Impacts That Cannot Be Avoided or Reduced to a Less-Than-Significant Level

FINDING: Based on the issue area assessment in the EIR, the City has determined that the 2040 General Plan will have significant impacts in the resource areas discussed below, and that these impacts cannot be avoided or reduced despite the incorporation of all feasible mitigation measures. These findings are based on the discussion of impacts in the detailed issue area analyses and cumulative impacts in Chapter 4.2, *Agricultural Resources*; Chapter 4.3, *Air Quality*; Chapter 4.13, *Noise*; and Chapter 4.16, *Transportation*, of the Draft EIR. For each significant and unavoidable impact identified below, the City has made a finding(s) pursuant to Public Resources Code Section 21081. An explanation of the rationale for each finding is also presented below.

Agricultural Resources

Impact AG-1: Implementation of the project would result in the conversion of Prime Farmland, Farmland of Statewide Importance, or Unique Farmland land (together referred to as "qualified Farmland") to nonagricultural land uses.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policy and action, in addition to the other 2040 General Plan policies and actions identified under Impact Discussion AG-1 (pages 4.2-9 through 4.2-14) of the Revised Draft EIR:

- ***Policy OS-2.1: Offsets for Loss of Agricultural Land.** Require that all new developments that convert agricultural land to urban uses provide for preservation of the same amount agricultural land in perpetuity.
- ***Action OS-2.1: Offsets for Agricultural Land Conversion.** Require the creation and adoption of an agricultural preservation program to address the conversion of land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City Limits and Sphere of Influence to nonagricultural uses.

The City finds that implementation of these mitigating 2040 General Plan policy and action is feasible and is hereby adopted to mitigate significant effects on the environment from Impact AG-1. However, even with implementation of these policy and action, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AG-1 to a less-than-significant level.

Rationale: In compliance with CEQA, "each public agency shall mitigate or avoid the significant effects on the environment of the project it carries out or approves whenever

it is feasible to do so.”² The term “feasible” is defined in CEQA to mean, “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.”³ CEQA Guidelines Section 15370 defines “mitigation” as: (1) avoiding the impact altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of an action and its implementation; (3) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (4) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and (5) compensating for the impact by replacing or providing substitute resources or environments. The following is a brief discussion of the mitigation measures considered for mitigating or avoiding the impact of the conversion of agricultural lands to other uses and their infeasibility. However, as shown, no feasible mitigation measures are available that would reduce the agricultural resource impact to less-than-significant levels.

- **Replacement of Agricultural Resources.** This measure would replace the existing agricultural use with the same use on other property that is not currently used for agriculture. From a statewide perspective, the replacement of farmland means that there will be no net loss of farmland in the state. However, qualified Farmlands would still be developed. There is limited undeveloped land within the SOI of the EIR Study Area that is not currently designated as agricultural, restricting the amount of agricultural land that would be able to be replaced elsewhere in the area, and thus conversion of these lands would be insufficient to achieve no net loss. Moreover, even if adequate land could be identified to achieve no net loss, the challenges of creating the soil, irrigation, climatic, and economic conditions that are required for productive farmland (i.e., that achieves the same Important Farmland, Farmland of Statewide Importance, or Unique Farmland status) are significant and there would be no guarantee that replacement land could be successfully farmed. In addition, replacing existing undeveloped areas with active agriculture could trigger a range of negative environmental impacts, including increased groundwater consumption, habitat destruction, erosion, air quality impacts, and herbicide and pesticide application. As such, the replacement of the existing agricultural uses on other properties within the SOI is infeasible.
- **Transfer of Development Rights.** Transferring development rights would involve the purchasing of the right to develop land from a currently undeveloped piece of land and transferring those rights to farmland within the city. Thus, this option is also infeasible because there would still be a net loss of farmland (i.e., the farmland preserved would still likely be preserved anyhow). Even if farmland would be preserved elsewhere in San Benito County, the qualified Farmland in the city would be developed, resulting in a net loss of Farmland. Therefore, for the reasons outlined previously, and in this paragraph, it would not prevent significant impacts from occurring in the city and it would not be an effective CEQA mitigation measure, nor is this mitigation measure feasible from an economic perspective within this region.

² Public Resources Code, Section 21002.1(b).

³ Public Resources Code, Section 21061.1

- **Relocation of Prime Farmland Topsoil.** This measure would remove the top 12 to 18 inches of topsoil from affected areas and haul this soil to a farm site or several farm sites that have lower-quality soils. The Prime Farmland, Farmland of Statewide Importance, or Unique Farmland soils may assist in increasing crop yield at the relocated site. This measure would have its own environmental impacts, including increased truck traffic on local roadways from both hauling soil off-site and replacement of soil on-site, increased diesel truck emissions, construction noise, and increased duration of construction. The relocation of prime farmland soils on another active farm would increase other environmental impacts and is therefore considered infeasible.

As described, these measures were considered and found to be infeasible for mitigating or avoiding the impact of the conversion of agricultural lands to other uses pursuant to the definition of CEQA in that there is no guarantee that measures would result in successfully establishing Important Farmland, Farmland of Statewide Importance, or Unique Farmland, if doing so could happen within a reasonable period of time, that their implementation would not potentially cause greater environmental impacts, and that acquiring additional lands to be established as Important Farmland, Farmland of Statewide Importance, or Unique Farmland would be economically possible.

As discussed previously, implementation of the 2040 General Plan would designate qualified Farmland as nonagricultural land uses. Through the 2040 General Plan goals, policies, and actions, and the ALPP, impacts related to the conversion of qualifying agricultural lands would be reduced, but not to a less-than-significant level. The 2040 General Plan contains a policy and action to mitigate and reduce the conversion of qualifying agricultural lands. Specifically, *Policy OS-2.1 and *Action OS-2.1 requiring all new developments that convert agricultural land to urban uses provide for the preservation of agricultural land at a 1:1 ratio, which are being implemented via the ALPP. *Policy OS-2.1, *Action OS-2.1, and the ALPP, would not reduce the amount of acreage converted under buildout of the 2040 General Plan; however, they would forestall development of the best agricultural land within the EIR Study Area. While these efforts and other mitigation measures were considered, such as preserving agricultural uses in the EIR Study Area, replacement of agricultural resources by replacing lost agricultural uses to other areas of the city, and relocation of Prime Farmland topsoil to other areas, these mitigations are not feasible. While these efforts and other mitigating efforts, such as Policy OS-2.3 encouraging San Benito County to focus future development within the areas identified for development; Policy OS-2.4 requiring coordination with the County of San Benito in efforts to maintain prime farmlands, unique farmlands, and farmlands of statewide significance in active agricultural use; and Action OS-2.3 to establish and maintain an Urban Growth Boundary that delineates future urbanization areas from areas in which urbanization will not occur, work to mitigate impacts, the only way to fully avoid the agricultural impact from implementation of the project is to not allow the conversion of state-designated Prime Farmland, Farmland of Statewide Importance, or Unique Farmland to nonagricultural land uses, thereby eliminating the agricultural impact. However, doing so is not feasible or practical as the City has a responsibility to meet other conflicting obligations, including increases in the number and type of jobs available in Hollister and to reduce the need for residents to commute to high-quality jobs. These measures are

critical to reducing single-occupant vehicle travel to and from Hollister and meeting State targets for greenhouse gas reduction. The City needs to promote both economic development and corresponding residential development, as required by State housing law, within its City Limits. While possible forms of mitigation for, or avoidance of, conservation of agricultural lands in the EIR Study Area would be implemented by the City through *Policy OS-2.1, *Action OS-2.1, and the ALPP, doing so to reduce impacts to a less-than-significant level would be infeasible and inconsistent with City planning goals and objectives. Therefore, impacts would remain significant and unavoidable.

Impact AG-2: Implementation of the project would result in the loss of agricultural land under the Williamson Act.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policy and action, in addition to the other 2040 General Plan policies and actions identified under Impact Discussion AG-2 (pages 4.2-15 through 4.2-16) of the Revised Draft EIR:

- ***Policy OS-2.1: Offsets for Loss of Agricultural Land.** Require that all new developments that convert agricultural land to urban uses provide for preservation of the same amount agricultural land in perpetuity.
- ***Action OS-2.1: Offsets for Agricultural Land Conversion.** Require the creation and adoption of an agricultural preservation program to address the conversion of land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City Limits and Sphere of Influence to nonagricultural uses.

The City finds that implementation of these mitigating 2040 General Plan policy and action is feasible and is hereby adopted to mitigate significant effects on the environment from Impact AG-2. However, even with implementation of these policy and action, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AG-2 to a less-than-significant level.

Rationale: As described under Impact Discussion AG-1, pursuant to CEQA, the City has considered mitigation to reduce impacts from implementation of the project that could conflict with lands under a Williamson Act contract. However, as shown, no feasible mitigation measures are available that would reduce the agricultural resource impact to less-than-significant levels. Specifically, the City considered a measure that would result in the replacement of Williamson Act contract farmland that would place other farmland under Williamson Act contract. Even if feasible, the placing of alternative farmland under Williamson Act contract would establish a commitment to retain that alternative farmland for agricultural use. The length of time that the alternative land will remain in agricultural use would depend on the terms of the Williamson Act contract. However, the Williamson Act contract will only reduce the potential that the alternative land will convert to nonagricultural use. The individual and cumulative loss of agricultural land caused by the project would still occur. Therefore, this mitigation measure will not reduce impacts on agriculture to below the level of significance. For these reasons, placing alternative privately held land under permanent restriction through Williamson Act contracts is considered infeasible. As described under Impact Discussion AG-1, the 2040 General Plan includes a policy and action to mitigate and reduce the conversion of qualifying agricultural lands. *Policy OS-2.1 and *Action OS-

2.1 requiring all new developments that convert agricultural land to urban uses provide for the preservation of agricultural land at a 1:1 ratio, which are being implemented via the ALPP. *Policy OS-2.1, *Action OS-2.1, and the ALPP would also minimize impacts from conflicts with Williamson Act lands and reduce the likelihood of premature contract cancellations by the property owners of the Williamson Act parcels in the EIR Study Area. Additional mitigation for this impact was considered, including the placement of other farmland under Williamson Act contract. However, the individual and cumulative loss of agricultural land under the Williamson Act caused by the project would still occur. Given that CEQA does not require that the project be changed to avoid an impact, and no additional mitigation is available, this would result in a significant and unavoidable impact.

Impact AG-4: The proposed project, in combination with past, present, and reasonably foreseeable projects, could result in a significant cumulative impact with respect to the conversion of farmland of concern under CEQA and Williamson Act properties to nonagricultural uses.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policy and action, in addition to the other 2040 General Plan policies and actions identified under Impact Discussion AG-4 (pages 4.2-18 through 4.2-19) of the Revised Draft EIR:

- ***Policy OS-2.1: Offsets for Loss of Agricultural Land.** Require that all new developments that convert agricultural land to urban uses provide for preservation of the same amount agricultural land in perpetuity.
- ***Action OS-2.1: Offsets for Agricultural Land Conversion.** Require the creation and adoption of an agricultural preservation program to address the conversion of land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City Limits and Sphere of Influence to nonagricultural uses.

The City finds that implementation of these mitigating 2040 General Plan policy and action is feasible and is hereby adopted to mitigate significant effects on the environment from Impact AG-4. However, even with implementation of these policies and actions, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AG-4 to a less-than-significant level.

Rationale: As described previously, implementation of the project would result in significant impacts related to the conversion of qualified Farmland under CEQA and Williamson Act properties to nonagricultural uses. As such, the project would contribute to the cumulative impact described in the San Benito County General Plan Update EIR. Although the 2040 General Plan *Policy OS-2.1, *Action OS-2.1, and the ALPP would reduce and partially offset regional agricultural impacts, as well as consideration of mitigation measures to avoid conversion, the only way to fully avoid the agricultural impact of the project is to not allow development on state-designated farmland. However, this would be infeasible and inconsistent with City planning goals and objectives. Further, the amount of growth foreseen in the region and the decisions of San Benito County and other surrounding counties regarding conversion of agricultural land are outside the control of the City of Hollister. Therefore, this impact would be significant and unavoidable.

Air Quality

Impact AIR-1: Implementation of the project would result in the generation of substantial operational (long-term) criteria air pollutant emissions that would exceed Monterey Bay Air Resources District's (MBARD's) regional significance threshold for Volatile Organic Compounds (VOC), nitrogen oxides (NO_x), and carbon monoxide (CO) and would; therefore, not be considered consistent with the existing Air Quality Management Plan (AQMP).

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policy, in addition to the other 2040 General Plan policies and actions identified under Impact Discussion AIR-1 (pages 4.3-34 through 4.3-37) of the Revised Draft EIR:

- ***Policy NRC-3.6: Technical Assessments.** Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities.

The City finds that implementation of this mitigating 2040 General Plan policy is feasible and is hereby adopted to mitigate significant effects on the environment from Impact AIR-1. However, even with implementation of this policy, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AIR-1 to a less-than-significant level.

Rationale: The various goals, policies, and actions of the 2040 General Plan identified under Impact Discussions AIR-1 and AIR-2, in addition to applicable MBARD rules and regulations, would reduce operational (long-term) criteria air pollutant emissions to the extent feasible. Specifically, *Policy NRC-3.6 would mitigate impacts by requiring project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts and submit to the City of Hollister for review and approval. Pursuant to *Policy NRC-3.6, the evaluations must be prepared in conformance with MBARD criteria and methodology in assessing air quality impacts. Where the technical assessment finds that air pollutants have the potential to exceed the MBARD-adopted thresholds of significance, the technical assessment shall identify project-specific mitigation measures to reduce air pollutant emissions during construction or operational activities. Examples of types of project-specific mitigation measures that are available to future projects in Hollister are listed in Impact Discussion AIR-2. However, because of the magnitude and intensity of development accommodated by the 2040 General Plan, as well as regional air quality influences beyond the control of Hollister, impacts associated with consistency with the MBARD would remain significant and unavoidable. No additional feasible mitigation measures or mitigating policies at the program level would ensure consistency of the project with the

MBARD's AQMP. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable project-level thresholds of significance.

Impact AIR-2a: Operation of development projects that could occur from implementation of the project would generate emissions that would exceed MBARD's regional significance thresholds for VOC, NO_x, and CO.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policy, in addition to the other 2040 General Plan policies and actions identified under Impact Discussion AIR-2 (pages 4.3-38 through 4.3-46) of the Revised Draft EIR:

- ***Policy NRC-3.6: Technical Assessments.** Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities.

The City finds that implementation of this mitigating 2040 General Plan policy is feasible and is hereby adopted to mitigate significant effects on the environment from Impact AIR-2a. However, even with implementation of this policy, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AIR-2a to a less-than-significant level.

Rationale: Long-term emissions for VOC that could occur over the buildout horizon of the 2040 General Plan would exceed MBARD's regional significance thresholds and cumulatively contribute to the nonattainment designation of the North Central Coast Air Basin (NCCAB). The goals, policies, and actions of the 2040 General Plan, and implementation of MBARD Rule 207, *Review of New or Modified Sources*, would reduce air pollutant emissions to the extent feasible. Specifically, *Policy NRC-3.6 would mitigate impacts by requiring project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval. Pursuant to *Policy NRC-3.6, the evaluations must be prepared in conformance with MBARD criteria and methodology in assessing air quality impacts. Where the technical assessment finds that air pollutants have the potential to exceed the MBARD-adopted thresholds of significance, the technical assessment shall identify project-specific mitigation measures to reduce air pollutant emissions during construction or operational activities. Possible mitigation measures for potential future project-specific developments to reduce operational (long-term) emissions can include, but are not limited to the following:

- Provide preferential carpool/vanpool parking spaces
- Implement a parking surcharge for single occupant vehicles
- Provide for shuttle/mini-bus service

- Provide bicycle storage/parking facilities and bicycle paths within major subdivisions that link to an external network
- Provide shower/locker facilities
- Provide onsite child care centers
- Provide transit design features within the development
- Develop park-and-ride lots
- Off-site mitigation
- Employ a transportation/rideshare coordinator
- Implement a rideshare program
- Provide incentives to employees to rideshare or take public transportation
- Implement flexible work schedules that do not reduce transit ridership
- Implement compressed work schedules
- Implement telecommuting program
- Provide pedestrian facilities within major subdivisions

The measures and policies covering topics such as expansion of the pedestrian and bicycle networks, promotion of public and active transit, and support to increase building energy efficiency and energy conservation would also reduce criteria air pollutants within the city. However, operational (long-term) emissions would remain *significant and unavoidable* due to the increase in VOCs from residential development and increase in NO_x and CO from mobile sources associated with the project.

This EIR quantifies the increase in criteria air pollutants emissions in the city. However, at a programmatic level analysis, it is not feasible to quantify the increase in toxic air contaminants (TACs) from stationary sources associated with the project or meaningfully correlate how regional criteria air pollutant emissions above the MBARD's significance thresholds correlate with basin wide health impacts.

To determine cancer and noncancer health risk, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important as model parameters as the quantity of TAC emissions. The white paper prepared by the Association of Environmental Professionals' Climate Change Committee, *We Can Model Regional Emissions, But Are the Results Meaningful for CEQA*, describes several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and TACs.

Similarly, the two amicus briefs filed by the air districts on the Friant Ranch case describe two positions regarding CEQA requirements, modeling feasibility, variables, and reliability of results for determining specific health risks associated with criteria air pollutants. The discussions also include the distinction between criteria air pollutant emissions and TACs with respect to health risks. Additionally, the MBARD's *CEQA Air Quality Guidelines* demonstrate the infeasibility based on the current guidance/methodologies. The following summarizes major points about the infeasibility of assessing health risks of criteria air pollutant emissions and TACs associated with implementation of a general plan. The white paper and amicus briefs are provided in Appendix B, *Revised Air Quality and Greenhouse Gas Emissions Data*, of the Revised Draft EIR.

To achieve and maintain air quality standards, the MBARD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. MBARD has established criteria for Negative Declarations, Mitigated Negative Declarations, and EIRs which can be used by lead agencies as a checklist to determine a project's significance on air quality.⁴ The numerical emission indicators are based on the recognition that the NCCAB is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are expected not to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan's emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

MBARD currently does not have methodologies that would provide the city with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health impacts unless emissions are sufficiently high to use a regional model. MBARD has not provided methodology to assess the specific correlation between mass emissions generated and their effect on health (note Appendix B, *Revised Air Quality and Greenhouse Gas Emissions Data*, of the Revised Draft EIR provides the San Joaquin Valley Air Pollution Control District's amicus brief and South Coast Air Quality Management District's amicus brief).

Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Secondary formation of particulate matter (PM) and ozone can occur far from sources as a result of regional transport due to wind and topography (e.g., low-level jet stream). Photochemical modeling depends on all emission sources in the entire domain (i.e., modeling grid). Low resolution and spatial averaging produce "noise" and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National Ambient Air Quality Standards (AAQS) and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

Current models used in CEQA air quality analyses are designed to estimate potential project construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. This serves to protect public health in the overall region, but there is

⁴ The criteria for Negative Declarations are equivalent to those for a NEPA Finding of No Significant Impact (FONSI) while the criteria for an EIR are equivalent to those for a NEPA Environmental Impact Statement (EIS).

currently no CEQA methodology to determine the impact of emissions (e.g., pounds per day) on future concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region.

Further, as shown in Table 4.3-10, *Net Change in Regional Criteria Air Pollutant Emissions from Existing Baseline*, of the Revised Draft EIR, compared to existing baseline year conditions, emissions of NO_x are projected to decrease from current levels and be below MBARD's regional significance threshold despite growth associated with the 2040 General Plan. Meaning, that the finding that the project would cumulatively contribute to health effects is conservative in light of reductions in emissions as a result of improvements in technology. However, because cumulative development within the city would exceed the regional significance thresholds compared to the no project conditions, this EIR identifies that the project could contribute to an increase in health effects in the NCCAB until the attainment standards are met.

The EIR must provide an analysis that is understandable for decision making and public disclosure. Regional-scale modeling may provide a technical method for this type of analysis, but it does not necessarily provide a meaningful way to connect the magnitude of a project's criteria pollutant emissions to health effects without speculation. Additionally, this type of analysis is not feasible at a general plan level because the location of emissions sources and quantity of emissions are not known.

In summary, as described above, implementation of the project would generate emissions that would exceed MBARD's regional significance thresholds for VOC, NO_x, and CO. The 2040 General Plan includes goals, policies, and actions to reduce these long-term regional criteria air pollutant emissions. *Policy NCR-3.6 requires potential future development in Hollister to prepare and submit a technical assessment evaluating potential project operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval by the City. Where the technical assessment determines the MBARD-adopted thresholds are exceeded, the applicants for new development projects would be required to incorporate mitigation measures to reduce air pollutant emissions during operational activities. Due to the programmatic nature of this EIR, no additional mitigation measures or mitigating policies are available, and the impact is found to be significant and unavoidable. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable thresholds of significance.

Impact AIR-2b: Construction activities that could occur over the buildout horizon of the 2040 General Plan would generate substantial short-term criteria air pollutant emissions that would exceed MBARD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the NCCAB.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policy, in addition to the other 2040 General Plan policies and actions identified under Impact Discussion AIR-2 (pages 4.3-46 through 4.3-49) of the Revised Draft EIR:

- ***Policy NRC-3.6: Technical Assessments.** Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities.

The City finds that implementation of this mitigating 2040 General Plan policy is feasible and is hereby adopted to mitigate significant effects on the environment from Impact AIR-2b. However, even with implementation of this policy, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AIR-2b to a less-than-significant level.

Rationale: Implementation of the project would occur over a period of 15 years or longer. Construction activities associated with development that could occur under the project could generate short-term emissions that exceed the MBARD's significance thresholds during this time and cumulatively contribute to the nonattainment designations of the NCCAB. Implementation of applicable regulatory measures (e.g., MBARD Rule 400, *Visible Emissions*, Rule 402, *Nuisances*, and Rule 426, *Architectural Coatings*) and the 2040 General Plan goals and policies identified under Impact Discussion AIR-2 (pages 4.3-46 through 4.3-49) of the Revised Draft EIR would reduce criteria air pollutant emissions from construction-related activities to the extent feasible and may result in reducing construction-related regional air quality impacts of subsequent individual projects to less than significant. Specifically, *Policy NRC-3.6 would mitigate impacts by requiring project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval. Pursuant to *Policy NRC-3.6, the evaluations must be prepared in conformance with MBARD criteria and methodology in assessing air quality impacts. Where the technical assessment finds that air pollutants have the potential to exceed the MBARD-adopted thresholds of significance, the technical assessment shall identify project-specific mitigation measures to reduce air pollutant emissions during construction or operational activities. Future project-specific mitigation measures to reduce construction-related emissions could include, but are not limited to:

- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim (model year 2008 or newer) or higher emission limits, applicable for engines between 50 and 750 horsepower. A list of construction equipment by type and model year shall be maintained by the construction contractor on-site, which shall be available for City review upon request.

- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Use of alternative-fueled or catalyst-equipped diesel construction equipment, if available and feasible.
- Clearly posted signs that require operators of trucks and construction equipment to minimize idling time (e.g., five-minute maximum).
- Preparation and implementation of a fugitive dust control plan that may include the following measures:
 - Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
 - Prohibit all grading activities during periods of high wind (over 15 miles per hour).
 - Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
 - Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area.
 - Haul trucks shall maintain at least two feet and zero inches of freeboard.
 - Cover all trucks hauling dirt, sand, or loose materials.
 - Plant tree windbreaks on the windward perimeter of construction projects, if adjacent to open land.
 - Plant vegetative ground cover in disturbed areas as soon as possible.
 - Cover inactive storage piles.
 - Install wheel washers at the entrance to construction sites for all exiting trucks.
 - Pave all roads on construction sites.
 - Sweep streets if visible soil material is carried out from the construction site.
 - Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the MBARD shall be visible to ensure compliance with Rule 402 (Nuisances).
 - Limit the area under construction at any one time.

However, due to the programmatic nature of the project, construction time frames and equipment for individual site-specific projects are not available and there is a potential for multiple developments to be constructed at any one time, resulting in significant construction-related emissions. Therefore, despite adherence to *Policy NRC-3.6 and due to the programmatic nature of the project, no additional mitigation measures or mitigating policies are available, and this impact would remain significant and unavoidable. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable thresholds of significance.

Impact AIR-3a: Implementation of the project could expose air quality sensitive receptors to substantial toxic air contaminant concentrations from non-permitted sources during operation.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policy, in addition to the other 2040 General Plan policies and actions identified under Impact Discussion AIR-3 (pages 4.3-50 through 4.3-54) of the Revised Draft EIR:

- ***Policy NRC-3.15: Operational Health Risk Assessment.** Require project applicants of discretionary projects to prepare an operational health risk assessment (HRA) for industrial or warehousing land uses and commercial land uses that would generate substantial diesel truck travel (i.e., 100 diesel trucks or 40 or more trucks with diesel-powered transport refrigeration units per day based on the California Air Resources Board recommendations for siting new sensitive land uses) prior to project approval. The operational HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Monterey Bay Air Resources District (MBARD). If the operational HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD, the City shall require the project applicant to identify and demonstrate measures, such as those listed in the General Plan Environmental Impact Report, that can reduce potential cancer and noncancer risks to an acceptable level.

The City finds that implementation of this mitigating 2040 General Plan policy is feasible and is hereby adopted to mitigate significant effects on the environment from Impact AIR-3a. However, even with implementation of this policy, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AIR-3a to a less-than-significant level.

Rationale: Potential future development from implementation of the 2040 General Plan could result in a substantial increase in diesel particulate matter (DPM) near existing or planned air quality sensitive receptors (e.g., children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases, disadvantaged communities). 2040 General Plan *Policy NRC-3.15 would mitigate impacts by requiring that applicants of industrial or warehousing land uses in addition to commercial land uses that would generate substantial diesel truck travel (i.e., 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day based on the California Air Resources Board recommendations for siting new sensitive land uses) to prepare and submit an operational health risk assessment (HRA) to the City of Hollister for review and approval. If the operational HRA determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by MBARD, project-specific mitigation measures shall be integrated to reduce cancer and acute risk below the MBARD threshold. The operational HRA is required to be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and MBARD. If the operational HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD at the time a project is considered, the project applicant would be required to identify and demonstrate that measures can reduce potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms.

Examples of project-specific mitigation measures that future projects in Hollister can apply to reduce risk impacts may include but are not limited to:

- Restricting idling onsite beyond Air Toxic Control Measures idling restrictions, as feasible.
- Electrifying warehousing docks.
- Requiring use of newer equipment and/or vehicles.
- Restricting offsite truck travel through the creation of truck routes.

Implementation of *Policy NRC-3.15 would ensure mobile sources of emissions not covered under MBARD permits are considered and mitigated during subsequent project-level environmental review by the City of Hollister. Potential future development projects in the city that have the potential to generate potentially significant risks associated with the release of TACs are required to undergo an analysis of their potential health risks associated with (toxic air contaminants) TACs based upon the specific details of each individual project. Though individual projects would be required to have less-than-significant impacts, cumulative development in the City would result in an increase in DPM concentrations and could increase the environmental burden on sensitive populations, including environmental justice communities, in the NCCAB. Overall, because there are no specific development projects identified or approved under the 2040 General Plan and the location and exact nature of future development projects are unknown, determining health risk at this time is considered speculative pursuant to Section 15145 of the CEQA Guidelines. Health risk impacts from development of industrial and commercial land uses are considered a *significant and unavoidable* project and cumulative impact. However, the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable thresholds of significance.

Impact AIR-3b: Construction activities associated with potential future development could expose nearby air quality sensitive receptors to substantial concentrations of toxic air contaminants during construction.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policies, in addition to the other 2040 General Plan policies and actions identified under Impact Discussion AIR-3 (pages 4.3-54 through 4.3-55) of the Revised Draft EIR:

- ***Policy NRC-3.6: Technical Assessments.** Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities.
- ***Policy NRC-3.14: Construction Health Risk Assessment.** Require project applicants of discretionary projects on sites greater than one acre, within 1,000 feet of sensitive land uses (e.g., residences, schools, day care facilities, and nursing

homes, etc.), as measured from the property line of the project, that utilize off-road equipment of 50 horsepower or more, and that occur for more than 12 months of active construction (i.e., exclusive of interior renovations) to prepare a construction health risk assessment (HRA) in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and Monterey Bay Air Resources District (MBARD). If the construction HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD, require the project applicant to identify and demonstrate measures, such as those listed in the General Plan Environmental Impact Report, that can reduce potential cancer and noncancer risks to an acceptable level.

The City finds that implementation of these mitigating 2040 General Plan policies is feasible and is hereby adopted to mitigate significant effects on the environment from Impact AIR-3b. However, even with implementation of these policies, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AIR-3b to a less-than-significant level.

Rationale: Implementation of the project would occur over a period of 15 years or longer. Construction activities associated with potential future development over the buildout horizon of the 2040 General Plan could expose air quality sensitive receptors to short-term construction emissions. Implementation of 2040 General Plan *Policy NRC-3.14, would mitigate impacts by requiring subsequent project-specific evaluation of qualifying future development projects to assess potential impacts and mitigate those impacts to acceptable levels. *Policy NRC-3.14 would require new sources of air pollution that will generate new air quality impacts or expose to harmful emissions of toxic air pollutants to prepare a construction HRA in alignment with the State Office of Environmental Health Hazard Assessment and MBARD's CEQA Air Quality Guidelines. The construction HRA shall be submitted to the City of Hollister for review and approval and shall identify project-specific mitigation measures to reduce air pollutant emissions during construction activities such as the use of construction equipment with United States Environmental Protection Agency Tier 4-rated (or higher) engines. Implementation of *Policy NRC-3.6, in addition to applicable regulatory measures, would reduce criteria air pollutant emissions from construction-related activities to the extent feasible and may result in reducing construction-related regional air quality impacts of subsequent individual projects to a less-than-significant level. However, due to the programmatic nature of the project, construction time frames and equipment for individual site-specific projects are not available and there is a potential for multiple developments to be constructed at any one time, resulting in significant construction-related emissions. Therefore, despite adherence to *Policy NRC-3.6, due to the programmatic nature of the project, no additional mitigation measures or mitigating policies are available, and this impact would remain significant and unavoidable. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable thresholds of significance.

Impact AIR-5: The emissions that could occur over the buildout horizon of the 2040 General Plan could generate a substantial increase in emissions that exceeds the MBARD's significance thresholds and cumulatively contribute to the nonattainment designations and health risk in the NCCAB.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policies, in addition to the other 2040 General Plan policies and actions identified under Impact Discussions AIR-1 through AIR-4 of the Revised Draft EIR:

- ***Policy NRC-3.6: Technical Assessments.** Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities.
- ***Policy NRC-3.14: Construction Health Risk Assessment.** Require project applicants of discretionary projects on sites greater than one acre, within 1,000 feet of sensitive land uses (e.g., residences, schools, day care facilities, and nursing homes, etc.), as measured from the property line of the project, that utilize off-road equipment of 50 horsepower or more, and that occur for more than 12 months of active construction (i.e., exclusive of interior renovations) to prepare a construction health risk assessment (HRA) in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and Monterey Bay Air Resources District (MBARD). If the construction HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD, require the project applicant to identify and demonstrate measures, such as those listed in the General Plan Environmental Impact Report, that can reduce potential cancer and noncancer risks to an acceptable level.
- ***Policy NRC-3.15: Operational Health Risk Assessment.** Require project applicants of discretionary projects to prepare an operational health risk assessment (HRA) for industrial or warehousing land uses and commercial land uses that would generate substantial diesel truck travel (i.e., 100 diesel trucks or 40 or more trucks with diesel-powered transport refrigeration units per day based on the California Air Resources Board recommendations for siting new sensitive land uses) prior to project approval. The operational HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Monterey Bay Air Resources District (MBARD). If the operational HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD, the City shall require the project applicant to identify and demonstrate measures, such as those listed in the General Plan Environmental Impact Report, that can reduce potential cancer and noncancer risks to an acceptable level.

The City finds that implementation of these mitigating 2040 General Plan policies is feasible and is hereby adopted to mitigate significant effects on the environment from Impact AIR-5. However, even with implementation of these policies, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AIR-5 to a less-than-significant level.

Rationale: Criteria air pollutant emissions generated by land uses of the 2040 General Plan could exceed the MBARD regional thresholds (see Impact Discussions AIR-2 and AIR-3). Air quality impacts identified in the discussion under Impact AIR-2a, AIR-2b, AIR-3a, and AIR-3b constitute the project's contribution to cumulative air quality impacts in the NCCAB. 2040 General Plan *Policy NRC-3.6, *Policy NRC-3.14, and *Policy NRC-3.15, identified previously to mitigate impacts by reducing project-related emissions, would reduce impacts to the extent feasible. Due to the programmatic nature of the project, no additional mitigation measures are available. Air pollutant emissions associated with the project would result in a cumulatively considerable contribution to air quality impacts and remain significant and unavoidable at the program level. The identification of this program-level cumulative impact does not preclude the finding of less-than-significant cumulative impacts for subsequent projects analyzed at the project level.

Noise

Impact NOI-1.1: Construction activities associated with potential future development under the 2040 General Plan could expose sensitive receptors in close proximity to a construction site to excessive noise from construction equipment.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan actions, in addition to the other 2040 General Plan policies and actions identified under Impact Discussion NOI-1 (pages 4.13-24 through 4.13-28) of the Revised Draft EIR:

- ***Action HS-8.1: Review New Development for Potential Noise Impacts.** Require review of all development proposals prior to project approval to verify that the proposed development would not increase noise beyond the City's established thresholds and that it would not generate noise that would be incompatible with existing uses in the vicinity of the proposed development. (Implementation Measure HS.T)
- ***Action HS-8.6: Periodic Updates to Noise Ordinance.** Require the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan and to develop a procedure for handling noise complaints. (Implementation Measure HS.O)
- ***Action HS-8.8: Noise and Vibration Thresholds.** Require adoption of the noise and vibration thresholds applied in the General Plan Environmental Impact Report into the Noise Ordinance. For noise thresholds, this shall include the Federal Transit Administration's (FTA) criteria for acceptable levels of construction noise as well as Construction Equipment Noise Emission Levels based on a distance of 50 feet between the equipment and noise receptor.

- For vibration thresholds, this shall include FTA criteria for acceptable levels of groundborne vibration during operation of commercial or industrial uses and groundborne vibration for various types of construction equipment. If vibration levels exceed the FTA limits for construction, alternative methods/equipment shall be used.
- ***Action HS-8.9: Construction Best Management Practices.** Require the adoption of the construction best management practices outlined in the General Plan Environmental Impact Report to be incorporated into the Noise Ordinance to minimize construction noise to the extent feasible.

The City finds that implementation of these mitigating 2040 General Plan actions is feasible and is hereby adopted to mitigate significant effects on the environment from Impact NOI-1.1. However, even with implementation of these actions, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact NOI-1.1 to a less-than-significant level.

Rationale: In most cases, construction of individual developments associated with implementation of the General Plan would temporarily increase the ambient noise environment in the vicinity of each individual project, potentially affecting existing and future nearby sensitive uses. The policies and actions of the 2040 General Plan would minimize the effects of construction noise. Specifically, implementation of the *Action HS-8.8 and *Action HS-8.9 would mitigate noise impacts by requiring the City to adopt noise and vibration thresholds based on the Federal Transit Authority criteria for acceptable levels of construction noise applied in this analysis (i.e., 80 dB(A) $L_{eq(8hr)}$), the Construction Equipment Noise Emission Levels based on a distance of 50 feet between the equipment and noise receptor, and the construction best management practices outlined above. As part of the project approval process, future project applicants would be required to comply with these new standards in the HMC pursuant to *Action HS-8.6 which requires the City to revise the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan. Policy HS-8.3 is required to regulate construction activity to reduce noise as established in the Hollister Noise Ordinance, which prohibits excessive or unusually loud noises and vibrations from any and all sources in the community. Furthermore, *Action HS-8.1 requires the City to review all development proposals to verify that the proposed development would not significantly increase noise beyond the City's established thresholds. However, because construction activities associated with any individual development may occur near noise-sensitive receptors and because—depending on the project type, equipment list, time of day, phasing and overall construction durations—noise disturbances may occur for prolonged periods of time, during the more sensitive nighttime hours, or may exceed 80 dB(A) $L_{eq(8hr)}$ even with future project-level mitigation, construction noise impacts associated with implementation of the project are considered significant and unavoidable. Due to the programmatic nature of this EIR, project-level conclusions of construction noise would be speculative; however, the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level that do not exceed the noise thresholds.

Impact NOI-1.2: Operational vehicle traffic noise increases would exceed the City's significance thresholds with implementation of the project.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policy and actions, in addition to the other 2040 General Plan policies and actions identified under Impact Discussion NOI-1 (pages 4.13-28 through 4.13-34) of the Revised Draft EIR:

- ***Policy HS-8.1: Protect Noise Sensitive Areas from Unacceptable Traffic Noise Levels.** Protect the noise environment in existing residential areas by requiring mitigation measures be identified prior to project approval for the operational phase of projects under the following circumstances: (a) the project would cause the day-night average sound level (L_{dn}) to increase 5 dB(A) where ambient noise is below 60 dB(A); (b) the project would cause the L_{dn} to increase 3 dB(A) where ambient noise is between 60 dB(A) and 70 dB(A); or (c) the project would cause the L_{dn} to increase 1.5 dB(A) where ambient noise is 70 dB(A) or greater. (Policy HS3.1)
- ***Action HS-8.1: Review New Development for Potential Noise Impacts.** Require review all development proposals prior to project approval to verify that the proposed development would not increase noise beyond the City's established thresholds and that it would not generate noise that would be incompatible with existing uses in the vicinity of the proposed development. (Implementation Measure HS.T)
- ***Action HS-8.6: Periodic Updates to Noise Ordinance.** Require the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan and to develop a procedure for handling noise complaints. (Implementation Measure HS.O)

The City finds that implementation of these mitigating 2040 General Plan policy and actions is feasible and is hereby adopted to mitigate significant effects on the environment from Impact NOI-1.2. However, even with implementation of these policy and actions, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact NOI-1.2 to a less-than-significant level.

Rationale: Implementation of 2040 General Plan *Policy HS-8.1 requires the City to protect the noise environment where there are uses that are sensitive to noise (e.g., residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes) by requiring the evaluation of mitigation measures for the operational phase of projects that exceed the City's established noise thresholds. As part of the project approval process, future project applicants would be required to comply with these new standards in the HMC pursuant to *Action HS-8.6 which requires the City to revise the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan. Policy HS-8.5 and Policy HS-8.7 would reduce impacts from traffic through site design such as installing earth berms, increasing the distance between the receptor and the noise source, using non-sensitive structures as shields, and the use roadway design. Roadway design could include installing and maintaining noise barriers and/or rubberized or special asphalt paving such as open grade asphalt concrete along roadway segments with significant noise increases that are adjacent to sensitive receptors, and working with the State to address noise impacts from highway traffic. Roadway design could include installing and maintaining noise barriers and/or

rubberized or special asphalt paving, such as open grade asphalt concrete, along roadway segments with significant noise increases that are adjacent to sensitive receptors. Notable reductions in tire noise have been achieved via the implementation of special paving materials, such as rubberized asphalt or open-grade asphalt concrete overlays. For example, Caltrans conducted a study of pavement noise along I-80 in Davis, California, and found an average improvement of 6 to 7 dB(A) compared to conventional asphalt overlay with only minimal noise increases over a ten-year period.⁵ These quieter pavement types can be used alone or in combination with noise barriers, which are common throughout the city. However, barriers may not be feasible in all cases if they would prevent access to driveways or properties. Further, *Action HS-8.1 requires the City to review all development proposals to verify that the proposed development would not exceed the City's established thresholds and Action HS-8.5 requires the City to continue to enforce City Ordinances that restrict through truck traffic to approved truck routes only and prohibit the parking and maintenance of trucks in residential districts to reduce traffic noise from trucks. Since project-specific details are unknown and noise barriers and/or quieter pavement technologies may not be feasible or reduce vehicle traffic noise below significance thresholds in all cases, this impact is conservatively considered significant and unavoidable. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level that do not exceed the noise thresholds.

Impact NOI-4: Implementation of the 2040 General Plan could contribute to an increase in cumulative construction noise and operational vehicle noise.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policy and actions, in addition to the other 2040 General Plan policies and actions identified under Impact Discussions NOI-1 through NOI-3 of the Revised Draft EIR:

- ***Policy HS-8.1: Protect Noise Sensitive Areas from Unacceptable Traffic Noise Levels.** Protect the noise environment in existing residential areas by requiring mitigation measures be identified prior to project approval for the operational phase of projects under the following circumstances: (a) the project would cause the day-night average sound level (L_{dn}) to increase 5 dB(A) where ambient noise is below 60 dB(A); (b) the project would cause the L_{dn} to increase 3 dB(A) where ambient noise is between 60 dB(A) and 70 dB(A); or (c) the project would cause the L_{dn} to increase 1.5 dB(A) where ambient noise is 70 dB(A) or greater. (Policy HS3.1)
- ***Action HS-8.1: Review New Development for Potential Noise Impacts.** Require review all development proposals prior to project approval to verify that the proposed development would not increase noise beyond the City's established thresholds and that it would not generate noise that would be incompatible with existing uses in the vicinity of the proposed development. (Implementation Measure HS.T)

⁵ California Department of Transportation, May 13, 2011, *I-80 Davis OGAC Pavement Noise Study: Traffic Noise Levels Associated With Aging Open Grade Asphalt Concrete Overlay*.

- ***Action HS-8.6: Periodic Updates to Noise Ordinance.** Require the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan and to develop a procedure for handling noise complaints. (Implementation Measure HS.O)
- ***Action HS-8.8: Noise and Vibration Thresholds.** Require adoption of the noise and vibration thresholds applied in the General Plan Environmental Impact Report into the Noise Ordinance. For noise thresholds, this shall include the Federal Transit Administration's (FTA) criteria for acceptable levels of construction noise as well as Construction Equipment Noise Emission Levels based on a distance of 50 feet between the equipment and noise receptor.
For vibration thresholds, this shall include FTA criteria for acceptable levels of groundborne vibration during operation of commercial or industrial uses and groundborne vibration for various types of construction equipment. If vibration levels exceed the FTA limits for construction, alternative methods/equipment shall be used.
- ***Action HS-8.9: Construction Best Management Practices.** Require the adoption of the construction best management practices outlined in the General Plan Environmental Impact Report into the Noise Ordinance to minimize construction noise to the extent feasible.

The City finds that implementation of these mitigating 2040 General Plan policy and actions is feasible and is hereby adopted to mitigate significant effects on the environment from Impact NOI-4. However, even with implementation of these policy and actions, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact NOI-4 to a less-than-significant level.

Rationale: Because construction details are unknown, potential future development under the 2040 General Plan could exceed the City's significance threshold for construction noise. Even with 2040 General Plan Policy HS-8.3, *Action HS-8.1, *Action HS-8.6, *Action HS-8.8, and *Action HS-8.9 described under Impact Discussion NOI-1, because construction details are unknown at the time and construction activities associated with any individual development may occur near noise-sensitive receptors, noise disturbances may exceed the City's significance thresholds even with future project-level mitigation.

In addition, operational vehicle noise generated under the project would exceed the City's significance threshold. Even with 2040 General Plan *Policy HS-8.1, *Action HS-8.1, and *Action HS-8.6 described under Impact Discussion NOI-1, the effectiveness of traffic noise-reduction strategies is not certain.

Due to the programmatic nature of the project, no additional mitigation measures are available. Construction noise and operational vehicle noise associated with the project would result in a cumulatively considerable contribution to noise impacts and remain significant and unavoidable at the program level. The identification of this program-level cumulative impact does not preclude the finding of less-than-significant cumulative impacts for subsequent projects analyzed at the project level.

Transportation

Impact TRANS-2: Implementation of the 2040 General Plan would result in a significant vehicle miles traveled (VMT) impact for VMT per Capita (Residential) and Retail VMT over 50,000 square feet, due to forecasted land use growth through 2040, based on a comparison of the VMT rate increment for VMT to the corresponding average baseline rates for the San Benito County region.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policies and actions, in addition to the other 2040 General Plan policies and actions identified under Impact Discussion TRANS-2 (pages 4.16-28 through 4.16-33) of the Revised Draft EIR:

- ***Policy C-1.5: Transportation Demand Management.** Require new development to reduce single-occupant vehicle usage using Transportation Demand Management strategies prior to project approval.
- ***Action C-1.1: Performance and Monitoring.** Require the monitoring of the City's mode split progress on reducing VMT and reducing GHG emissions from VMT, as data is available.
- ***Action C-1.2: VMT Mitigation Banking Fee Program.** Require the establishment of a Vehicle Miles Traveled (VMT) Mitigation Banking Fee Program. This program shall fund the construction of facilities throughout Hollister that support active transportation (cycling and walking) and transit ridership to mitigate VMT impacts from new development.
- ***Policy C-4.6: Transportation Demand Management Requirements.** Require new or existing developments that meet specific size, capacity, and/or context conditions to implement Transportation Demand Management strategies and other single-occupancy vehicle reduction methodologies. Require new developments to comply with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets of the City's VMT CEQA thresholds prior to project approval.

The City finds that implementation of these mitigating 2040 General Plan policies and actions is feasible and is hereby adopted to mitigate significant effects on the environment from Impact TRANS-2. However, even with implementation of these policies and actions, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact TRANS-2 to a less-than-significant level.

Rationale: Implementation of the 2040 General Plan goals, policies, and actions would mitigate VMT impacts to the degree feasible. *Policy C-1.5 requires the City to reduce single-occupant vehicle usage using Transportation Demand Management (TDM) strategies. *Action C-1.1 requires the City to monitor mode split progress on reducing VMT, and reducing GHG emissions from VMT, as data is available. *Action C-1.2 requires the City to establish a VMT Mitigation Banking Fee Program to fund the construction of facilities that support active transportation and transit ridership to mitigate VMT impacts from new development. *Policy C-4.6 requires new or existing developments that meet specific size, capacity, and/or context conditions to implement

TDM strategies and other single-occupancy vehicle reduction methodologies. Compliance with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets of the City's VMT CEQA thresholds is also required. In addition, as listed under Impact Discussion TRANS-1, the City has numerous policies to promote safe and user-friendly transit and improve the bicycle and pedestrian network in Hollister, all which would serve to promote alternative forms of transportation and reduce VMT. Furthermore, as previously described, given the lack of specifics that are available for this program-level EIR, it is not possible to fully account for the effect of specific design principles, policies, and improvements that will reduce VMT as part of this analysis. Although many of the VMT-reducing design principles, policies, and improvements that are described in the prior section may ultimately mitigate and/or potentially reduce the VMT impacts outlined in this evaluation, necessary details to ensure implementation and appropriately evaluate their effect are not yet available. While some of the approaches to VMT reduction described in the prior section are supportive of existing City policies and guidelines, the VMT-reducing approaches cited would require further planning and development as well as committed funding sources, including those from participants in the development community (many of which may not be identified yet as large areas of land may be further subdivided into specific projects and developments). As such, it is reasonable to conclude that the findings of this analysis reflect a worst-case scenario for this program EIR. This program-level land use impact for VMT does not preclude the finding of less-than-significant impacts for subsequent development projects that achieve applicable VMT thresholds of significance. However, due to the programmatic nature of the 2040 General Plan, no additional mitigation measures are available, and the impact is considered significant and unavoidable.

Impact TRANS-5: Implementation of the 2040 General Plan would cumulatively contribute to regional VMT.

Finding: As part of the project, the City will implement the following mitigating 2040 General Plan policies and actions, in addition to the other 2040 General Plan policies and actions identified under Impact Discussions TRANS-1 through TRANS-4 of the Revised Draft EIR:

- ***Policy C-1.5: Transportation Demand Management.** Require new development to reduce single-occupant vehicle usage using Transportation Demand Management strategies prior to project approval.
- ***Action C-1.1: Performance and Monitoring.** Require the monitoring of the City's mode split progress on reducing VMT and reducing GHG emissions from VMT, as data is available.
- ***Action C-1.2: VMT Mitigation Banking Fee Program.** Require the establishment of a Vehicle Miles Traveled (VMT) Mitigation Banking Fee Program. This program shall fund the construction of facilities throughout Hollister that support active transportation (cycling and walking) and transit ridership to mitigate VMT impacts from new development.
- ***Policy C-4.6: Transportation Demand Management Requirements.** Require new or existing developments that meet specific size, capacity, and/or context conditions to implement Transportation Demand Management strategies and other single-

occupancy vehicle reduction methodologies. Require new developments to comply with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets of the City's VMT CEQA thresholds prior to project approval.

The City finds that implementation of these mitigating 2040 General Plan policies and actions is feasible and is hereby adopted to mitigate significant effects on the environment from Impact TRANS-5. However, even with implementation of these policies and actions, significant unavoidable impacts will occur as described below. Therefore, the City finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact TRANS-5 to a less-than-significant level.

Rationale: Even with 2040 General Plan *Policy C-1.5, *Action C-1.1, *Action C-1.2, and *Policy C-4.6 described under Impact Discussion TRANS-2 to mitigate the impacts related to VMT, the effectiveness of the VMT-reduction strategies is not certain. As such, the cumulative impact on VMT is considered significant and unavoidable. The identification of this program-level cumulative impact does not preclude the finding of less-than-significant cumulative impacts for subsequent projects analyzed at the project level.

D. Findings on Project Alternatives

Alternatives Analyzed in the EIR

In compliance with CEQA and the CEQA Guidelines, the EIR evaluated a reasonable range of alternatives to the 2040 General Plan. The EIR's analysis examined the potential feasibility of each alternative, its environmental effects, and its ability to meet the project objectives. The alternatives analysis included analysis of a no-project alternative and identified the environmentally superior alternative. Chapter 5, *Alternatives*, of the Revised Draft EIR evaluated two alternatives to the project: Alternative A: No Project and Alternative B: Focused Growth. Brief summaries of these alternatives and findings are provided below.

Alternative A: No Project

The No Project Alternative assumes continued implementation of the current 2005 General Plan, and the existing goals, policies, and actions. The No Project Alternative would not incorporate new topics that are now required by State law, such as environmental justice, and would not revise relevant policies and actions to meet those requirements. Future development permitted under the No Project Alternative would not increase development potential in Hollister beyond what was considered in the existing 2005 General Plan and analyzed in the associated EIR (State Clearinghouse No. 2004081147), but rather assumes the remaining development growth, which could result in increases in households (5,723), residential units (5,845), population (20,779), and jobs (8,970). Potential future development in Hollister would continue to be subject to existing policies, regulations, development standards, and land use designations of the existing 2005 General Plan. The City would not adopt the CAP or amend the Zoning Ordinance to incorporate the ALPP.

Finding: Pursuant to Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), the City finds that the specific economic, legal, social, technological, or other considerations, including failure to meet project objectives, render the No Project Alternative infeasible. This alternative would not avoid or lessen significant impacts from the 2040 General Plan, including effects related to the agricultural resources, air quality, noise, and transportation. The No Project Alternative would not accomplish the basic project objectives for the 2040 General Plan. In addition, the No Project Alternative would increase impacts from the 2040 General Plan in the environmental topic areas of biological resources, cultural and tribal cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, transportation, and wildfire. The City therefore rejects this alternative as unrealistic and infeasible for the reasons listed above and as stated in the EIR. (Section 5.4, *Alternative A: No Project*, in Chapter 5, *Alternatives*, of the Revised Draft EIR).

Alternative B: Focused Growth

The Focused Growth Alternative would include the new 2040 General Plan goals, policies, and actions and incorporate new topics that are now required by State law, such as environmental justice, and would revise relevant policies and actions to meet those requirements. Future development under the Focused Growth Alternative would be the same as the project, which could result in increases in households (10,160), residential units (10,530), population (31,575), and jobs (11,170). The Focused Growth Alternative would CAP and amend the Zoning Ordinance to include the ALPP. The Focused Growth Alternative would maintain the current Hollister Sphere of Influence that was approved and adopted by San Benito County LAFCO in 2019. The Focused Growth Alternative would allow for more dense housing in parcels within the Medium-Density Residential, High-Density Residential, Mixed-Use Commercial and Residential, and Downtown Commercial and Mixed Use land use designations and also increase the maximum floor-area ratios (FAR)⁶ in the Mixed-Use Commercial and Residential and Downtown Commercial and Mixed Use land use designations when compared to the project.

Finding: Pursuant to Public PRC 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), the City finds that the specific economic, legal, social, technological, or other considerations, including failure to meet project objectives, render the Focused Growth Alternative infeasible. This alternative would avoid or lessen significant impacts from the 2040 General Plan, including effects related to related to agricultural resources, air quality, biological resources, cultural and tribal cultural resources, energy, GHG emissions, mineral resources, noise, transportation, and wildfire; however, it would not eliminate any of the significant and unavoidable impacts related to agricultural resources, air quality, noise, and transportation. Because Alternative B would increase opportunities for infill development to support the reduction of VMT and GHG emissions and reduce the amount of qualifying agricultural lands that could be converted to non-

⁶ FAR is a ratio of the building square footage permitted on a lot to the net square footage of the lot. For example, on a site with 10,000 square feet of net land area, a FAR of 1.0 will allow 10,000 square feet of building floor area to be built.

agricultural uses, Alternative B would meet all of the project objectives; however, not to the same degree as the project. Specifically, Alternative B would allow for more high-density infill housing and would therefore not provide the same balanced neighborhoods and mix of residential types and intensities as the project. The City therefore rejects this alternative as unrealistic and infeasible for the reasons listed above and as stated in the EIR. (Section 5.5, *Alternative B: Focused Growth*, in Chapter 5, *Alternatives*, of the Revised Draft EIR).

E. Other Findings

Revisions to the Project

Chapter 4, *Comments and Responses*, of the Final EIR includes the comments received on both the 2023 Draft EIR and the Revised Draft EIR, and responses to those comments. The focus of the responses to comments is on the disposition of significant environmental issues as raised in the comments, as specified by CEQA Guidelines Section 15088(a).

Following publication of the 2023 Draft EIR and in response to comments received on the 2023 Draft EIR, the project was revised as described under Section 1.3.3, *Revised Draft EIR*, in Chapter 1, *Introduction*, of the Revised Draft EIR. Revisions to the 2040 General Plan included changes to the land use designations and expansion of the SOI boundary. Subsequently, potential buildout estimates increased, and the CAP was revised to reflect changes to the 2040 General Plan land designations, modified proposed SOI boundary, and buildout projections. The ALPP was also revised to reduce the rate of land dedication from two acres to one acres of Agricultural Land for each one acre of Agricultural Land to be converted. With the revisions to the project, the 2023 Draft EIR was revised to include the new environmental analysis. The changes to the project constitute “significant new information” requiring recirculation and accordingly, the Revised Draft EIR was circulated for public review.

Following publication of the Revised Draft EIR, Policy LU-1.5 was revised to use more appropriate language. This does not represent a substantial change to the project description that would require revision of analysis in the Revised Draft EIR. The revised Policy LU-1.5 is listed in Chapter 5, *Revisions to the Revised Draft EIR*, of the Final EIR to reflect this change. The revised policy would continue to support avoidance of impacts to cultural resources and land use and planning, as analyzed in the Revised Draft EIR. Because the revision to Policy LU-1.5 would continue to discourage development on lands that have not been annexed into City Limits, the change to the project does not constitute “significant new information” requiring recirculation pursuant to CEQA Guidelines Section 15088.5, *Recirculation of an EIR Prior to Certification*.

Absence of Significant New Information – No Recirculation Required

CEQA Guidelines Section 15088.5 requires that a lead agency recirculate an EIR for additional review and comment when significant new information is added to the EIR after the public comment period but before certification of the EIR. Such information can

include changes in the project or environmental setting, but that information is not significant unless the EIR is changed in a manner that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project's proponent declines to implement.

Chapter 5, *Revisions to the Revised Draft EIR*, of the Final EIR contains text revisions to the Revised Draft EIR that were made in response to comments from agencies and organizations, as well as staff-directed changes. These text revisions include typographical corrections, insignificant modifications, and amplifications and clarifications of the Revised Draft EIR. None of the minor text changes or classifications substantially alters the analysis in the Revised Draft EIR, and they do not trigger the criteria for recirculation.

The City finds that no significant new information was added to the Revised Draft EIR after the public review period. The City specifically finds that: no new significant environmental impact would result from the 2040 General Plan or from the implementation of a mitigation measure; no substantial increase in the severity of an environmental impact previously found to be significant would result; the City has not declined to adopt any feasible project alternative or mitigation measures considerably different from others previously analyzed that would clearly lessen the environmental impacts of the 2040 General Plan; and the Revised Draft EIR is not so fundamentally and basically inadequate in nature that it precluded meaningful public review.

Having reviewed the information in the Revised Draft EIR, Final EIR, and administrative record, as well as the requirements under CEQA Guidelines Section 15088.5 and interpretive judicial authority regarding recirculation of Draft EIRs, the City finds that no new significant information was added to the EIR following public review, and recirculation of the EIR is therefore unnecessary and not required by CEQA.

Differences of Opinion Regarding the 2040 General Plan's Impacts

In making its determination to certify the Final EIR and to approve the 2040 General Plan, the City recognizes that the 2040 General Plan involves several controversial issues and that a range of opinions exists with respect to these issues. Through its review of the Final EIR, the comments received on the Draft EIR, the responses to comments, and the whole of the administrative record, the City has acquired a comprehensive understanding of the scope of such issues. This has enabled the City to make fully informed and thoroughly considered decisions after taking into account the various viewpoints on the important environmental issues involved in the 2040 General Plan's implementation. Considering the evidence and analysis presented in the Final EIR and the administrative record as a whole, the City finds that the findings herein are based on a full appraisal of all viewpoints expressed throughout the CEQA review process, as well as other relevant information contained in the administrative record.

IV. Statement of Overriding Considerations

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.” (CEQA Guidelines Section 15093.) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the Final EIR but are not avoided or substantially lessened, the agency must state in writing the specific reason to support its actions based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record. (CEQA Guidelines Section 15093.)

Having (i) adopted all General Plan policies and actions, and feasible mitigation measures, (ii) recognized all significant, unavoidable impacts, and (iii) balanced the benefits of the 2040 General Plan against its significant and unavoidable impacts, the City finds that the 2040 General Plan’s benefits outweigh and override its significant unavoidable impacts for the reasons stated below. Each benefit set forth below constitutes an overriding consideration warranting approval of the 2040 General Plan, independent of the other benefits, despite each and every unavoidable impact.

The benefits of the project include the following:

- The project will maintain a concentrated growth area to protect surrounding lands from sprawl and reduce the cost of extending infrastructure.
- The project will encourage sustained economic growth recognizing the importance of economic generators, job generators and a better balance between jobs and housing.
- The project will provide for a fiscally sound city with an emphasis on sales tax and transient occupancy tax revenues.
- The project will guide balanced neighborhood development with a mix of uses and housing types, provision of parks and schools, and easy access to commercial activity centers.
- The project will facilitate efficient transportation and infrastructure planning in the city.
- The project will improve safety, enhance accessibility, and reduce conflicts between pedestrians, bicycles, and vehicles.
- The project will establish allowed density ranges that will accommodate a variety of housing types conducive to all socio-economic sectors of the community and will help the City meet legal requirements to respond to regional housing needs.
- The project will support and enhance Downtown as the civic and cultural heart of the City.
- The project will encourage economic growth within the City's industrial areas.
- The project will provide for the systematic, continual upgrade and improvement of City infrastructure and ensure developments pay for their share of infrastructure, public facilities, and any environmental costs.

- The project will address environmental justice for disadvantaged communities that exist within the planning area of the General Plan.
- The project will ensure that the City's General Plan is legally adequate.

When compared to the alternatives analyzed in the Final EIR (including the No Project Alternative), the 2040 General Plan provides the best available balance between maximizing attainment of the project objectives and minimizing significant environmental impacts.

V. Approvals

The City hereby takes the following actions:

- Certify the Final EIR as described in Section I (Certification), above.
- Adopt, as conditions of approval of the 2040 General Plan, all Mitigation Measures and policies and actions within the responsibility and jurisdiction of the City.
- Adopt the Mitigation Monitoring and Reporting Program for the 2040 General Plan.
- Adopt the CEQA Findings and Statement of Overriding Considerations for the 2040 General Plan.

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HOLLISTER ADOPTING THE 2040 GENERAL PLAN

WHEREAS, in 2020 the City Council of the City of Hollister initiated preparation of a comprehensive update of the City's General Plan pursuant to California Government Code Section 65300 et. seq.; and

WHEREAS, through the course of project development the City has also prepared a Climate Action Plan and an Agricultural Lands Preservation Program; and

WHEREAS, the City of Hollister, in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA guidelines, has caused to be prepared an Environmental Impact Report (EIR) which analyzes the impacts of the proposed project (SCH #2021040277); and

WHEREAS, full public involvement in the preparation of the Draft 2040 General Plan has been ensured through public workshops, General Plan Advisory Committee meetings, online activities, Planning Commission study sessions, and City Council Study Sessions throughout the drafting process; and

WHEREAS, the City has maintained a website, Hollister2040.org, dedicated to the General Plan Update process, including the preparation of the Environmental Impact Report, Climate Action Plan, and Agricultural Lands Preservation Program throughout the course of the project, where information on any upcoming activities or meetings, as well as all information from past public meetings and workshops related to the project could be reviewed; and

WHEREAS, the Draft General Plan has been published for public review and referred to other public agencies for review and comment as required by State law; and

WHEREAS, on October 24, 2024, the City of Hollister Planning Commission held a duly noticed public hearing to consider the General Plan, Climate Action Plan, Agricultural Lands Preservation Program, and Final EIR, and adopted Resolution 2024-XX recommending to the City Council the adoption of the General Plan, Climate Action Plan, and Agricultural Lands Preservation Program and the certification of the Final EIR; and

WHEREAS, the City Council of the City of Hollister held a duly noticed public hearing on November 19, 2024 to consider the Final EIR for the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program; and

WHEREAS, following the public hearing the City Council of the City of Hollister determined that the Final Environmental Impact Report provides a complete and adequate assessment of the potential impacts of implementing the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program, and adopted a

resolution certifying the Final EIR for the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program on November 19, 2024; and

WHEREAS, the City Council has adopted a Statement of Overriding Considerations which states the City's reasons for accepting various significant and unavoidable environmental impacts resulting from implementing the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program; and

WHEREAS, the City Council of the City of Hollister held a duly noticed public hearing also on November 19, 2024 to receive all public testimony and to consider the adoption of the 2040 General Plan; and

WHEREAS, following the public hearing the City Council deliberated and determined to adopt the 2040 General Plan as recommended by the Planning Commission.

NOW, THEREFORE, BE IT RESOLVED, that the City Council does hereby make the following findings for the approval of the 2040 General Plan, in accordance with Section 17.24.290 of the Hollister Municipal Code:

1. **Finding:** The amendment is internally consistent with all other provisions of the General Plan because:
 - a. The proposed project is a comprehensive General Plan Update and will replace the City's current 2005-2023 General Plan. The 2040 General Plan, Climate Action Plan, and Chapter 17.28 Agricultural Lands Preservation Program are internally consistent with each other and will be in conformance with the 2040 General Plan, as adopted.
2. **Finding:** The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare because:
 - a. The City held many public outreach events, online activities, and meetings of the General Plan Advisory Committee, Planning Commission, and City Council throughout the project drafting process to ensure that the proposed policies and actions reflect the interests of the community. The City has collected written public comments on the draft documents and EIR and has incorporated the feedback into the documents as appropriate.
 - b. The adoption of the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program will implement policies bringing the City into compliance with State regulations related to health, safety, convenience, and welfare; such as reducing greenhouse gas emissions; preparing for climate change; improving the City's circulation network

generally and creating greater access to multimodal transportation opportunities; preserving important agricultural lands within and surrounding the city; and supporting well-planned and thoughtful residential and non-residential development.

- c. The City has prepared an Environmental Impact Report which analyzed any potentially significant environmental impacts that could result from the implementation of the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program, and has incorporated mitigation measures and mitigating policies and actions as appropriate to reduce or eliminate all potential impacts to the extent possible. The City has identified and has prepared a Statement of Overriding Considerations related to potential significant and unavoidable impacts that might result from the project, and has found that implementation of the Project will provide specific economic, legal, social, technological, or other benefits which outweigh the unavoidable adverse environmental impacts.

BE IT FURTHER RESOLVED, that the City Council of the City of Hollister does hereby adopt the 2040 General Plan, incorporated herein by this reference as Exhibit A.

PASSED AND ADOPTED, by the City Council of the City of Hollister at a regular meeting held on November 19, 2024, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Mia Casey, Mayor

ATTEST:

APPROVED AS TO FORM:
Lozano Smith Attorneys at Law

Jennifer Woodworth, MMC, City Clerk

Mary F. Lerner, City Attorney

I, Jennifer Woodworth, MMC, City Clerk of the City of Hollister, do hereby certify that the attached Resolution No. 2024-XX is an original resolution, or true and correct copy of a City resolution, duly adopted by the Council of the City of Hollister at a regular meeting held on _____, 2024 at which meeting a quorum was present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Hollister on _____, 2024.

Jennifer Woodworth, MMC
City Clerk of the City of Hollister

EXHIBIT A
City of Hollister
2040 GENERAL PLAN

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HOLLISTER ADOPTING A CLIMATE ACTION PLAN

WHEREAS, in 2020 the City Council of the City of Hollister initiated preparation of a comprehensive update of the City's General Plan pursuant to California Government Code Section 65300 et. seq.; and

WHEREAS, through the course of project development the City has also prepared a Climate Action Plan and an Agricultural Lands Preservation Program; and

WHEREAS, the City of Hollister, in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA guidelines, has caused to be prepared an Environmental Impact Report (EIR) which analyzes the impacts of the proposed project (SCH #2021040277); and

WHEREAS, full public involvement in the preparation of the Draft Climate Action Plan has been ensured through public workshops, General Plan Advisory Committee meetings, online activities, Planning Commission study sessions, and City Council Study Sessions throughout the drafting process; and

WHEREAS, the City has maintained a website, Hollister2040.org, dedicated to the General Plan Update process, including the preparation of the Environmental Impact Report, Climate Action Plan, and Agricultural Lands Preservation Program throughout the course of the project, where information on any upcoming activities or meetings, as well as all information from past public meetings and workshops related to the project could be reviewed; and

WHEREAS, the Draft Climate Action Plan has been published for public review and referred to other public agencies for review and comment as required by State law; and

WHEREAS, on October 24, 2024, the City of Hollister Planning Commission held a duly noticed public hearing to consider the General Plan, Climate Action Plan, Agricultural Lands Preservation Program, and Final EIR, and adopted Resolution 2024-XX recommending to the City Council the adoption of the General Plan, Climate Action Plan, and Agricultural Lands Preservation Program and the certification of the Final EIR; and

WHEREAS, the City Council of the City of Hollister held a duly noticed public hearing on November 19, 2024 to consider the Final EIR for the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program; and

WHEREAS, following the public hearing the City Council of the City of Hollister determined that the Final Environmental Impact Report provides a complete and adequate assessment of the potential impacts of implementing the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program, and adopted a

resolution certifying the Final EIR for the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program on November 19, 2024; and

WHEREAS, the City Council has adopted a Statement of Overriding Considerations which states the City's reasons for accepting various significant and unavoidable environmental impacts resulting from implementing the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program; and

WHEREAS, the City Council of the City of Hollister held a duly noticed public hearing also on November 19, 2024 to receive all public testimony and to consider the adoption of a Climate Action Plan; and

WHEREAS, following the public hearing the City Council deliberated and determined to adopt a Climate Action Plan as recommended by the Planning Commission.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Hollister does hereby adopt a Climate Action Plan, incorporated herein by this reference as Exhibit A.

PASSED AND ADOPTED, by the City Council of the City of Hollister at a regular meeting held on November 19, 2024, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Mia Casey, Mayor

ATTEST:

APPROVED AS TO FORM:
Lozano Smith Attorneys at Law

Jennifer Woodworth, MMC, City Clerk

Mary F. Lerner, City Attorney

I, Jennifer Woodworth, MMC, City Clerk of the City of Hollister, do hereby certify that the attached Resolution No. 2024-XX is an original resolution, or true and correct copy of a City resolution, duly adopted by the Council of the City of Hollister at a regular meeting held on _____, 2024 at which meeting a quorum was present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Hollister on _____, 2024.

Jennifer Woodworth, MMC
City Clerk of the City of Hollister

EXHIBIT A
City of Hollister
CLIMATE ACTION PLAN

ORDINANCE NO. XXXX

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
HOLLISTER APPROVING A ZONING ORDINANCE AMENDMENT TO
ADOPT CHAPTER 17.28 AGRICULTURAL LANDS PRESERVATION
PROGRAM**

WHEREAS, in 2020 the City Council of the City of Hollister initiated preparation of a comprehensive update of the City's General Plan pursuant to California Government Code Section 65300 et. seq.; and

WHEREAS, through the course of project development the City has also prepared a Climate Action Plan and an Agricultural Lands Preservation Program; and

WHEREAS, the City of Hollister, in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA guidelines, has caused to be prepared an Environmental Impact Report (EIR) which analyzes the impacts of the proposed project (SCH #2021040277); and

WHEREAS, full public involvement in the preparation of the Draft Agricultural Lands Preservation Program has been ensured through public workshops, General Plan Advisory Committee meetings, online activities, Planning Commission study sessions, and City Council Study Sessions throughout the drafting process; and

WHEREAS, the City has maintained a website, Hollister2040.org, dedicated to the General Plan Update process, including the preparation of the Environmental Impact Report, Climate Action Plan, and Agricultural Lands Preservation Program throughout the course of the project, where information on any upcoming activities or meetings, as well as all information from past public meetings and workshops related to the project could be reviewed; and

WHEREAS, the Draft Agricultural Lands Preservation Program (Chapter 17.28) has been published for public review and referred to other public agencies for review and comment as required by State law; and

WHEREAS, on October 24, 2024, the City of Hollister Planning Commission held a duly noticed public hearing to consider the General Plan, Climate Action Plan, Agricultural Lands Preservation Program, and Final EIR, and adopted Resolution 2024-XX recommending to the City Council the adoption of the General Plan, Climate Action Plan, and Agricultural Lands Preservation Program and the certification of the Final EIR; and

WHEREAS, the City Council of the City of Hollister held a duly noticed public hearing on November 19, 2024 to consider the Final EIR for the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program; and

WHEREAS, following the public hearing the City Council of the City of Hollister determined that the Final Environmental Impact Report provides a complete and adequate assessment of the potential impacts of implementing the 2040 General Plan,

Climate Action Plan, and Agricultural Lands Preservation Program, and adopted a resolution certifying the Final EIR for the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program on November 19, 2024; and

WHEREAS, the City Council has adopted a Statement of Overriding Considerations which states the City's reasons for accepting various significant and unavoidable environmental impacts resulting from implementing the 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program; and

WHEREAS, the City Council of the City of Hollister held a duly noticed public hearing also on November 19, 2024 to receive all public testimony and to consider the adoption of Chapter 17.28, Agricultural Lands Preservation Program; and

WHEREAS, following the public hearing the City Council deliberated and determined to adopt Chapter 17.28, Agricultural Lands Preservation Program as recommended by the Planning Commission.

NOW THEREFORE THE CITY COUNCIL OF THE CITY OF HOLLISTER DOES ORDAIN AS FOLLOWS:

SECTION 1. Title 17 is amended to add Chapter 17.28, Agricultural Lands Preservation Program, to read as follows:

CHAPTER 17.28 – AGRICULTURAL LANDS PRESERVATION PROGRAM

17.28.010 – Chapter Title.

The ordinance codified in this chapter shall be known and may be cited as the "Agricultural Lands Preservation Program" of the City of Hollister.

17.28.020 – Purpose.

Due to favorable soil and topographical and climatic conditions, the City of Hollister contains large areas of local, State and Federal classified agricultural lands. These lands are environmental and economic assets that contribute to local quality of life.

The purpose of this Agricultural Lands Preservation Program is to ensure the benefits of agricultural activities are maintained by requiring that activities that convert existing agricultural lands to urban uses directly address that loss through a program that funds agricultural conservation easements.

17.28.030 – Definitions.

- A. *Agricultural Conservation Easement.* An Agricultural Conservation Easement is a legally binding deed limitation which has been executed voluntarily by the owner of the land subject to the easement, the purpose of which is to retain the land in its agricultural condition. The terms of the easement remain binding even when the land is sold or passed to heirs.

B. *Agricultural Lands*. Agricultural Lands subject to this Program are defined as:

1. All lands defined as Prime Agricultural Land per California Government Code 51201. These include the following:
 - a. All land that qualifies for rating as class I or class II in the Natural Resource Conservation Service land use capability classifications.
 - b. Land which qualifies for rating 80 through 100 in the Storie Index Rating.
 - c. Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture.
 - d. Land planted with fruit- or nut-bearing trees, vines, bushes, or crops which have a nonbearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than two hundred dollars (\$200) per acre.
 - e. Land which has returned from the production of unprocessed agricultural plant products an annual gross value of not less than two hundred dollars (\$200) per acre for three of the previous five years.
2. All lands currently used for an Agricultural Use per California Government Code 51201. This means use of the land, including for greenhouses, for the purpose of producing an agricultural commodity for commercial purposes.
3. All lands classified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland or Farmland of Local Importance by the California Department of Conservation (DOC) on the most recently published map of the Farmland Mapping and Monitoring Program (FMMP). Agricultural Lands developed for non-agricultural use prior to the adoption of this Program are not included in this definition. The four (4) classifications of farmland referenced above are defined by the DOC as follows:
 - a. *Prime Farmland*. Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. Prime Farmland has the soil quality, growing season, and moisture needed to produce sustained high yields. In order to qualify as Prime Farmland, land must meet the specific soil criteria required by the United States Department of Agriculture (USDA) Natural Resources Service (NRCS.)
 - b. *Farmland of Statewide Importance*. Farmland of Statewide Importance is similar to Prime Farmland, but with minor shortcomings, such as steeper slopes or less ability to store soil moisture. To qualify as Farmland of Statewide Importance, land must meet the specific soil criteria required USDA NRCS.
 - c. *Unique Farmland*. Unique Farmland consists of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California.
 - d. *Farmland of Local Importance*. Farmland of Local Importance is land of importance to the local economy, as defined by each

county's local advisory committee and adopted by its Board of Supervisors. Farmland of Local Importance is either currently producing or has the capability of production; but does not meet the criteria of Prime, Statewide or Unique Farmland. For the purposes of this ordinance and as adopted by the San Benito County Board of Supervisors, Farmland of Local Importance is defined as land cultivated as dry cropland for wheat, barley, oats, safflower and grain hay, as well as orchards affected by boron within the area specified in San Benito County Resolution Number 84-3. If the County of San Benito expands the definition of Farmland of Local Importance to include more lands, such lands shall also be considered to be Farmland of Local Importance under this ordinance.

4. All lands which in the reasonable judgment of the City of Hollister have the physical characteristics and yield potential to qualify as one of the classifications in Section 17.28.030.B.2 above. Whether or not the land under consideration is currently used for agricultural production shall not be a criterion in this determination.

- C. *Agricultural Lands Preservation Program Administration Fee.* The Agricultural Lands Preservation Program Administration Fee (also referred to as the Administration Fee) refers to a fee paid to the City of Hollister which will be credited to a City fund and used by the City and/or transferred to the Program Manager for the purpose of administering the Agricultural Lands Preservation Program and/or to cover ongoing management and monitoring of the Agricultural Conservation Easements.
- D. *Agricultural Use.* Agricultural Use means the use of land, including for greenhouses, for the purpose of producing an agricultural commodity for commercial purposes, per California Government Code 51201.
- E. *Arm's Length Transaction.* An Arm's Length Transaction is a business deal in which buyers and sellers act independently without one party influencing the other.
- F. *Developer.* A Developer is a person or entity who files an application to develop land under the jurisdiction of the City of Hollister.
- G. *Development Project.* A Development Project is a project to convert the use of land that is subject to an application under the jurisdiction of the City of Hollister.
- H. *Easement Holder.* An Easement Holder is a government entity or 501(c)(3) tax-exempt nonprofit corporation that takes ownership of, or authority over, real property and/or Agricultural Conservation Easements at the behest of an owner. The City will consider the following criteria when selecting an Easement Holder:
1. Whether the entity is based locally, is statewide, or is a regional branch of a national organization, with preference given to a locally-based organization;
 2. Whether the entity has an established record of holding easements for the

purposes of conserving Agricultural Land;

3. Whether the entity has a history of holding easements in San Benito County;
4. Whether the entity is operating in compliance with the most recent version of the Land Trust Alliance's "Standards and Practices" available at the Land Trust Alliance Resource Center.

An Easement Holder may also serve as the Program Manager. The City of Hollister may also serve as an Easement Holder.

- I. *Highest and Best Use.* Highest and Best Use refers to the legal use of vacant or improved land that is physically possible and financially feasible, and that results in the highest value.
- J. *Legal Parcel.* A Legal Parcel is a portion of land separated from another parcel or portion of land in accordance with the Subdivision Map Act. A separate Assessor's Parcel Number (APN) alone shall not constitute a legal parcel.
- K. *Program Manager.* The Program Manager is a government entity or 501(c)(3) tax-exempt nonprofit organization selected by and accountable to the City of Hollister to serve as the manager of the Agricultural Lands Preservation Program. The City will consider the following criteria when selecting the Program Manager:
 1. Whether the entity is based locally, is statewide, or is a regional branch of a national organization, with a preference given to a locally-based organization;
 2. Whether the entity has an established record of managing Agricultural Land;
 3. Whether the entity has a history of managing easements in San Benito County;
 4. Whether the entity is operating in compliance with the most recent version of the Land Trust Alliance's "Standards and Practices" available at the Land Trust Alliance Resource Center.The Program Manager may also serve as an Easement Holder. The City of Hollister may also serve as the Program Manager.

17.28.040 – Applicability.

The regulations and provisions of this chapter shall apply to all public and private Development Projects under the jurisdiction of the City of Hollister which would result in the conversion of at least one (1) acre of Agricultural Land for uses other than Agricultural Uses.

17.28.050 – Overall Requirement.

Before any Development Project that involves conversion of one (1) acre or more of Agricultural Land to uses other than Agricultural Uses may occur, Agricultural Conservation Easements on other Agricultural Lands that comply with criteria established in Section 17.28.090 shall be dedicated to the City of Hollister or to an Easement Holder selected by the City of Hollister, at a rate of at least one (1) acre of Agricultural Land for each one (1) acre of Agricultural Land to be converted [1:1 ratio].

The total acreage for which Agricultural Conservation Easements are dedicated shall be calculated based on the total acreage subject to conversion, not the total size of the Legal Parcel(s) on which the development is to be located, unless the total size of the area of the subject Legal Parcel(s) not subject to conversion is ten (10) acres or less, in which case the total acreage for which Agricultural Conservation Easements are dedicated shall be calculated based on the total size of the subject Legal Parcel(s).

17.28.060 – Timing.

Agricultural Conservation Easements shall be dedicated to the City of Hollister or to an Easement Holder specified by the City of Hollister prior to the issuance of grading permits or building permits that would result in the conversion of Agricultural Land.

17.28.070 – Program Mechanism.

The requirements of this Agricultural Lands Preservation Program may be satisfied in one of the following two ways:

A. *Dedication of Agricultural Conservation Easement(s).* The Developer shall dedicate Agricultural Conservation Easement(s) to either the City of Hollister or to an Easement Holder specified by the City of Hollister, subject to the following provisions:

1. The location and characteristics of all lands acquired for Agricultural Conservation Easements shall comply with the eligibility requirements established in Section 17.28.090 and Section 17.28.100.
2. A Developer dedicating the Agricultural Conservation Easement(s) shall pay the Agricultural Lands Preservation Program Administration Fee as described in Section 17.28.110.A.
3. Water rights deemed essential to the conservation of the agricultural purpose and ongoing support of the Agricultural Use of the land shall be conditioned in the Agricultural Conservation Easement.
4. The City Council and Program Manager shall review each potential Agricultural Conservation Easement prior to contribution by the Developer for consistency with the purpose and mechanisms established in this ordinance.

If the Agricultural Conservation Easement is dedicated to an Easement Holder other than the City of Hollister, the dedication shall include the stipulation that the Agricultural Conservation Easement shall revert to the City of Hollister if the Easement Holder ceases to operate or fulfill the terms of this Agricultural Lands Preservation Program.

B. *Payment of In-Lieu Fees.* The payment of an Agricultural Conservation Easement in-lieu fee is subject to the following provisions:

1. Rather than dedicating an Agricultural Conservation Easement(s), the Developer may pay a fee to the City of Hollister calculated to be equal to the cost of acquiring required Agricultural Conservation Easement(s).
2. The dollar amount of the in-lieu fee shall be determined by the City Council following review of a study prepared by the Developer, peer reviewed by

the Program Manager and/or a consultant selected by the City, and recommended by the Planning Commission. The peer review shall be paid for by the Developer.

3. The in-lieu fee shall be calculated based on the actual value of the required Agricultural Conservation Easement(s) and on transaction costs associated with transactions to acquire such easements.
4. The Planning Commission shall review the in-lieu fee proposal for consistency with these guidelines prior to submitting it for approval by the City Council. The Commission shall make a formal recommendation to the Council for consideration.
5. The City Council shall approve by resolution the amount and other terms of the in-lieu fee.
6. A Developer paying an in-lieu fee instead of dedicating Agricultural Conservation Easement(s) shall also pay the Agricultural Lands Preservation Program Administration Fee as described in Section 17.28.110.A.

17.28.080 – Administration of the Overall Program and In-Lieu Fees.

A. Program Administration.

1. Agricultural Conservation Easements generated by this Program shall be dedicated to the City of Hollister or an Easement Holder approved by the City under the terms of this ordinance, and shall be recorded in San Benito County.
2. If an Agricultural Conservation Easement is held by an Easement Holder other than the City of Hollister, the Easement Holder may be compensated for costs incurred related to holding the easement, as may be agreed among the City, the Program Manager and the Easement Holder, based on the character and acreage of the Agricultural Conservation Easement, using funds collected through the Agricultural Lands Preservation Program Administration Fee.

B. In-Lieu Fee Administration.

1. Within sixty (60) days after collection by the City, in-lieu fees shall be transferred to a fund administered by the Program Manager.
2. In-lieu fees shall be used to acquire Agricultural Conservation Easements on eligible Agricultural Lands, which shall be dedicated to the City of Hollister or an Easement Holder approved by the City of Hollister under the terms of this ordinance, and shall be recorded in San Benito County.

17.28.090 – Eligible Lands.

To achieve the purpose of this chapter, lands proposed for acquisition of Agricultural Conservation Easements shall share the characteristics of Agricultural Land and meet the following criteria:

- A. The lands shall be located in the City of Hollister Planning Area, as defined in the City of Hollister General Plan.
- B. The farmland classification shall be equal to or better than the classification of the

land converted.

- C. The lands shall support an active Agriculture Use at the time that easements are acquired, or shall be capable of supporting an Agricultural Use within one (1) year as determined by the Program Manager. Lands not actively supporting an Agricultural Use shall be brought into Agricultural Use by the Program Manager, using funds paid for by the Developer, in excess of other funds required by this Program, within one (1) year of dedication. The amount of funds to be paid to bring the land into Agricultural Use shall be agreed upon by the Developer, Program Manager and City in advance of the acceptance of the easement and approval of the Development Project.
- D. Where a dedication of twenty (20) or more acres is required, lands shall be composed of legal parcel(s) of twenty (20) net acres or more in size. Parcels less than twenty (20) net acres in size shall only be allowed for dedication if merged to meet the minimum size requirement prior to execution of the Agricultural Conservation Easement.
- E. Where a dedication of less than 20 acres is required, lands shall be composed of a single legal parcel. In this case, multiple parcels shall only be allowed for dedication if merged to meet the minimum size requirement prior to execution of the Agricultural Conservation Easement.
- F. The lands shall be served by a water supply adequate to support Agricultural Use of the land, and the water rights on the lands proposed for acquisition of Agricultural Conservation Easements shall be protected in the Agricultural Conservation Easement in accordance with State water rights law.
- G. The dedication shall be consistent with a plan for overall acquisition of Agricultural Conservation Easements in the City of Hollister Planning Area if such a plan is adopted by the City of Hollister.

17.28.100 – Ineligible lands.

A property is ineligible for acquisition of Agricultural Conservation Easements if it does not meet the requirements of Section 17.28.090 or if any of the circumstances below apply:

- A. The property is currently encumbered by any conservation, flood or other easement that cannot be subordinated to the Agricultural Conservation Easement.
- B. The property is under public ownership at the time of the proposed acquisition of the Agricultural Conservation Easement.
- C. The property is subject to conditions that practicably prevent utilizing the property for a viable Agricultural Use.

17.28.110 – Agricultural Lands Preservation Program Administration Fee.

The Developer shall pay a one-time Agricultural Lands Preservation Program Administration Fee to cover the cost of stewardship and administration of the Agricultural Lands Preservation Program by the City and Program Manager, which shall be calculated as follows:

- A. *Dedicated lands.* If the Developer dedicates existing Agricultural Conservation

Easement(s), the fee shall be ten percent (10%) of the value of the easements dedicated.

1. If the easements were acquired through an Arm's Length Transaction in the one-year period prior to dedication to the City of Hollister, the value of the easements on which the Administration Fee shall be based will be the acquisition cost of the easements.
 2. If the easements were not acquired through an Arm's Length Transaction and/or were acquired more than one-year prior to dedication to the City of Hollister, the value of the easements on which the Administration Fee shall be based will be determined by the City Council after review of a report prepared by a real estate appraiser certified in agricultural conservation easement appraisals and licensed in California, and paid for by the Developer, which shall be peer reviewed by a consultant selected by the City and Program Manager and reviewed by the Planning Commission. The appraisal and peer review shall both be paid for by the Developer.
- B. *In-lieu fees.* If the Developer pays an in-lieu fee, the Administration Fee shall be ten percent (10%) of the in-lieu fee.

17.28.120 – Monitoring, Enforcing and Reporting.

Easements acquired in accordance with this Chapter shall be monitored and enforced in compliance with the following provisions:

- A. *Monitoring.* The Program Manager shall annually monitor all easements acquired in accordance with these regulations and shall review and monitor the implementation of all management and maintenance plans for these lands and easement areas.
- B. *Enforcing.* The Program Manager shall enforce compliance with the terms of the Agricultural Conservation Easement. Any costs incurred in enforcing the terms of the Agricultural Conservation Easement, including costs of suit and reasonable attorneys fees, and any costs of restoration necessitated by the Developer's violation of the terms of the Agricultural Conservation Easement (including costs of routine monitoring compliance) from such time as the violation was first identified through completion, to the satisfaction of the Program Manager, of any required restoration, shall be borne by the Developer.
- C. *Reporting.* The Program Manager shall provide to the City Development Services Director an annual report delineating the activities undertaken pursuant to the requirements of these guidelines and assessment of these activities. The report shall describe the status of all lands and easements acquired in accordance with this Chapter, including a summary of all enforcement actions (if any), a detailed statement of financial activities, and the status of all easements acquired via the provisions of this ordinance.

SECTION 2. SEVERABILITY. If any part of this Ordinance is held invalid for any reason by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portion of this Ordinance, and the City Council hereby declares that it would have passed the remainder of the Ordinance if such invalid portion thereof had been deleted.

SECTION 3. EFFECTIVE DATE. This ordinance shall take effect and be in force thirty (30) days from and after its final passage.

SECTION 4. PUBLICATION. Within fifteen (15) days after passage, the City Clerk shall cause this ordinance to be published in a newspaper of general circulation.

INTRODUCED at a regular City Council meeting on November 19, 2024 and **ADOPTED** as an ordinance of the City of Hollister at a regular City Council meeting on Adoption Date by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

Mia Casey, Mayor

ATTEST:

APPROVED AS TO FORM:
Lozano Smith Attorneys at Law

Jennifer Woodworth, MMC, City Clerk

Mary Lerner, City Attorney

I, JENNIFER WOODWORTH, MMC, City Clerk of the City of Hollister, do hereby certify that the attached Ordinance No. Ordinance Number is an original ordinance, or true and correct copy of a City ordinance, duly adopted by the Council of the City of Hollister at a regular meeting of said Council held on Adoption Date, at which meeting a quorum was present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Hollister on Adoption Date.

Jennifer Woodworth, MMC
City Clerk of the City of Hollister



HOLLISTER GENERAL PLAN 2040

October 2024





Cover Photo Credits:

From left to right: 1) PlaceWorks 2) David Mirrione 3) Michael Grzan 4) PlaceWorks.



HOLLISTER 2040

GENERAL PLAN

October 2024
CITY OF HOLLISTER

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1. INTRODUCTION

1.1 GENERAL PLAN PURPOSE

This General Plan is a statement of fundamental values and shared vision for future development in the City of Hollister. Its purpose is to direct and coordinate future planning decisions. It also describes the desired character and quality of development, and the process for how development should proceed.

As the City faces continuing development pressure, it will strive to preserve its historical and rural character and traditions while rising to new opportunities and challenges. The General Plan is a tool for protecting Hollister's past while guiding its future development. The General Plan encapsulates the current state of the city and presents a vision for the next 20 years of development.

City of Hollister decision makers will refer to the General Plan when considering land use and planning decisions. City staff will use the General Plan on a day-to-day basis to administer and regulate land uses and development activity. Hollister residents can use the General Plan to understand the City's approach to regulating development and upholding community values.

The Hollister General Plan responds to and derives its authority from California state law. The General Plan addresses the eight mandated elements required by Government Code Section 65302, as well as several optional elements added voluntarily by the City.

Periodically, California cities update their General Plans to reflect changes in land development patterns, market conditions, and community preferences since the last General Plan was adopted. This General Plan is an update and reorganization of the City of Hollister's 2005 General Plan.

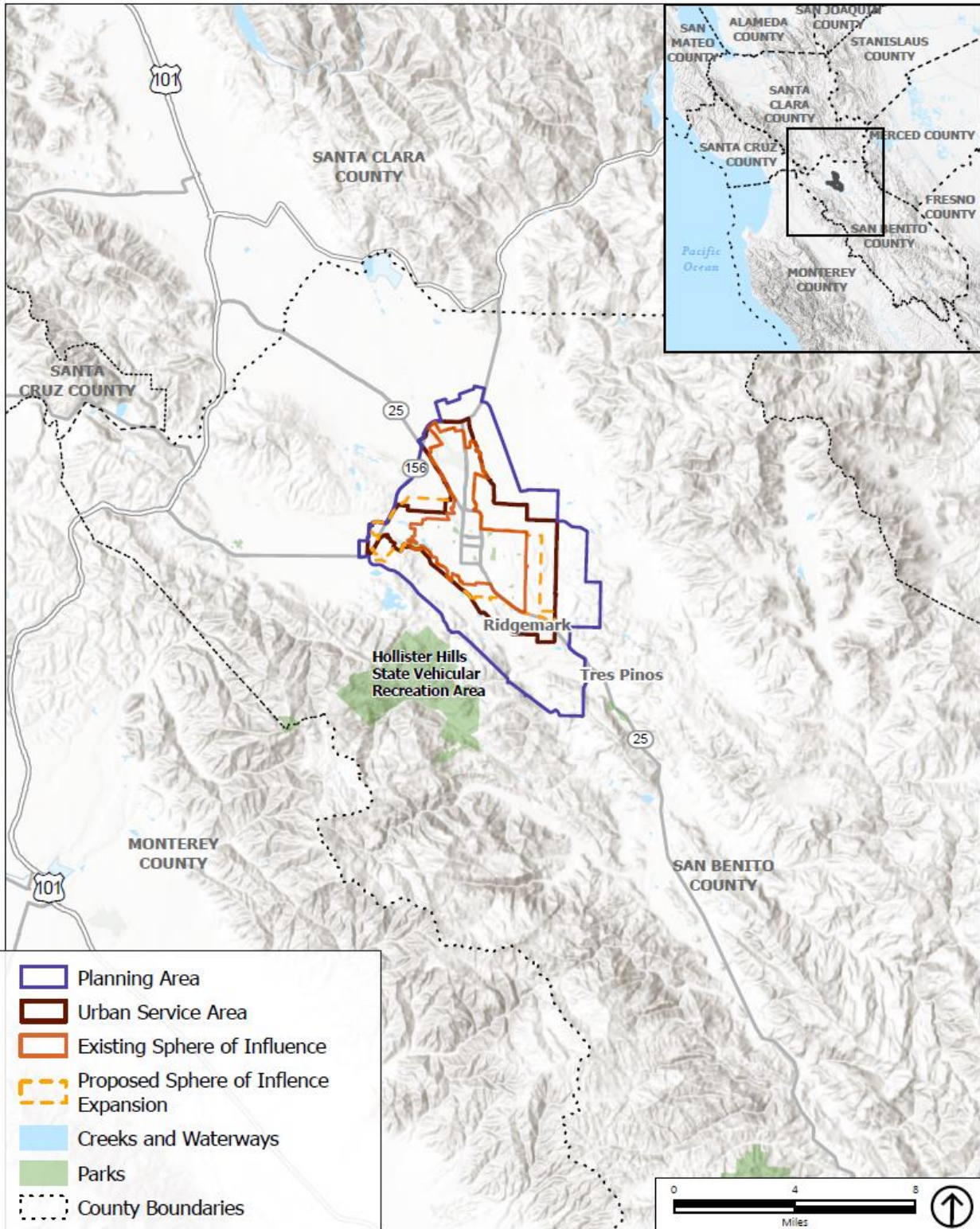
1.2 PLANNING CONTEXT

The City of Hollister is the larger of two incorporated cities in San Benito County and serves as the County seat. San Benito County is in the Central Coast region of California, about 100 miles southeast of San Francisco, 40 miles east of Monterey, and 300 miles north of Los Angeles. Figure I-1, Regional Context, illustrates Hollister's location in the region.



Photo by PlaceWorks

Figure I-1 Regional Context



Hollister was established as an agricultural center and much of the land use outside of the City Limits continues as agriculture. While development pressure is changing the rural character of the area, agriculture still remains an important asset to the region, as evidenced by the surrounding croplands, orchards, and vineyards, which boost the region's economy and tourism industry.

San Benito County was the fastest-growing county in California during the 1990s, and continued in the 2010s, with a pause in the 2000s due to a lack of adequate sewer infrastructure. Expansions to the wastewater treatment plant have since allowed development to resume at a fast pace. The majority of the growth has been concentrated in and around Hollister. The city has expanded from its historic center and adjacent residential neighborhoods toward outlying suburban development constructed on previously rural land. Due to Hollister's proximity to regional job markets, many of Hollister's employed residents commute to jobs outside the city.

Development has resulted in the loss of agricultural land and created severe constraints on the city's infrastructure. To address these issues, this General Plan provides the framework to encourage additional local jobs for Hollister residents; housing units affordable to all income levels; and a transportation system that accommodates all users, including automobiles, pedestrians, bicyclists, and transit riders.

1.3 GENERAL PLAN SCOPE

The City of Hollister 2040 General Plan addresses the following major policy areas.

1.3.1 LAND USE AND COMMUNITY DESIGN ELEMENT

The Land Use and Community Design Element establishes the type, location, density, and intensity of development activity in Hollister. It describes the goals and policies that will guide Hollister's future growth patterns and development standards. It also strengthens and protects the unique aspects that make Hollister a great place to live while enhancing the character of the city by improving the quality of design and amenities.

1.3.2 CIRCULATION ELEMENT

The Circulation Element describes the services, facilities, and capital improvements needed to facilitate vehicle, pedestrian, transit, bicycle, and emergency circulation. It also identifies future distribution, location, level of service, and extent of public and private transportation facilities to support the prescribed land uses in the General Plan.

1.3.3 COMMUNITY SERVICES AND FACILITIES ELEMENT

Community facilities are necessary in the provision of Hollister's essential public services. These services include schools, fire and police services, childcare, civic services, and park and recreation services. Hollister's objective is to provide high-quality public services throughout the city, now and in the future. Infrastructure serves as the foundation for all development in Hollister. This element establishes goals, policies, and actions for the following systems: water supply, wastewater collection, storm drainage and flood control, and solid waste collection and disposal. Infrastructure improvements should preserve economic vitality, accommodate new housing, increase Hollister's revenue base, and correct existing deficiencies.

1.3.4 ECONOMIC DEVELOPMENT ELEMENT

The Economic Development Element establishes policy guidance to support and maintain an economically viable community. This element responds to Hollister's goal to be known as an innovation hub that attracts businesses to the city's downtown, industrial park, and airport area. It includes policies that support efforts to improve local retail options, increase the quality and quantity of local jobs, decrease the need for commuting outside of the city, and enhance Hollister's appeal as a tourist destination.

1.3.5 NATURAL RESOURCES AND CONSERVATION ELEMENT

The Natural Resources and Conservation Element outlines City policy for the preservation of natural resources and provision of outdoor recreation opportunities, including the San Benito River.

1.3.6 HEALTH AND SAFETY ELEMENT

The Health and Safety Element covers two of the eight State-mandated General Plan elements: Safety and Noise. This section identifies and assesses hazards in the community and establishes the goals, policies, and actions necessary to ensure community safety. Additionally, the Health and Safety Element addresses hazards associated with climate change, seismic and geologic activity, flooding, wildland and urban fires, emergency preparedness and emergency operations, and hazardous materials. In addition, the Noise Element is meant to provide a means for protecting the community from harmful effects of noise exposure.

1.3.7 OPEN SPACE AND AGRICULTURE ELEMENT

The Open Space and Agriculture Element outlines City policy for the preservation of open space and agricultural areas. This element responds to Hollister's desire to maintain productive and viable agricultural land while providing for economic development, growth, and expansion.

1.3.8 ARTS AND CULTURE ELEMENT

The Arts and Culture Element outlines City policy for creating a lively arts scene that encourages self-expression and ensures the representation of Hollister's arts and cultural communities. The element includes policy direction to expand arts programming, support funding efforts, and develop a distinct identity for Hollister as a regional destination for arts, culture, and creative enterprises.

1.3.9 ENVIRONMENTAL JUSTICE ELEMENT

The Environmental Justice Element identifies impacted communities and sets policy direction to minimize effects of environmental hazards on these communities, with an emphasis on pollution exposure, food access, and safe and sanitary homes. The element also establishes policy guidance to promote physical activity and ensure adequate access to public facilities and services.

1.3.10 HOUSING ELEMENT

Hollister's ability to attract employment-generating uses will depend on its ability to provide a wide range of housing choices for families and nonfamily households so that all economic segments of the community have the ability to obtain safe, decent, and affordable housing. The Housing Element quantifies the estimated housing needs of Hollister's future population and sets forth the actions to ensure that the future need is satisfied. The Housing Element is a separate, stand-alone element of the General Plan, and has not been updated as part of the 2040 General Plan.

1.4 IMPACT OF PLAN ADOPTION

Once adopted, the General Plan is the basis for land use and other municipal decisions. The plan itself is not a regulation; for implementation, it relies on tools such as the zoning ordinance, subdivision ordinance, design review, capital improvement program, and a variety of special purpose ordinances and programs.

In accordance with California law, the City's zoning ordinance and other implementation tools must be consistent with the General Plan. This means that the zoning ordinance will need to be reviewed after adoption of this plan to ensure consistency. During the preparation and public review of zoning ordinance amendments, topics such as building height, densities, and allowed uses will be discussed for specific parcels. The general rule is that the zoning ordinance can be more restrictive than the General Plan, but cannot allow a greater level or completely different type of development than that described by the policies and standards in the General Plan.

1.5 PROCESS FOR DEVELOPING THIS GENERAL PLAN

1.5.1 PUBLIC PARTICIPATION

The 2005 General Plan, on which this 2040 General Plan Update is based, was developed through a public sharing process, consisting of issue exploration, alternatives analysis, and policy development. A General Plan Advisory Committee provided overall direction, with the assistance of citizen representatives who worked closely with the consultant team and City staff to guide the public process for updating the plan.

The process that resulted in this update also had significant public involvement and guidance from City leadership. During both summer 2020 and spring 2021, the City and its consultant team held multiple virtual workshops and public meetings to receive input on the vision statement and policy options as part of the General Plan Update. Due to the COVID-19 pandemic, which began in early 2020, the City collected community input through virtual workshops and online activities. Although the workshops were virtual, they still allowed for dialogue and small group participation so community members could share ideas and hear feedback from their neighbors. The outreach program included:

- Four virtual workshops in the summer of 2020 and three General Plan Advisory Committee meetings in the fall of 2020 to receive input and provide direction on the vision statement and background reports.
- Two public workshops in March 2021, five General Plan Advisory Committee meetings in March and April 2021, a Spanish language workshop in May 2021, and a Planning Commission meeting on May 24, 2021, where input and direction on the draft policy options was received.
- In addition to public meetings, a policy options survey, which was available in both English and Spanish on the City's General Plan Update website for members of the community to also provide comment on the General Plan Update and policy options. This survey was also circulated via email to the project mailing list, and advertised on City social media accounts.

The public input received from the workshops, survey, and General Plan Advisory Committee meetings helped inform this General Plan Update.

The working draft General Plan Update was subsequently reviewed in public discussion and refined before adoption.

1.5.2 ENVIRONMENTAL REVIEW

In addition to the public participation noted, the General Plan Update process has included the preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA). Descriptions of the environmental setting and the specific public actions resulting from the General Plan are included in the body of individual sections of the plan. These sections provide the description of the General Plan and its environmental setting for the EIR.

The EIR provides the project summary, impact analysis, and associated mitigation measures to reduce environmental effects to a level considered less than significant, where feasible. It also addresses other mandated components of an EIR for a General Plan. Following circulation of the draft Hollister General Plan and EIR, responses were prepared for the comments received, and the Final EIR was certified prior to adoption of this General Plan Update.

1.6 UPDATING THE GENERAL PLAN

Once adopted, the General Plan does not remain a static document. According to Government Code Section 65358(b), State law permits up to four General Plan amendments per mandatory element per year. Most amendments usually propose either a change in the land use designation of a particular property or a text amendment. It is important to note that amending the plan can often result in internal inconsistency of the plan. In this context, the decision-making bodies are advised to take care in making decisions regarding General Plan amendments and to adopt the findings listed on the following page.

General plans are based on analyses and assumptions concerning social, economic, and physical conditions that may be subject to change over time. Having now been adopted in its final form, the Hollister General Plan should be reviewed annually and, if necessary, updated to reflect new conditions and information.

After adoption of a General Plan, the City of Hollister may also adopt subsequent “area plans” and “specific plans” to address local concerns in additional detail.

An area plan is a specialized plan that addresses a particular region or community in Hollister’s Sphere of Influence. Such plans refine the policies of the Hollister General Plan as they apply to a smaller area. They are implemented by local ordinances, such as those regulating land use. Area plans are focused planning policy documents that become part of (and must be internally consistent with) the Hollister General Plan. Unlike a specific plan, State law does not stipulate the minimum contents of an area plan. However, to be considered for adoption in the City of Hollister, area plans must

include sufficient information to enable a comprehensive evaluation of a given area in relationship to the General Plan.

Unlike an area plan, a specific plan would not be an amendment to the Hollister General Plan but would be designed to implement the goals and policies of the General Plan for a specific geographic area. When a specific plan is adopted, it represents a separate document that must be fully consistent with the goals and policies stated in the Hollister General Plan. A specific plan is a hybrid policy statement and/or regulatory tool that places the emphasis on development standards and criteria that would supplement those stated in the Hollister General Plan. The text and diagrams of a specific plan must address land use (including open space), infrastructure, standards for development and natural resource conservation, and implementation measures.

General Plan amendments that are approved by the City Council must be supported by findings of fact. Findings provide a rationale for making a decision to approve or deny an amendment. While specific findings may be applied on an amendment-by-amendment basis, the following minimum standard findings should be made for each General Plan amendment:

- The proposed amendment is deemed to be in the public interest.
- The amendment is consistent and compatible with the rest of the General Plan and any implementation programs that may be affected.
- The potential impacts of the amendment have been assessed and have been determined not to be detrimental to the public health, safety, and welfare of the community.
- The amendment has been processed in accordance with the applicable provisions of the California Government Code and CEQA.

City-initiated amendments, as well as amendments requested by other public agencies, are subject to the same basic process and requirements described previously to ensure consistency and compatibility with the General Plan. This includes appropriate environmental review, public notice, and public hearings leading to an official action by resolution of the City Council.

1.7 GOALS, POLICIES, AND ACTIONS

Each element of this General Plan contains background information and a series of goals, policies, and actions. Figure I-2 illustrates that policies and actions are at the same level of importance and are intended to implement goals. In most cases, goals have both implementing policies and actions. However, it is also possible for a goal to be implemented exclusively through policies or actions. The following provides a description of goals, policies, and actions and explains the relationship between them:

- A **goal** is a description of the general desired result that the City seeks to create through the implementation of its General Plan.
- A **policy** is a specific statement that sets standards to guide decision making as the City works to achieve a goal. Such policies, once adopted, represent statements of City regulation. A policy is ongoing and is implemented by City staff, the Planning Commission, and City Council in their review of land development projects and in decision making about City actions.
- An **action** is an implementation measure, procedure, or technique intended to help achieve a specified goal. The City must take additional steps to implement each action in the General Plan. An action is something that can and will be completed in a specific timeframe during the General Plan planning period.

These goals, policies, and actions provide guidance to the City on how to direct change and manage its resources over the next 20 years.



Figure I-2 Hierarchy of General Plan Goals, Policies, and Actions

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VISION AND VALUES

2

The following statements of Vision and Values provide the underpinnings for all concepts in this General Plan for its ultimate implementation. The 2040 Vision describes the future of Hollister as the community would like it to be in 2040 and sets the tone for the entire document. The Values provide direction for decision making as the General Plan is implemented over time. The Values remind local leaders and City staff of the ideals that are most important to the community. All policies and actions are intended to support the implementation of Vision and Values.

2040 VISION

Hollister is the heart of San Benito County, a welcoming place where people come to live, work, and play. People choose to live here because of the strong sense of community, diversity, and the wide range of housing types for all income levels. Framed by the Diablo and Gabilan ranges and surrounding agricultural landscape, Hollister preserves its historic past and ensures that new development complements the small-town charm. High-quality design and strong architectural character attract people to retail areas and contribute to a sense of place.

Known as an innovation hub, Hollister attracts businesses to its downtown, its industrial parks, and its airport so that they can collaborate with each other and benefit from the diverse labor pool. Tourists add to Hollister's economic diversity by dining, shopping, and staying in Hollister while en route to Pinnacles National Park, Hollister Hills State Vehicular Recreation Area, and the surrounding wineries. The availability of high-quality jobs means that residents can work locally, freeing up time that might otherwise be spent commuting.

Traveling by car, bus, bicycle, or on foot are all easy in Hollister. Neighborhoods, schools, shops, jobs, healthcare, and public services are connected by bikeways, walkways, and bus and rail lines.

Community life flourishes in Hollister. A vibrant, historic downtown, lively arts scene, inviting parks and public spaces, and activities and services for people of all ages help forge self-expression, connection, and well-being.

New growth is primarily focused in existing urban areas or adjacent to existing development, to enhance connectedness and preserve active agricultural uses and open space areas. The City coordinates with the County of San Benito and other local agencies to ensure growth is well-planned, sustainable, and citizens are provided with needed services and resources.

Hollister is a unique and diverse city that is, and will remain, a place to call home for generations to come.

VALUES



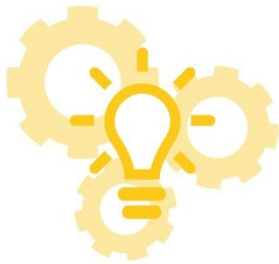
EQUITY

We ensure that everyone is treated fairly. There is equal access to City services and infrastructure and the effects of future decisions are shared by the entire community.



DIVERSITY

We respect diverse social, cultural, religious, and political backgrounds. As an inclusive city, we welcome and support all ages, incomes, and abilities.



INNOVATION

We think boldly, foster new ideas, and generate opportunity.



SUSTAINABILITY

Our policies and actions contribute to our social, economic, and environmental sustainability. We work to preserve the community for generations to come.

3. LAND USE AND COMMUNITY DESIGN ELEMENT

3

The Land Use and Community Design Element describes land use in Hollister today and a General Plan land use map, describes Specific Plan and special planning areas, and provides the City's basic policies regarding growth and conservation, on which the other General Plan elements are based. State law mandates the inclusion of a land use element in any General Plan. Land use goals and policies establish the overall type and location of development activity in Hollister and are closely related to housing and economic development. This element also includes a community design section, although not required by California law, because Hollister residents place great importance on the goal of improving the quality of development in the city. This section presents goals, policies, and actions for the following topics:

- 3.7.1 Growth Management
- 3.7.2 Specific Plan Areas
- 3.7.3 Residential Uses
- 3.7.4 Mixed-Uses
- 3.7.5 Commercial Uses
- 3.7.6 Industrial Uses
- 3.7.7 Special Planning Areas
- 3.7.8 North Gateway
- 3.7.9 West Gateway
- 3.7.10 Downtown
- 3.7.11 Old Town Residential
- 3.7.12 Home Office
- 3.7.13 Meridian Street Extension
- 3.7.14 Urban Agriculture
- 3.7.15 Community Design
- 3.7.16 Open Space and Landscaping
- 3.7.17 Parking Requirements
- 3.7.18 Historic Resources



Photo by David Mirrione

3.1 HOLLISTER TODAY

Hollister's original urban core was in and around today's historic downtown area. Today, Hollister has evolved into a suburban community that serves as the commercial, economic, civic, cultural, and educational center of San Benito County. Hollister's mix of land uses range from dense multilevel commercial buildings downtown to single-family residences and undeveloped agricultural land; although most of the development in Hollister is currently residential. Single-family one- and two-story homes represent the majority of residential development. Some multifamily housing is dispersed throughout the city, mainly along arterial and collector streets.

The Land Use and Community Design Element defines land use categories in Hollister's four planning boundaries: the Planning Area boundary, the Urban Service Area (USA), the Sphere of Influence (SOI), and the City Limits. These boundaries, shown in Figure LU-1, guide how the General Plan addresses development within the City Limits and in surrounding areas that directly influence development planning and decision making in Hollister.

3.1.1 PLANNING AREA

State law refers to the Planning Area as "any land outside [the City] boundaries which in the [City's] judgment bears relation to its planning."

The Hollister Planning Area encompasses incorporated and unincorporated territory and identifies the area where the City has an interest in land use. This boundary does not give the City any regulatory power, but it signals to San Benito County and other nearby local and regional authorities that Hollister recognizes that development in this area may have an impact on the City. Hollister City staff will review development proposals submitted to San Benito County for parcels inside the Planning Area for consistency with land use policies outlined in this General Plan.

3.1.2 URBAN SERVICE AREA

Hollister's USA historically defined the areas in which the City provides access to municipal water and sewer service. However, as part of this General Plan, the City will evaluate whether this boundary can be retired as Government Code Section 56133 identifies the geographic area in which jurisdictions can provide infrastructure service.

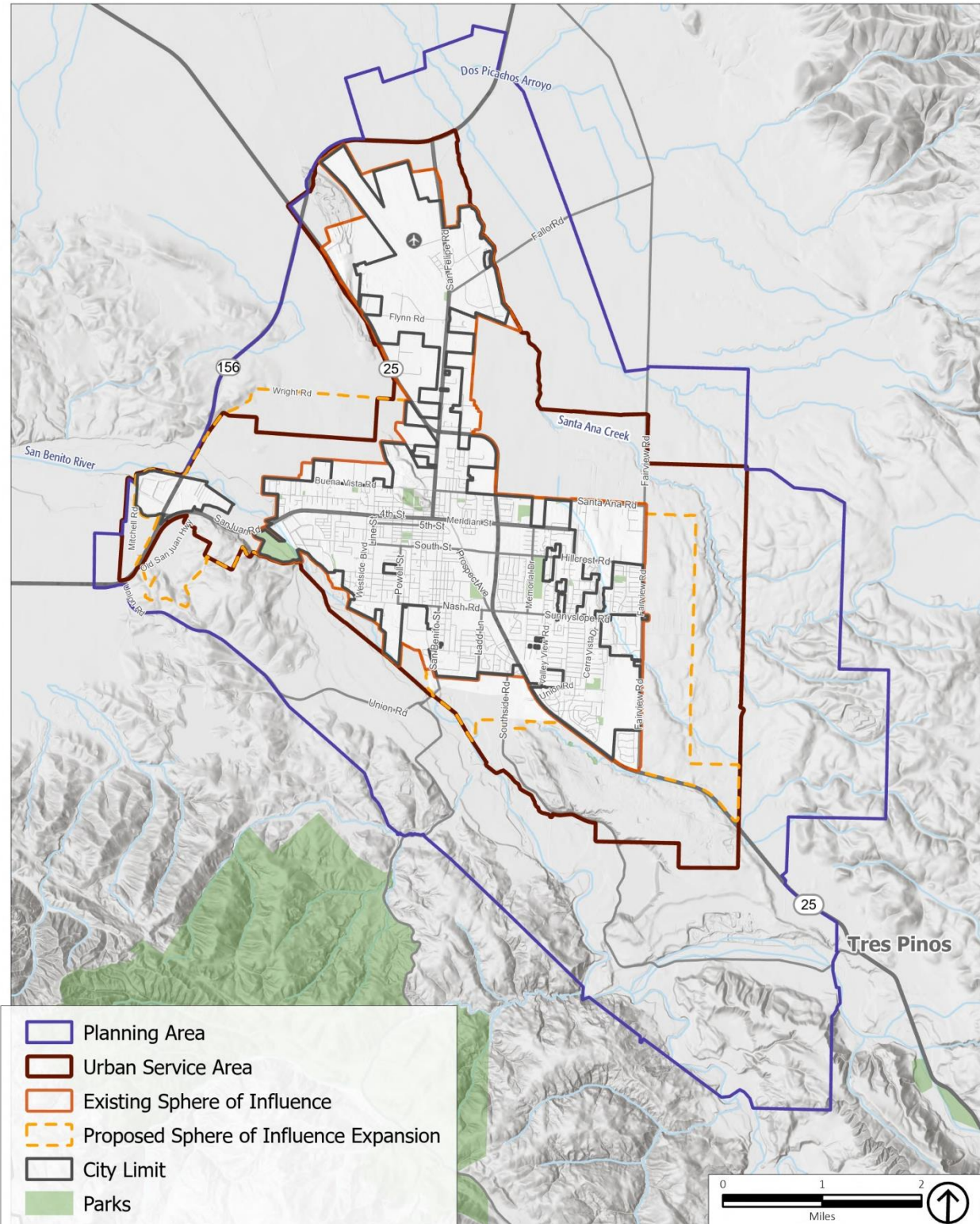
3.1.3 SPHERE OF INFLUENCE

The SOI encompasses the City's ultimate service area. The San Benito County Local Agency Formation Commission (LAFCO) determines the SOI boundaries for Hollister and other jurisdictions and agencies in San Benito County.



Photo by PlaceWorks

Figure LU-1 Hollister Planning Area



Source: ESRI, 2020; PlaceWorks, 2023; San Benito County, 2020; USGS, 2019

As a part of this General Plan, the City of Hollister is proposing to amend its SOI, as shown in Figure LU-1. The amended SOI reflects City Council direction to plan for new residential and nonresidential growth primarily within five new growth areas. Prior to development in these areas, project applicants must prepare a Specific Plan, as described in Section 3.4.

3.1.4 CITY LIMITS

The Hollister City Limits encompass incorporated territory that the City serves and regulates. The use of land in the City Limits is controlled by the City of Hollister through its General Plan, zoning code, land subdivision process, and other related regulations.

3.2 GENERAL PLAN LAND USE MAP

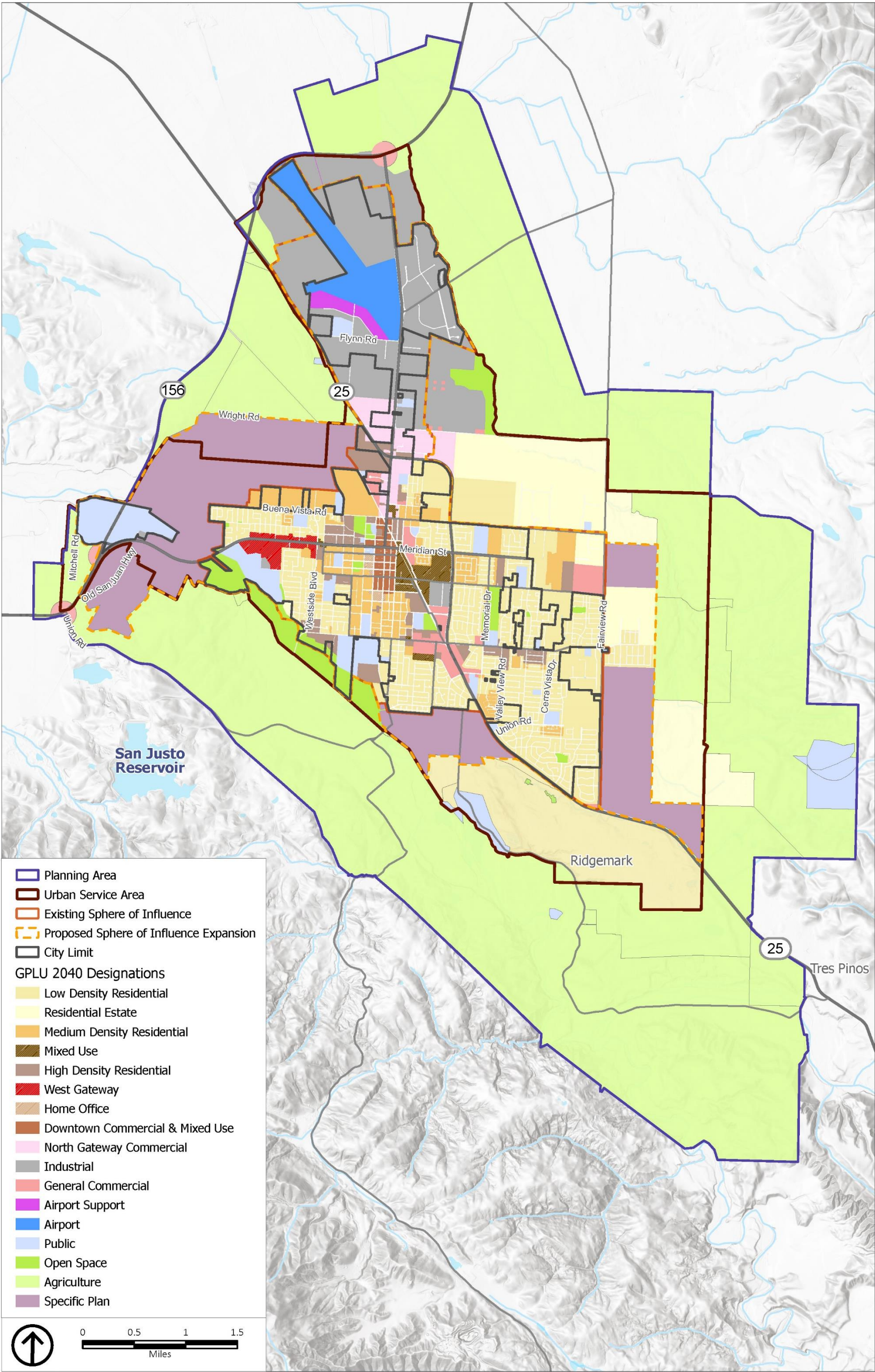
The General Plan's Land Use Map, shown in Figure LU-2, graphically represents allowed land uses and intensities for physical development in the Planning Area. The General Plan land use designations provide the basis for more specific requirements and standards in Hollister's zoning ordinance. Definitions for each land use category are provided on the following pages.

It is important to consider the following points when referring to the General Plan Land Use Map:

- The Land Use Map indicates the primary use of land prescribed in the indicated areas but does not preclude minor deviations from the designated pattern, so long as the intent of the predominant land use designation is maintained.
- The General Plan Land Use Map will be amended in the event that the City makes changes to the designations of any land areas.

Table LU-1 identifies the amount of land designated for each use shown on the Land Use Map (Figure LU-2). In addition to calling out land use quantities, the table highlights the range of acceptable land use densities with a given designation where applicable. The next several pages elaborate on the allowed uses in each designation and the permitted development types.

Figure LU-2 Land Use Map



Source: ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019

TABLE LU-1 GENERAL PLAN LAND USE DESIGNATIONS

Land Use Designations		City Limits Acres	SOI Acres	Planning Area Acres	Maximum Permitted Intensity
RE	Residential Estate	0	196	542	0.2 to 1 du /ac
LDR	Low Density Residential	1,337	446	168	6 to 10 du/ac
MDR	Medium Density Residential	383	182	0	11 to 29 du/ac
HDR	High Density Residential	233	76	0	30 to 65 du/ac
MU	Mixed-Use Commercial and Residential	105	0	0	30 to 65 du/ac 3.0 FAR
DMU	Downtown Commercial and Mixed-Use	55	0	0	30 to 125 du/ac 3.0 FAR
HO	Home Office	13	0	0	11 to 29 du/ac 1.0 FAR
WG	West Gateway Commercial and Mixed-Use	76	0	0	30 to 65 du/ac 3.0 FAR
NG	North Gateway Commercial	96	79	45	30 to 65 du/ac 2.0 FAR
GC	General Commercial	117	59	86	2.0 FAR
I	Industrial	701	450	658	1.0 FAR
AS	Airport Support	69	0	0	1.0 FAR
A	Airport	369	0	0	N/A
SP	Specific Plan	0	2,486	0	N/A
P	Public	540	75	4	2.0 FAR
OS	Open Space	125	19	161	0.01 FAR
AG	Agriculture	0	0	16,015	N/A
TOTAL		4,219	4,068	17,679	

du/ac = dwelling units per acre

FAR = floor-area ratio

3.3 LAND USE DESIGNATIONS

3.3.1 RESIDENTIAL ESTATE (0.2 TO 1 UNIT/GROSS ACRE)

The Residential Estate category of residential land uses is intended for single-family, residential units on large lots. The Residential Estate category only occurs in long-range phased areas outside of Hollister's City Limits and SOI (but is within the Planning Area). Residential Estate land uses are intended to provide sites for larger, distinctive residences in areas that the City does not provide public infrastructure.



Photo by David Mirrione

3.3.2 LOW DENSITY RESIDENTIAL (6 TO 10 UNITS/GROSS ACRE)

The Low Density category of residential land uses is intended to promote and protect single-family neighborhoods. Low Density Residential land uses are intended to provide sites for single-family detached and attached units, duplexes, and Planned Unit Development (PUD).



Photo by PlaceWorks

3.3.3 MEDIUM DENSITY RESIDENTIAL (11 TO 29 UNITS/GROSS ACRE)

The Medium Density category provides greater housing choices in the city for different family sizes and incomes (examples include townhomes, duplexes, and triplexes). In the Medium Density Residential land use category, new single-family, detached residential development is not a permitted use.

3.3.4 HIGH DENSITY RESIDENTIAL (30 TO 65 UNITS/GROSS ACRE)

The High Density Residential land use category provides opportunities for multiple-family residential development. The range of unit types includes multifamily apartments and condominiums.



Photo by PlaceWorks

3.3.5 MIXED-USE COMMERCIAL AND RESIDENTIAL (30 TO 65 UNITS/GROSS ACRE; 3.0 FAR)

The Mixed-Use Commercial and Residential designation is intended to promote a vertical or horizontal combination of residential and commercial uses within a single building or site. The vertical mixed-use designation is intended to encourage retail sales, service, office, and public uses on the groundfloor with upper floors of office and residential uses. Horizontal mixed-use in this designation shall orient commercial uses near key intersections, and ensure that they are easily accessible, pedestrian oriented, and serve the surrounding residential uses. The Mixed-Use Commercial and Residential category applies to commercial activity that includes government and professional offices, neighborhood-oriented retail, community shopping centers, specialty stores, arts and crafts, woodworking, and assembly processes.



Photo by PlaceWorks

3.3.6 DOWNTOWN COMMERCIAL AND MIXED-USE (30 TO 125 UNITS/GROSS ACRE; 3.0 FAR)

The Downtown Commercial and Mixed-Use designation allows commercial uses and residential uses, or a combination of the two. Special attention should be given to pedestrian circulation in the area to provide access to adjacent facilities and uses. The designation encourages groundfloor, pedestrian-friendly, retail sales and service uses with upper floors of office and residential uses. Allowed commercial uses include neighborhood convenience stores, restaurants, regionally-oriented specialty stores, medical and dental offices, and residential units. Commercial uses that require drive-through windows nor open-air car, truck, and boat lots, automotive repair, and body shops are prohibited downtown. Smaller vehicle sales are permitted within enclosed buildings.

3.3.7 HOME OFFICE (11 TO 29 UNITS/GROSS ACRE; 1.0 FAR)

The Home Office designation is intended to allow for residential and small-scale businesses, which include specialty, administrative, and professional services. Nonresidential buildings that share street frontage with residentially developed properties should maintain a residential character. The designation does not require office development; rather, it creates the option for offices in what is otherwise a medium-density residential district. The Home Office designation is near the downtown area and serves as a transitional zone between the higher-intensity downtown area and surrounding established residential.

3.3.8 WEST GATEWAY MIXED-USE (30 TO 65 UNITS/GROSS ACRE; 3.0 FAR)

The West Gateway Mixed-Use designation is intended to foster an attractive entry to the City of Hollister by featuring community shopping, retail, offices, and residential uses. This designation requires projects to include a commercial component if within the radius of the West Gateway commercial nodes identified in Figure LU-3. The design guidelines described in Section 3.5, Special Planning Areas, stipulates additional criteria that development in the West Gateway area must meet.

3.3.9 NORTH GATEWAY COMMERCIAL (30 TO 65 UNITS/GROSS ACRE; 2.0 FAR)

The North Gateway Commercial designation is intended to foster an attractive entry to the City of Hollister by featuring commercial and service-oriented businesses along with high-employment uses such as office parks. This designation also allows multifamily dwellings, such as townhomes, condominiums, and apartments. The design guidelines described in Section 3.5, Special Planning Areas, stipulates additional criteria that development in the North Gateway area must meet.

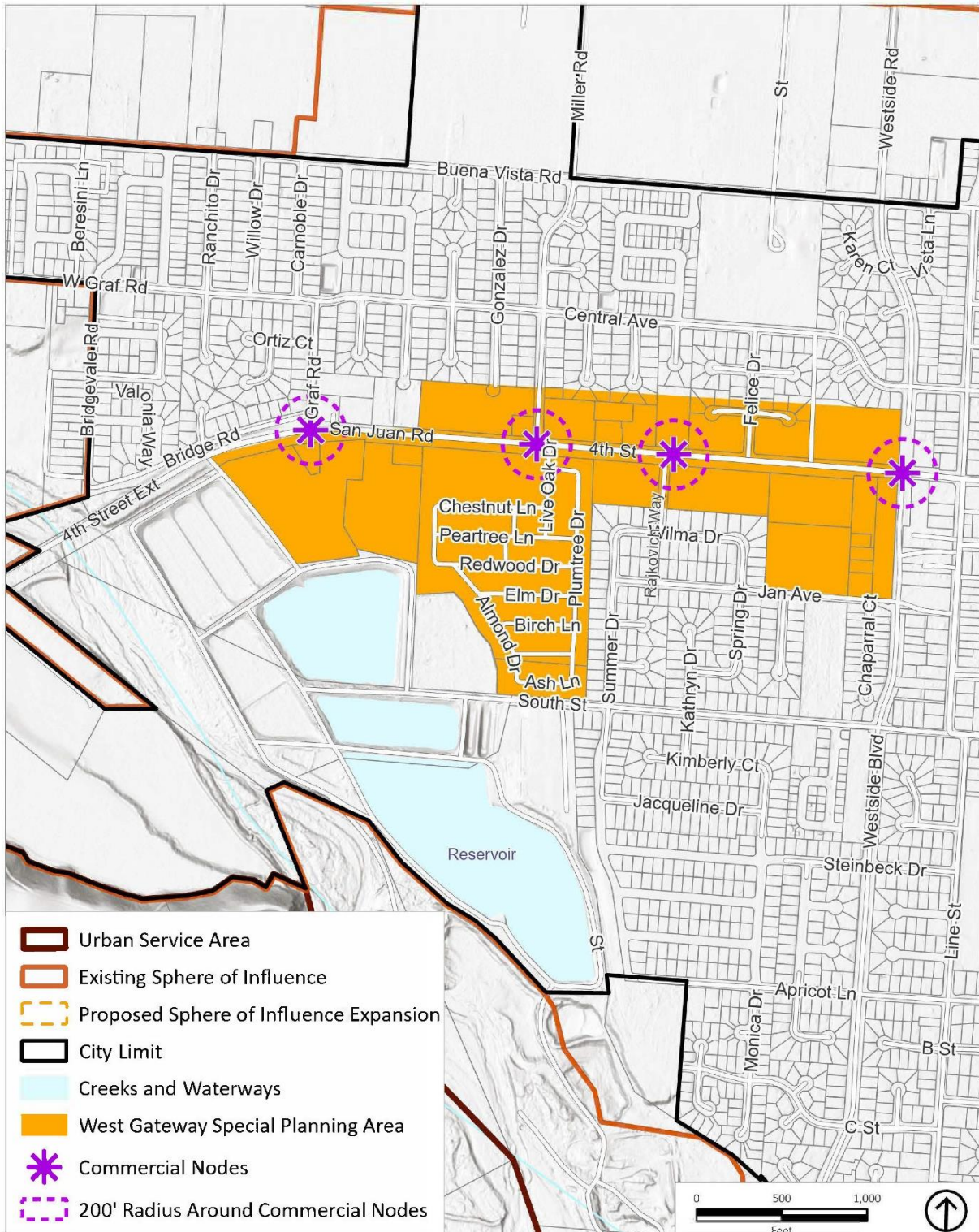


Photo by PlaceWorks



Photo by PlaceWorks

Figure LU-3 West Gateway Commercial Nodes



Source: ESRI, 2020; PlaceWorks, 2023; San Benito County, 2020; USGS, 2019.



Photo by PlaceWorks

3.3.10 GENERAL COMMERCIAL (2.0 FAR)

The General Commercial designation allows for a variety of commercial uses and service-oriented businesses at scales ranging from large retail stores serving the community and region to smaller businesses oriented towards neighborhood activity. Uses are encouraged to develop in clusters, serving areas with access to major arterials. Independent small businesses, such as beauty salons, small offices, and restaurants are also permitted. Other examples of uses are department stores, supermarkets, hardware stores, and convenience stores.

3.3.11 INDUSTRIAL (1.0 FAR)

This designation provides for a range of uses, including research and development; manufacturing, processing, and assembly facilities; warehousing; and vehicle repair and trucking facilities. Outdoor activities are limited to accessory storage and loading areas. Other permitted uses include limited commercial uses that serve industrial and employment centers.

3.3.12 AIRPORT

The Airport designation is applied to publicly owned lands of the Hollister Municipal Airport. Uses include airport operations and support facilities as well as limited commercial and industrial uses incidental to and in support of the airport.

3.3.13 AIRPORT SUPPORT (1.0 FAR)

This designation allows industrial or commercial development on those areas that are adjacent to and have direct access to the Hollister Municipal Airport. Development may include industrial, commercial, or recreational uses that provide support to the airport and are compatible with both airport operations and adjacent uses.

3.3.14 SPECIFIC PLAN

This designation applies to certain future growth areas in Hollister. The primary objective of the Specific Plan designation is to create complete neighborhoods that include a mix of housing options where residents live within close proximity to amenities such as retail stores and public services. Land uses and development in the five Specific Plan areas shall be implemented through the completion and adoption of future Specific Plans, which will include specific land use designations, development standards, design requirements, and infrastructure improvements.

3.3.15 PUBLIC (2.0 FAR)

This designation is applied to publicly and privately owned lands used for activities such as utilities, schools, parks, and other City of Hollister, County, State or federal facilities.

3.3.16 OPEN SPACE (0.01 FAR)

This designation is applied to public and privately owned lands used for low-intensity, open space activities such as hiking, walking or picnicking. The designation also highlights environmentally sensitive areas such as rivers, creeks, and habitat preservation areas.

3.3.17 AGRICULTURE

The Agriculture designation encompasses lands with continuing commercial agriculture potential. The intent of this category is to retain primary agricultural use to the greatest extent practical. These areas should be kept free of any urban-type development and annexations. Allowed uses include orchards, row crops, plant nurseries, grazing lands, open space, and farm services.

3.4 SPECIFIC PLAN AREAS

This General Plan identifies five Specific Plan Areas, as shown in Figure LU-4. A specific plan is a tool for systematically implementing the General Plan within a portion of the SOI. A specific plan is a hybrid document that combines General Plan policy statements with development regulations. In accordance with State law, a Specific Plan must be consistent with the General Plan goals and policies.

Specific plans are often used to address the development requirements for a single project, such as urban infill or a new growth area. As a result, their emphasis is on concrete standards and development criteria. State law requires that specific plans include a diagram showing the distribution of land uses; describe standards and criteria for new development; identify major public improvements needed to infrastructure and facilities; and specify programs and regulations necessary to finance infrastructure and public works projects.

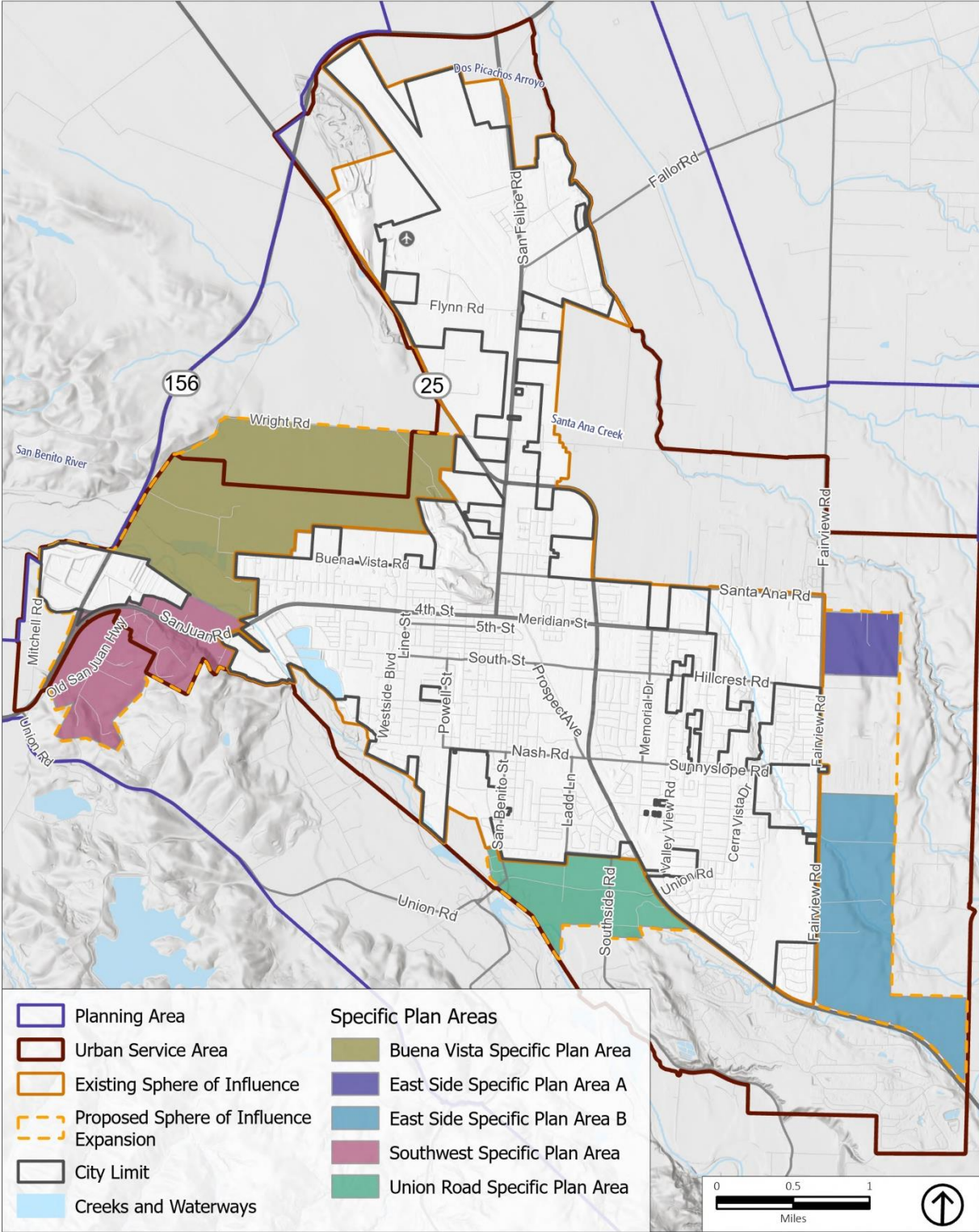
The City requires that any proposed specific plan be adopted by the City Council. By designating the areas shown in Figure LU-4 as Specific Plan Areas, the General Plan intends that additional policy direction to guide development in these areas will be developed and adopted before development occurs.

A description of each Specific Plan Area is included below. An illustrative diagram that shows a conceptual land use diagram for each area is also included.



Photo by PlaceWorks

Figure LU-4 Specific Plan Areas



Source: ESRI, 2020; PlaceWorks, 2023; San Benito County, 2020

3.4.1 BUENA VISTA SPECIFIC PLAN AREA

The Buena Vista Specific Plan Area is bounded to the north and east by the proposed SOI boundary (which generally follows Wright Road), to the south by Buena Vista Road, and to the west by State Route 156. This area is made up of undeveloped land and existing agricultural, residential, and commercial uses.

The purpose of this Specific Plan Area is to encourage a complete neighborhood with a mix of housing types where residents live close to commercial services, parks, and schools. As shown in Figure LU-5, this Specific Plan calls for residential, mixed-use, commercial, and industrial uses. In addition, the Specific Plan should identify new parks and open space along the San Benito River and a future school.



Photo by PlaceWorks

3.4.2 SOUTH WEST SPECIFIC PLAN AREA

The South West Specific Plan Area is generally bounded by Highway 156 to the west, the San Benito River to the north, Union Road to the south, and the SOI boundary to the east. This area has existing rural residential homes, industrial uses, and vacant land.

The focus of this Specific Plan Area is to provide a mix of housing options, supported by commercial and industrial uses and a future park, as shown in Figure LU-6.

3.4.3 UNION ROAD SPECIFIC PLAN AREA

The Union Road Specific Plan Area includes lands to the south of the existing City Limits, roughly bounded to the north by Union Road, the east by State Route 25, to the south by the Ridgemark Golf Club and Resort, and to the west by Cienega Road. This area includes vacant land, large agricultural fields and orchards, Ladd Lane Elementary School, several developed parcels (including a few homes), and industrial buildings.

The goal of this Specific Plan Area is to create a mix of residential units and new job-generating uses. As shown in Figure LU-7, this Specific Plan calls for single-family and multifamily residential uses, mixed-use residential and commercial development near Highway 25, a park, and an open space area along the San Benito River.

3.4.4 EAST SIDE A SPECIFIC PLAN AREA

The East Side A Specific Plan Area is along Fairview Road and is bounded by Mansfield Road to the north, the existing Santana Ranch subdivision to the south, Fairview Road to the west, and the proposed SOI to the east. This area has existing rural residential homes.

The purpose of this Specific Plan Area is to support development of residential uses, as shown in Figure LU-8.

3.4.5 EAST SIDE B SPECIFIC PLAN AREA

The East Side B Specific Plan Area is north of Highway 25, east of Fairview Road, south of the Santana Ranch subdivision, and west of the SOI boundary. The East Side B Specific Plan Area also includes:

- The Fairview Corners Specific Plan that has already been approved by San Benito County;
- The planned Gavilan Community College San Benito Campus; and
- A potential future high school site owned by the San Benito High School District.

As shown in Figure LU-9, this Specific Plan Area calls for a mix of residential and commercial uses and a park/open space. The future Specific Plan for this area should also reflect development of the Fairview Corners Specific Plan, Gavilan College campus, and a potential high school if so requested by the High School District.

Figure LU-5 Buena Vista Specific Plan Area Illustrative Land Use Diagram

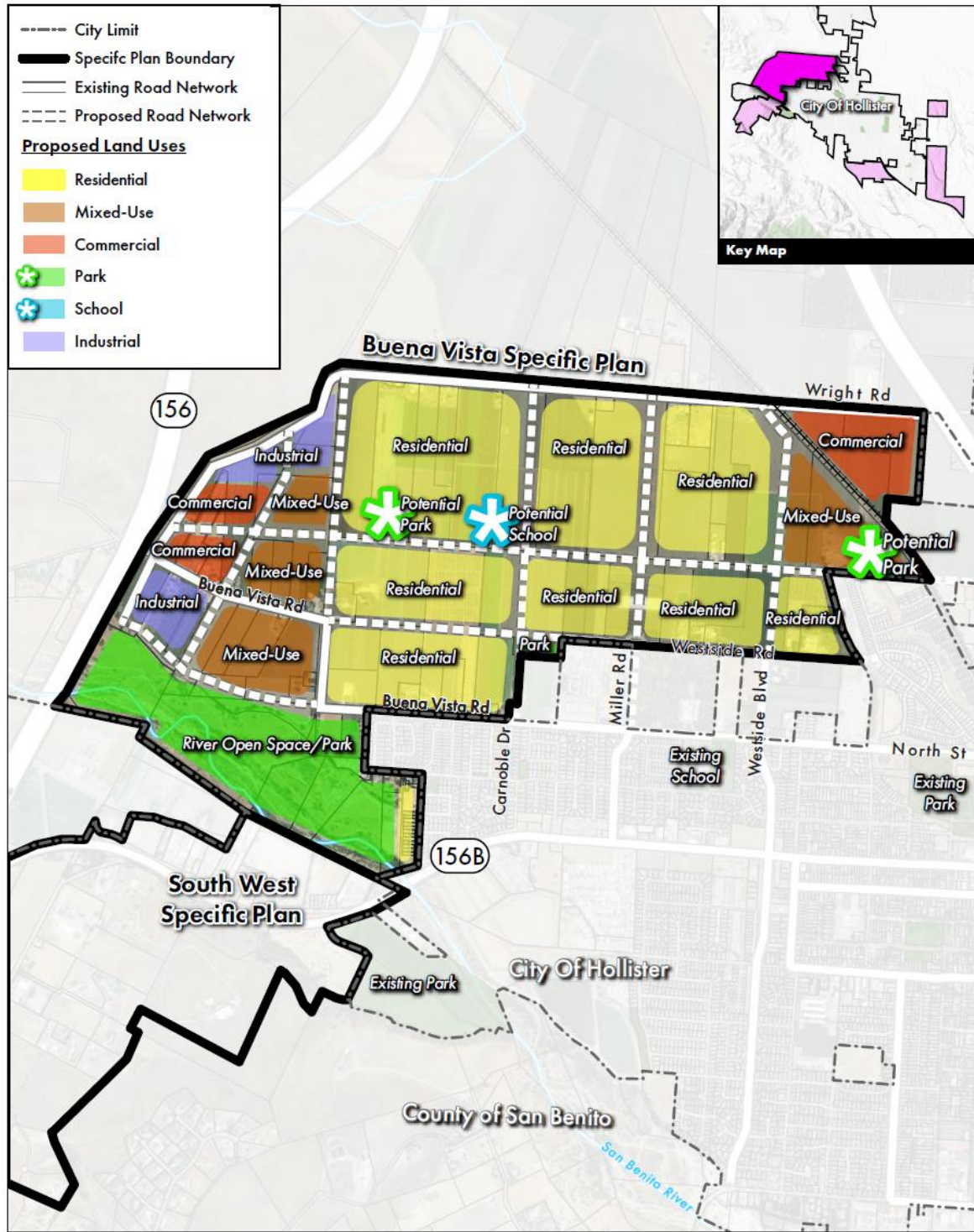


Figure LU-6 South West Specific Plan Area Illustrative Land Use Diagram

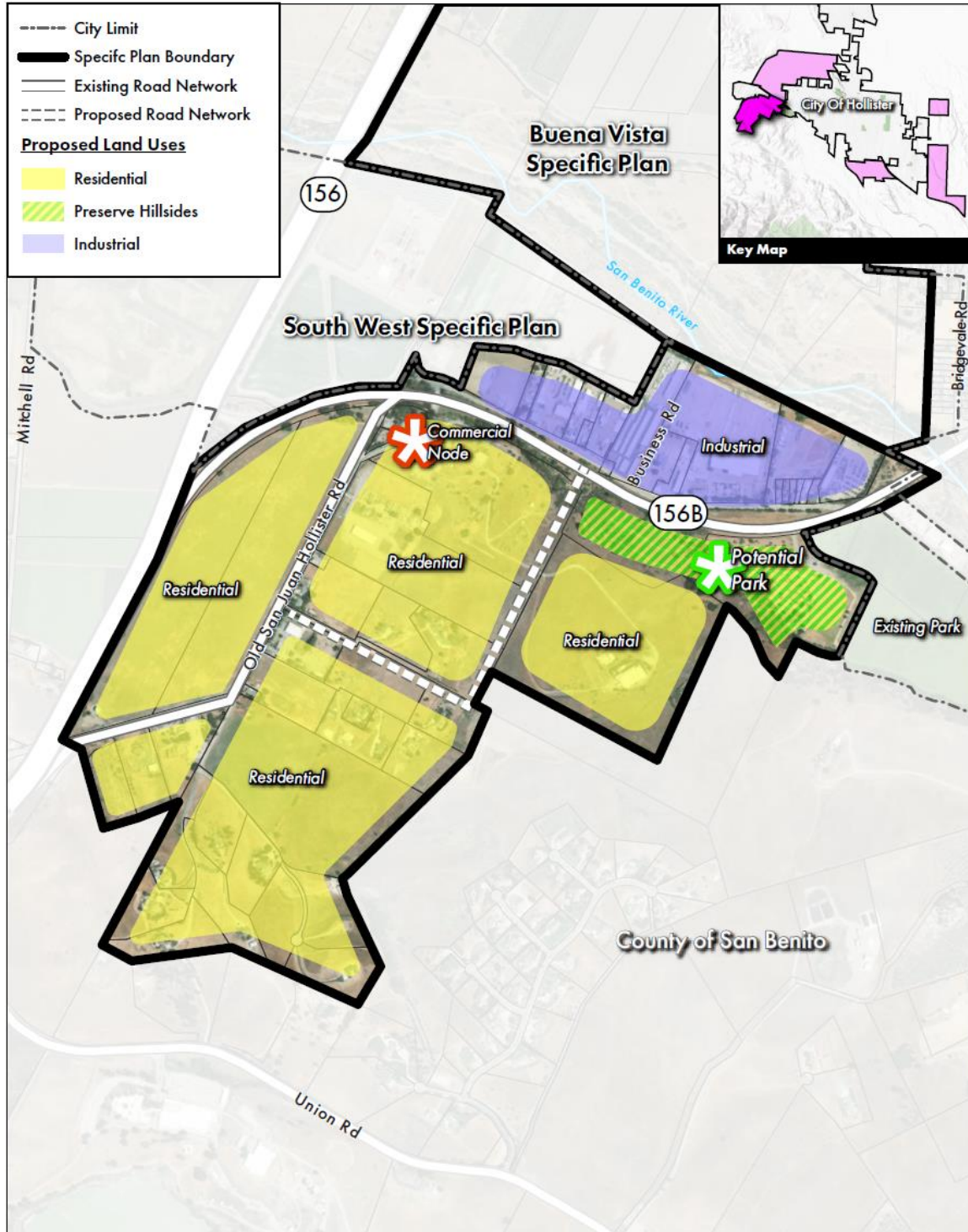


Figure LU-7 Union Road Specific Plan Area Illustrative Land Use Diagram

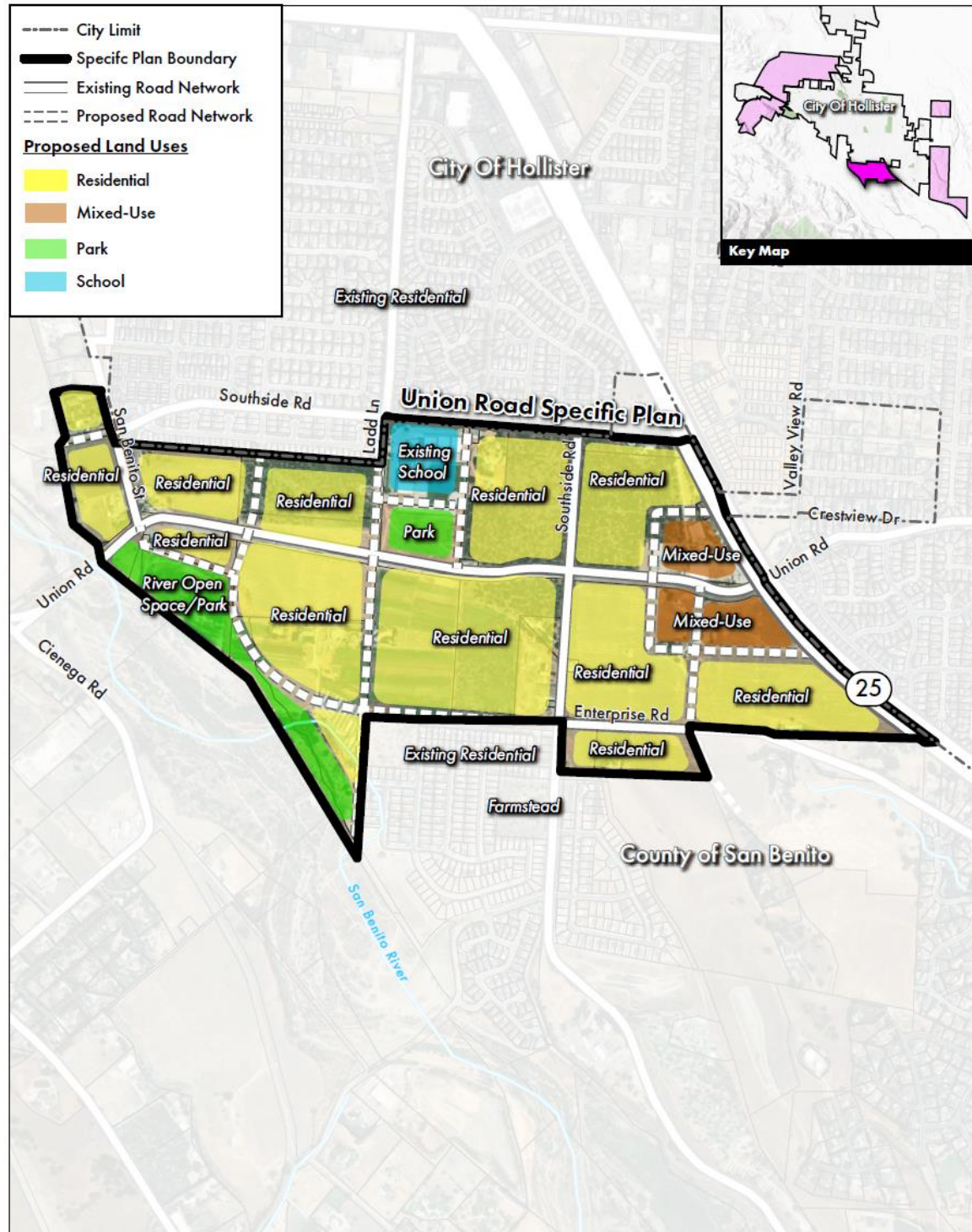


Figure LU-8 East Side A Specific Plan Area Illustrative Land Use Diagram

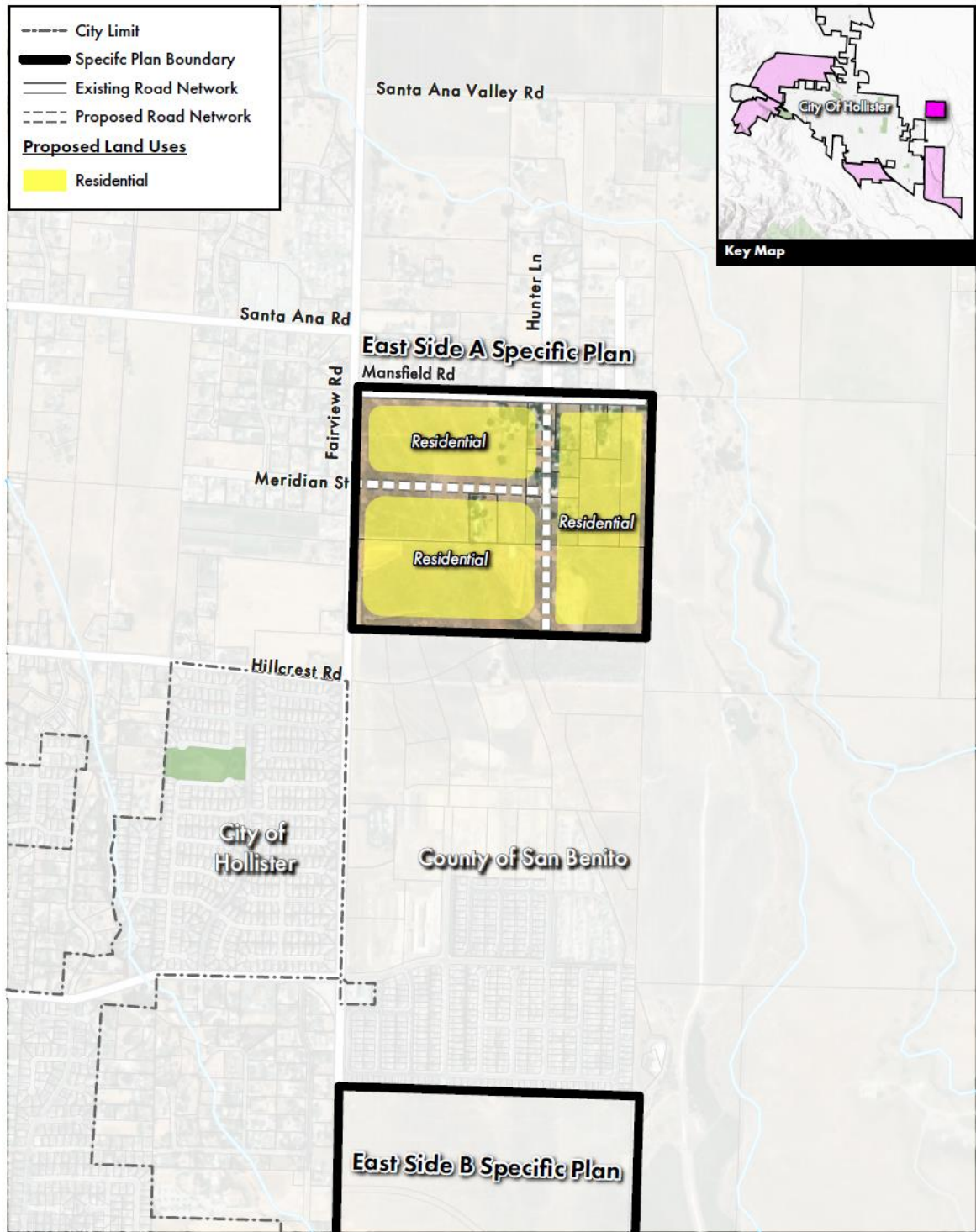


Figure LU-9 East Side B Specific Plan Area Illustrative Land Use Diagram

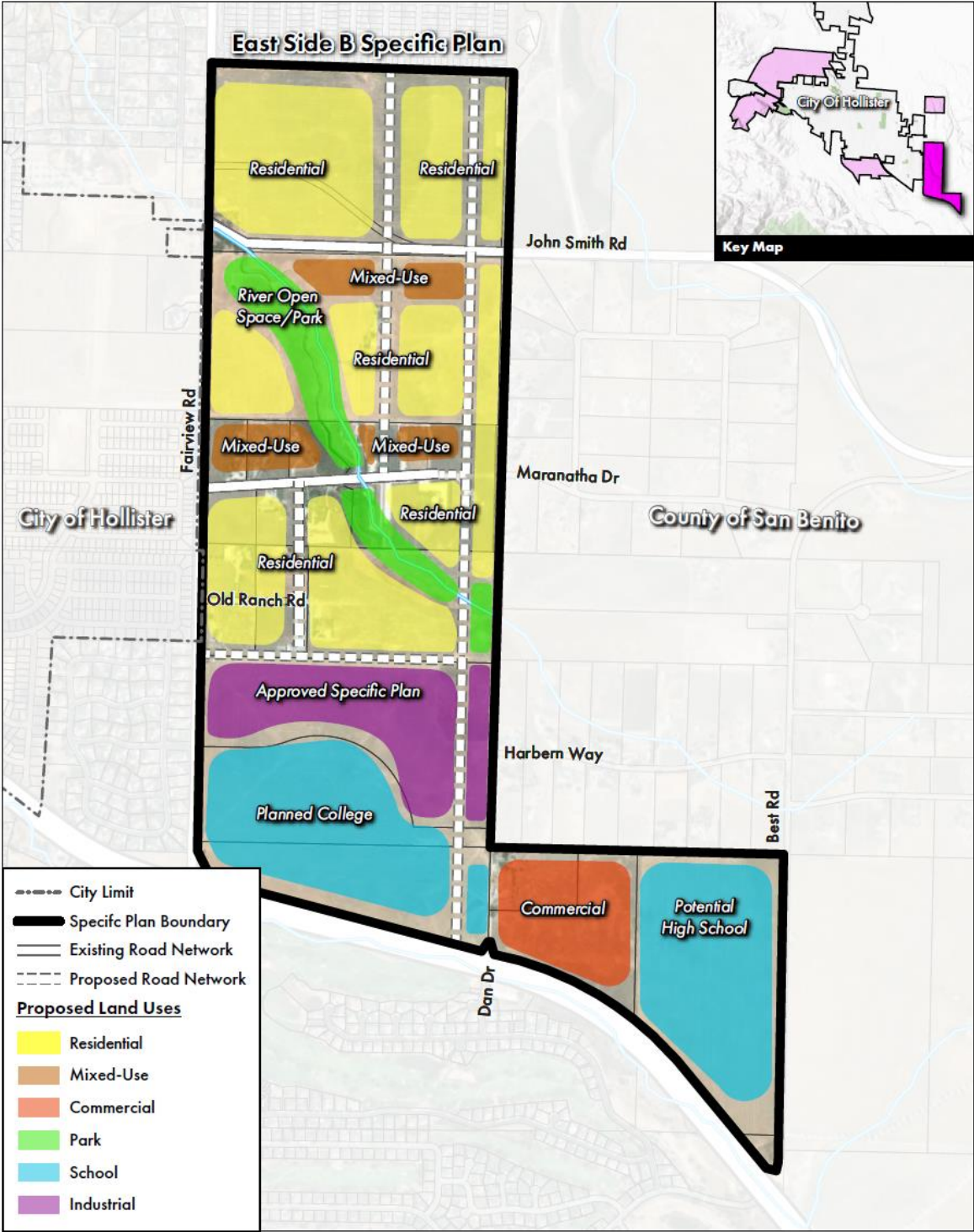




Photo by PlaceWorks

3.5 SPECIAL PLANNING AREAS

This General Plan identifies six Special Planning Areas, shown in Figure LU-10. Each of these areas is at least partially developed already. By designating them as Special Planning Areas, the General Plan intends to provide additional policy direction to guide additional development, redevelopment, and property improvements in these areas. The Special Planning Areas are designated as such for the following reasons:

- They are in highly visible locations that characterize Hollister, in and around downtown, or as people approach and leave the city.
- They contain potential economic development opportunities if developed appropriately.
- They would benefit from a unified design approach and take advantage of unique elements of the city.

Some Special Planning Areas have their own specific land use designations (described above), while others have a series of use-based designations that also occur in other parts of the city. In either case, each Special Planning Area also has a series of particular development policies, which are contained in this section.

Figure LU-10 Special Planning Areas

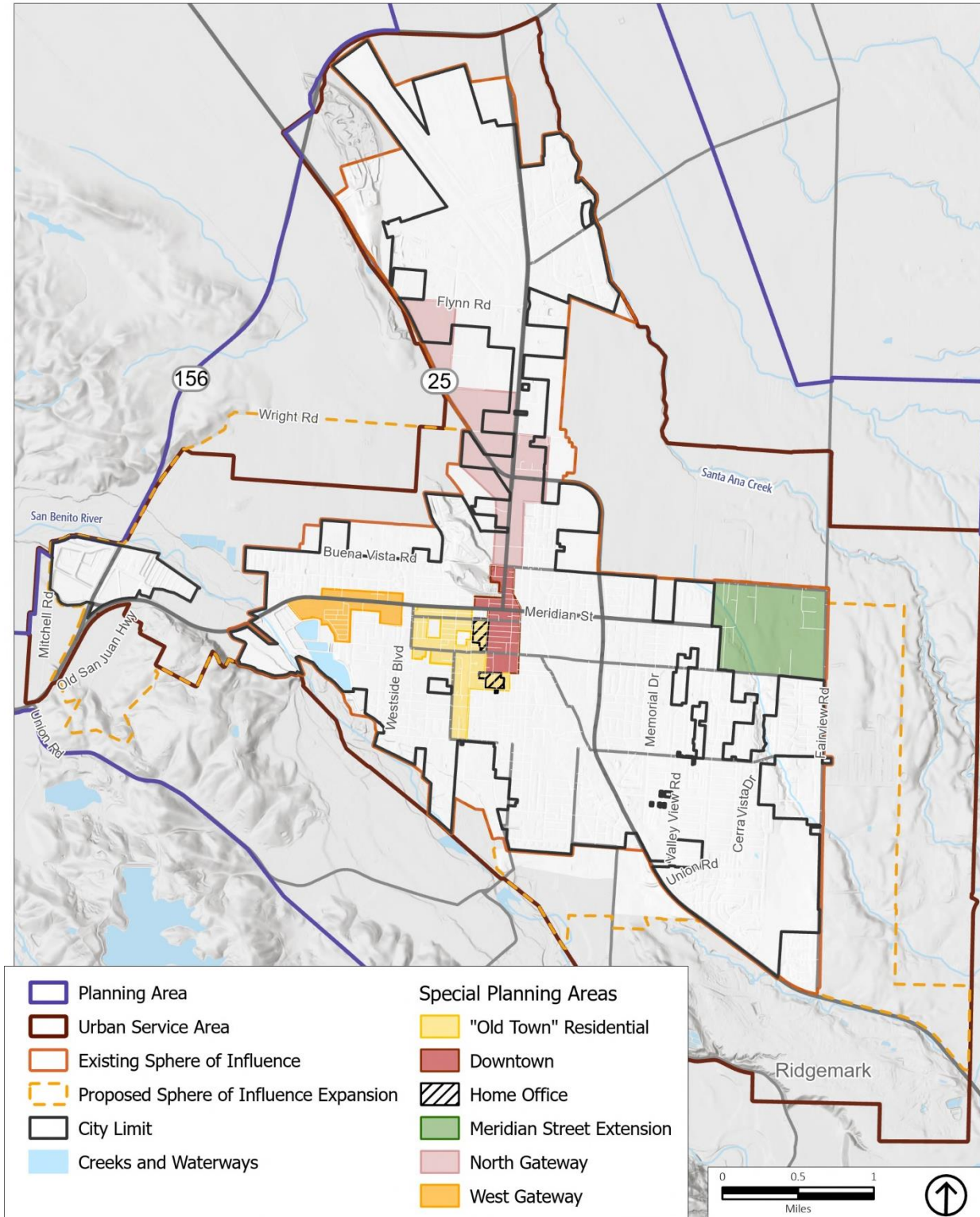




Photo by PlaceWorks

3.5.1 NORTH GATEWAY

The North Gateway is intended to create an entry boulevard for motorists arriving in Hollister from the north along Highway 25. The district begins at the intersection of San Felipe and McCloskey Roads and extends south along San Felipe Road to Santa Ana Road. The gateway area extends east of San Felipe Road between McCloskey Road and the Highway 25 Bypass. The district is important because it provides the opportunity for large retail uses that cater to commuters and other motorists without duplicating services found downtown.

The North Gateway area includes a triangular area northeast of Highway 25 and San Felipe Road north of downtown that could be developed for automobile dealerships. The site has access from Highway 25, and the dealerships would be visible to all motorists entering the city. The commercial boulevard could then continue south along San Felipe Road, lined by decorative landscaping and retail facilities, leading into the heart of downtown.

3.5.2 WEST GATEWAY

The West Gateway is intended to create an entry feature on San Juan Road as it bridges the San Benito River. Historical themes from Hollister's past can be incorporated into the design and carry over into the rest of the district. After the entry feature, the West Gateway continues east to Westside Boulevard, including a number of currently underutilized parcels. The district provides the opportunity to develop a new mixed-use district with medium- to high-density houses and a neighborhood-serving retail component complemented by a public plaza.

3.5.3 DOWNTOWN

Downtown is already a special area of Hollister. Stretching along San Benito Street from Santa Ana Road to Hawkins Street, the district has a number of businesses and amenities, most of which are located in early-twentieth century buildings that reflect the small-town agricultural character and history of Hollister. New development and redevelopment that occurs in Downtown must occur in context of the existing buildings. Amenities that encourage a safe and comfortable pedestrian experience in Downtown are also crucial elements to promote.

3.5.4 "OLD TOWN" RESIDENTIAL

The "Old Town" residential district contains some of Hollister's most diverse architecture distributed through a neighborhood of historical homes. Located east and south of downtown, the "Old Town" residential district extends roughly from Fourth Street to Nash Road.

Preservation efforts should be employed to reinforce the distinct attributes of the existing structures for any development or redevelopment that occurs in the district. New construction should blend well with structures in existing neighborhoods.

3.5.5 HOME OFFICE

The Home Office Special Planning Area is an older residential district surrounding downtown that has changed over time to include professional offices. Users such as accountants, architects, engineers, graphic designers, lawyers, etc., contribute to an economically viable area that is relatively free of high-volume automobile and pedestrian traffic. The major design goal is to preserve the residential look and feel of the neighborhood while continuing to allow specific office uses to adjoin residences.

3.5.6 MERIDIAN STREET EXTENSION

The Meridian Street Extension Special Planning Area is along the eastern edge of the City Limits, generally bounded by Santa Ana Road to the north, Fairview Road to the east, Hillcrest Road to the south, and El Toro Drive and Clearview Drive to the west. This area is made up of existing rural residential homes and undeveloped land. The purpose of this Special Planning Area is to foster a complete neighborhood that includes a mix of residential and commercial uses and to improve east/west and north/south connectivity. Planned connectivity improvements include the extension of Meridian Street to Fairview Road and extending Prater Way from Santa Ana Road to Hillcrest Road.

3.6 INFILL DEVELOPMENT

As Hollister continues to grow, development pressure on the edges of the city will increase. Without a strategy to counterbalance this pressure, development will creep further from the core of Hollister. If this happens, new buildings will begin to cover the scenic hillsides that surround Hollister, and the City will have a more difficult time extending municipal services to all its residents. With these issues in mind, the City of Hollister actively encourages infill development.

As a first step, the City should attempt to annex any county “islands” that are within the City Limits, making these sites “ripe” for development. Once this has occurred, sites that are within the SOI should be encouraged to develop before development extends to the surrounding areas. New residential and job-generating uses should be focused in the downtown, residential and mixed-use infill sites, and the Special Planning Areas. The City does not support new urban development outside the SOI and will work with the County to focus future development in already urbanized areas.

Other incentives Hollister can undertake include the reduction or elimination of development fees associated with construction projects in infill areas. The City can provide credits, fee waivers, or fee deferments on exactions such as water and sewer fees, construction and building permit fees, etc., on projects in priority areas. Hollister may adopt a policy to defer or adjust sales and/or property taxes in specific districts.

Hollister can adjust its land use policies and zoning and development standards to provide developers with greater potential financial returns in exchange for tackling high-priority development projects that otherwise might prove too risky.

3.7 LAND USE AND COMMUNITY DESIGN ELEMENT GOALS, POLICIES, AND ACTIONS

The following section provides goals, policies, and actions relating to land use in the City of Hollister.

3.7.1 GROWTH MANAGEMENT

GOAL LU-1	Promote orderly and balanced growth in Hollister’s Planning Area.
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POLICIES

Policy LU-1.1	Infill Development. Ensure an orderly pattern of development in the city that prioritizes infill development over the annexation of properties.
Policy LU-1.2	City Services. Future growth shall not exceed the City’s ability to provide services, including sewage treatment, treated domestic water, public parks and recreation, and public safety services.
Policy LU-1.3	Development Capacity. The General Plan and the General Plan Update Environmental Impact Report (EIR) assumes the following maximum development projections by the year 2040: <ul style="list-style-type: none">➤ 10,530 new dwelling units➤ 1.1 million square feet of new commercial and office space➤ 2.8 million square feet of new industrial space

When development approved by the City of Hollister reaches these maximum development projections, require environmental review for subsequent development projects to determine if there are any impacts related to the additional

growth beyond the development capacity anticipated in the 2040 General Plan EIR.

- Policy LU-1.4** **Balance of Uses.** The City shall strive to achieve a balance between residential, commercial, and industrial development to increase the city's jobs-to-employed resident ratio and ensure availability of local employment and housing.
- Policy LU-1.5** **Development Projects Outside of the City.** The City shall not approve an application for any projects (subdivision, grading, development, etc.) for any land that has not been annexed into the City Limits.
- Policy LU-1.6** **Coordinated Annexation Requests.** Encourage coordinated annexation of contiguous properties.
- Policy LU-1.7** **Specific Plans.** Ensure the orderly development of large areas of land proposed for annexation through Specific Plans. Require a Specific Plan for annexation requests that are over 20 acres in size or include nonresidential uses regardless of size. This requirement covers, but is not limited to, the five Specific Plan Areas called out in Section 3.4.
- Policy LU-1.8** **Revenue Neutral.** Require annexations to be revenue neutral and cover all costs related to public infrastructure, public facilities, and public services.
- Policy LU-1.9** **Contiguous Annexations.** Prohibit any annexations of land that are not contiguous to City Limits. Annexation of land that would result in formation of a County "island" or irregular city boundary shall not be permitted.
- Policy LU-1.10** **Nonconforming Uses.** Encourage the replacement of nonconforming land uses with uses that conform to the requirements of the Zoning Ordinance.
- Policy LU-1.11** **Intergovernmental Coordination.** Coordinate regional planning efforts with San Benito County, Caltrans, and other agencies.

Policy LU-1.12 **Application Review of County Projects.** Actively participate in development review for projects outside the City Limits but in Hollister’s Planning Area for consistency with land use policies outlined in this General Plan.

Policy LU-1.13 **Compliance with New Laws.** With new development or expansion and improvement of existing development uses, incorporate measures to comply with current federal, State, and local standards.

ACTIONS

Action LU-1.1 **Sphere of Influence Amendment.** Work with the San Benito County Local Agency Formation Commission to amend the Sphere of Influence as proposed in this General Plan.

Action LU-1.2 **Annexation Process.** Review City procedures related to annexations and update as needed to ensure an efficient and orderly review process.

Action LU-1.3 **Annexation Strategy.** Create an annexation prioritization strategy for areas outside the existing City Limits that identifies where and in what order the City should annex land outside the City Limits. The strategy should consider initiating the annexation of developed unincorporated areas adjacent to the city and in county “islands.” Annexation of these areas should occur if the annexation would facilitate infill development, improve service delivery, or create a more logical city boundary.

Action LU-1.4 **Transfer of Development Rights.** Conduct a study to determine:

- If the City should establish a Transfer of Development Rights Program to allow developers in identified areas in the City Limits to transfer density to designated priority areas.
- If a Transfer of Development Rights Program is feasible between the City and County of San Benito. This program would be developed in coordination with the County and would transfer development potential from unincorporated areas in the Sphere of Influence into the incorporated City Limits.

- Action LU-1.5** **Updates to Zoning Regulations.** Update the Zoning Ordinance to ensure the Zoning Ordinance is consistent with the goals and policies of the General Plan.
- Action LU-1.6** **Zoning Ordinance.** Periodically review the Zoning Ordinance to ensure that the uses allowed in each Zoning District are updated to reflect the needs of the City and include additional uses to increase the diversity of uses in the city.
- Action LU-1.7** **Development Capacity Monitoring.** Maintain an ongoing list of all development projects approved under this General Plan and General Plan Environmental Impact Report (EIR), to monitor the development capacity studied under the EIR in relation to approved projects.
- Action LU-1.8** **Infill Streamlining.** Update the City's regulatory measures to make it easier to develop in infill areas than at other locations in the city. Infill development means those areas already surrounded by development.
- Action LU-1.9** **Hollister Urban Service Area.** Evaluate the function of the Hollister Urban Service Area and determine whether this boundary can be retired or needs to be updated to meet the requirements of Government Code Section 56133.

3.7.2 SPECIFIC PLAN AREAS

GOAL LU-2 Manage growth in the new development areas outside the existing City Limits but within the Sphere of Influence through the use of Specific Plans.

POLICIES

- Policy LU-2.1** **Specific Plan Areas.** Require that a new Specific Plan be adopted for the entirety of any given Specific Plan Area shown in Figure LU-4 before development occurs in that area.
- Policy LU-2.2** **Specific Plan Land Use Patterns.** Require future development in the five Specific Plan Areas described in Section 3.4 to follow the general land use patterns shown in Figures LU-5, LU-6, LU-7, LU-8, and LU-9. Deviations from these figures may be approved by the Planning Commission and City Council.

Policy LU-2.3 Specific Plan Development Parameters. Allow no more development in each Specific Plan Area than the amounts shown in Table LU-2. Exceedances above these allowances may be approved by the Planning Commission and City Council through a General Plan Amendment after any necessary environmental review under the California Environmental Quality Act.

TABLE LU-2 SPECIFIC PLAN MAXIMUM ALLOWED DEVELOPMENT					
Maximum Allowed Development	Buena Vista Specific Plan	South West Specific Plan	Union Road Specific Plan	East Side A Specific Plan	East Side B Specific Plan
Single-Family Units	3,599 units	1,450 units	1,240 units	540 units	1,450 units
Multifamily Units	3,175 units	1,280 units	1,090 units	475 units	1,280 units
Commercial Uses	100,000 square feet	n/a	108,900 square feet	n/a	65,340 square feet
Office Uses	43,500 square feet	n/a	21,800 square feet	n/a	n/a
Industrial Uses	109,000 square feet	54,500 square feet	217,800 square feet	n/a	n/a



Photo by PlaceWorks

Policy LU-2.4 Specific Plan County Coordination. Coordinate with the County to ensure that they follow the Specific Plan Area's guidance and the City's General Plan designations if the County approves projects in Specific Plan Areas.

Policy LU-2.5 Variety of Housing Types. Require new Specific Plans to provide a variety of housing types, including small-lot single-family detached and attached homes, single-family attached homes, and multifamily residences to ensure new development provides housing types that address the needs of all segments of the population.

- Policy LU-2.6** **Multimodal Circulation Network.** Incorporate sidewalks, pedestrian paths, bicycle lanes, and transit connections into new development projects in Specific Plan Areas.
- Policy LU-2.7** **Traffic Calming.** Each required Specific Plan shall include traffic-calming measures to address areas of likely future congestion, particularly near pedestrian-oriented retail areas, schools, and other traffic-sensitive uses.
- Policy LU-2.8** **Adequate Infrastructure.** Ensure adequate infrastructure is provided to support new development in Specific Plan Areas.
- Policy LU-2.9** **Public Space.** Design all public spaces in nonresidential portions of Specific Plan Areas to be conducive to retail sales and community gatherings.
- Policy LU-2.10** **Streetscapes.** Require all new development in Specific Plan Areas to provide streetscape elements along all public and private roadway and pathway frontages.
- Policy LU-2.11** **Circulation and Access.** Limit the number of access points leading from arterial streets into new developments in Specific Plan Areas, while also providing interconnected internal circulation between developments inside of Specific Plan Areas.
- Policy LU-2.12** **Parking Locations.** For mixed use, commercial, or multifamily developments in Specific Plan Areas, cluster parking shall be placed to the side and behind new buildings, avoiding parking lots that face onto public roadways.
- Policy LU-2.13** **Agricultural Elements.** Preserve elements of the existing agricultural features of the Specific Plan Areas where feasible, for example by retaining some trees from the existing orchards in the Union Road Specific Plan Area.

3.7.3 RESIDENTIAL USES

GOAL LU-3 Promote diverse housing opportunities for existing and future residents.

POLICIES



Photo by David Mirrione

Policy LU-3.1 **Land Supply.** Ensure that there is adequate land designated to meet the projected future housing needs of the city.

Policy LU-3.2 **Diverse Neighborhoods.** Encourage the development of well-integrated neighborhoods consisting of both single-family and multifamily homes that include owner-occupied and rental housing units in single-use and mixed-use environments.

Policy LU-3.3 Require for-sale detached residential development projects greater than 40 dwelling units to provide multifamily units equal to 20 percent of the total number of detached units.

Policy LU-3.4 **Housing Types.** Provide a variety of housing types that offer choices for residents and create complete, livable neighborhoods. Allow for a full range of housing types (i.e., small houses, starter homes, cluster lot developments, condominiums, apartments, townhouses) to meet the needs of Hollister residents.

Policy LU-3.5 **Planned Developments.** Use the Planned Development process to allow and encourage residential developments that include a variety of types, densities, and size.

Policy LU-3.6 **Decreases in Density.** Generally avoid decreases in required residential density that could occur through zoning change, development entitlement applications, or General Plan amendments.

Policy LU-3.7 **Medium and High Density.** Encourage medium- and high-density residential projects to maximize allowed densities.

Policy LU-3.8 **Housing Type Incompatibility.** Prohibit single-family detached dwelling units in the medium- and high-density land use categories.



Photo by David Mirrione

- Policy LU-3.9 Multifamily Residential Amenities.** Ensure multifamily residential development incorporates amenities for residents and exhibits high-quality architectural design.
- Policy LU-3.10 Apricot Park.** Provide for the expansion of Apricot Park and locate a trailhead at Assessor's Parcel Number 0200600140 as part of any Development Agreement that allows for increased residential densities relative to General Plan designations in this area.
- Policy LU-3.11 Open Space.** Require multifamily residential developments to provide open space that includes usable landscaped space, parks, common areas, private areas, playgrounds, community buildings, and/or swimming pools to support the needs of the residents.

ACTIONS

- Action LU-3.1 Inclusionary Housing.** Adopt an inclusionary housing ordinance that requires new residential developments to include 15 percent of the units as affordable housing.
- Action LU-3.2 Housing Types.** Amend the zoning code to clarify the types of housing allowed in each zoning district.
- Action LU-3.3 Impact Fees.** Review the impact fees related to multifamily development to determine if fees should be amended to encourage multifamily construction.
- Action LU-3.4 Multifamily Design Standards.** Develop a set of multifamily design standards to review new projects in multifamily zoning districts and update as necessary to reflect the growing needs of the city to ensure high-quality design continues to be provided.
- Action LU-3.5 City Open Space Requirements.** Review the City's requirements for open space for multifamily residential developments in the Zoning Ordinance to ensure that the requirement is consistent with the needs of the city.



Photo by PlaceWorks

3.7.4 MIXED-USES

GOAL LU-4 Encourage mixed-use development projects that create vibrant, walkable districts and contain residential and community-serving commercial uses.

Policies

Policy LU-4.1 **Mix of Uses.** Require commercial uses on mixed-use properties to provide community-supporting services, retail, restaurants, and other amenities for residents and visitors and to promote pedestrian activity and reduce the need to drive to other areas in the city.

Policy LU-4.2 **Mixed-Use Design.** Encourage new mixed-use development and intensification of existing mixed-use properties. Mixed-use developments should include integrated commercial uses in front of and below residential uses, and active connections to the street through windows, signage, doors, and sidewalk connections.

ACTIONS

Action LU-4.1 **Mixed-Use Design Standards.** Develop a set of design standards to review new projects in mixed-use zoning districts, and update as necessary to reflect the growing needs of the city to ensure high-quality design continues to be provided.

3.7.5 COMMERCIAL USES

GOAL LU-5 Ensure the city has a wide variety of commercial space with appropriate commercial uses to meet the needs of residents.

Policies

Policy LU-5.1 **Retention of Commercial Lands.** Ensure that lands designated for commercial uses are developed with such uses, so as to provide jobs, goods, services, entertainment, and other amenities for Hollister's workers, residents, and visitors.

Policy LU-5.2 **Commercial Establishments.** Encourage a diversity of new commercial establishments and services throughout the city to meet the daily needs of residents and employees.



Photo by PlaceWorks



Photo by PlaceWorks



Photo by PlaceWorks

- Policy LU-5.3** **Medical Zoning.** Maintain zoning designations that allow and encourage medical facilities and providers to locate in the community.
- Policy LU-5.4** **Revitalization of Existing Commercial.** Encourage and facilitate the upgrading, beautifying, and revitalization of existing strip commercial areas and shopping centers. Minimize the visual impact of large parking lots by locating them away from public streets.
- Policy LU-5.5** **Nonresidential Zoning Clearance.** Require a Zoning Clearance prior to the establishment of all nonresidential uses to ensure that the proposed use is consistent with the General Plan and Zoning Ordinance.
- Policy LU-5.6** **Commercial Public Spaces.** Design public space in commercial areas to be conducive to retail sales and community gatherings.



Photo by PlaceWorks

3.7.6 INDUSTRIAL USES

GOAL LU-6 Preserve and protect industrial uses to sustain and develop the City's economy.

Policies

- Policy LU-6.1** **Industrial Land Conversion.** Prohibit the conversion of lands designated for industrial uses to nonindustrial uses.
- Policy LU-6.2** **Ancillary Uses.** Allow for limited, ancillary commercial and office uses in lands designated for industrial uses to support the area by providing uses supportive to industrial uses.
- Policy LU-6.3** **Incompatible Industrial Uses.** Prohibit the encroachment of incompatible uses into industrial areas. If new uses are proposed in proximity to existing industrial uses, incorporate measures in the new use to minimize its negative impacts on existing nearby land uses and to promote the health and safety of individuals at the new development site.
- Policy LU-6.4** **Regional Distribution Centers Land Use Compatibility.** Ensure that regional distribution centers and major industrial uses are compatible with the area in which they are located and do not result in impacts to the surrounding area.

- Policy LU-6.5** **Regional Distribution Center Buffer.** Require regional distribution centers to be located 1,000 feet away from sensitive receptors (housing, schools, day care centers, and health facilities) and provide an adequate buffer between adjacent properties.
- Policy LU-6.6** **Designated Truck Routes.** Prohibit trucks affiliated with distribution centers from exiting onto residential streets.

ACTIONS

- Action LU-6.1** **Industrial/Residential Buffer.** As a part of a future update to the Zoning Ordinance, evaluate the possibility of incorporating a buffer zone between industrial and residential uses.
- Action LU-6.2** **Heavy Industrial.** Review the Zoning Ordinance and available land to determine if a Heavy Industrial Zoning District is appropriate.
- Action LU-6.3** **Hollister Research Campus.** Conduct a study to consider the possibility of a future Hollister Research Campus as identified in Figure LU-1. Prior to annexation into the City Limits, the Hollister Research Campus would require a General Plan Amendment and environmental review as required by the California Environmental Quality Act.
- Action LU-6.4** **Zoning and Development Requirements.** Develop zoning regulations related to the location, operation, and design of warehouse distribution centers.

3.7.7 SPECIAL PLANNING AREAS

GOAL LU-7 Support balanced growth and well-designed development patterns in Hollister’s Special Planning Areas.

POLICIES

- Policy LU-7.1** **Special Planning Areas.** Maintain and implement the Special Planning Areas shown in this General Plan for the North Gateway, West Gateway, Downtown, “Old Town” Residential, Home Office, and Meridian Street Extension areas.

Policy LU-7.2 **County Coordination.** Coordinate with the County to ensure that the County follows the Special Planning Area guidance and the City's General Plan designations when the County reviews projects in Special Planning Areas that are under its jurisdiction.

3.7.8 NORTH GATEWAY

GOAL LU-8 Create an attractive gateway along San Felipe Road and Highway 25 into the city, and provide opportunity for commuter-oriented and larger-scale commercial uses.



Photo by PlaceWorks

POLICIES

Policy LU-8.1 **San Felipe Precise Line Study.** Require new development along the San Felipe Corridor between Highway 25 and Highway 156 to improve the project frontage along San Felipe Road in accordance with the adopted San Felipe Precise Line Study. Where full frontage improvements are not warranted, at the City's discretion, require projects to contribute fair-share costs toward the ultimate improvements of the right-of-way.

Policy LU-8.2 **North Gateway Entry Points.** Limit the number of entry and exit points along main roads in the North Gateway Special Planning Area, and require internal circulation between commercial uses.

Policy LU-8.3 **North Gateway Clustering of Automobile-Related Uses.** Encourage automobile sales and service uses to cluster between Highway 25, Wright Road, and San Felipe Road, and require screening of the uses with decorative landscaping.

ACTIONS

Action LU-8.1 **San Felipe Precise Line Study Funding.** Pursue funding opportunities to aid in the implementation of the adopted San Felipe Precise Line Study along the San Felipe Road Corridor.

3.7.9 WEST GATEWAY

GOAL LU-9 Develop the West Gateway as an entry feature to the City of Hollister and an opportunity for a mixed-use district with medium- to high-density residential with integrated neighborhood-serving retail.

POLICIES



Photo by PlaceWorks

Policy LU-9.1 **Mixed-Uses.** Require groundfloor commercial uses at the intersections of Graf Road/Fourth Street, Rajkovich Way/Fourth Street, and Westside Boulevard/Fourth Street in the West Gateway Special Planning Area.

Policy LU-9.2 **Three-Story Buildings.** Require three-story buildings at all locations fronting Fourth Street in the West Gateway Special Planning Area.

Policy LU-9.3 **Gathering Spaces.** Incorporate public space that is conducive to retail sales and community gatherings, such as a Mercado or plaza, into new development design in the West Gateway Special Planning Area.

Policy LU-9.4 **West Gateway Beautification.** Require new development projects to improve the project frontage along Fourth Street to comply with the design and theming of the West Gateway Beautification Plan. Require development to extend and transition the street design to side access streets as appropriate.

Policy LU-9.5 **Street Activation.** Require groundfloor uses in the West Gateway Special Planning Area to have direct pedestrian access to Fourth Street and its cross-streets to encourage active use of the street and support commercial uses. Design development projects to locate buildings with minimal setbacks to the street, with the exception of street corners, which can be set back to create attractive entry for retail and public gathering spaces.



Photo by PlaceWorks

Policy LU-9.6 **West Gateway Entry Points.** Limit vehicle entry points along Fourth Street and require internal circulation between commercial and mixed-uses in the West Gateway Special Planning Area.

Policy LU-9.7 **West Gateway Rear Parking.** Require parking and access to be located to the rear of buildings in the West Gateway Special Planning Area. Orient structures to the street frontages. Use landscaping to additionally screen parking areas from view.

ACTIONS

Action LU-9.1 **West Gateway Beautification Funding.** Conduct a study to identify funding opportunities to aid in the implementation of the West Gateway Beautification Plan along the Fourth Street Corridor.

3.7.10 DOWNTOWN

GOAL LU-10 Preserve and enhance the downtown as a major focus of the community. (new)

POLICIES

Policy LU-10.1 **Downtown Visual Quality.** Enhance the visual quality of the downtown through streetscape improvements, sign regulations, landscaping, maintenance, and the design of proposed buildings.

Policy LU-10.2 **New and Modified Downtown Buildings.** Require new development and exterior modifications to existing buildings in the downtown to be sited and designed to reflect the existing layout, architectural style, character, massing, and height of the existing buildings in the downtown area to ensure that exterior modifications, redevelopment, and infill development preserves and enhances the character of the downtown.

Policy LU-10.3 **Downtown Density.** Promote an increased concentration of buildings and people (both residents and workers) in the downtown.

Policy LU-10.4 **Downtown Uses.** Require a combination of specialty retail, restaurants, entertainment, office, and residential uses in downtown.

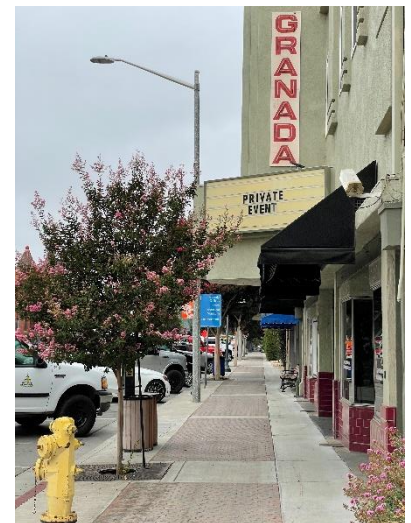


Photo by PlaceWorks



Photo by PlaceWorks

Policy LU-10.5 **Downtown Building Design.** Prohibit the use of corporate or franchise architecture, building branding, colors, and signage in the downtown.

Policy LU-10.6 **Drive-Throughs in Downtown.** Prohibit drive-in and drive-throughs in the downtown.

Policy LU-10.7 **Downtown Scale.** Maintain the scale and character of Hollister's historic downtown and surrounding areas.

Policy LU-10.8 **Downtown Pedestrian Environment.** Create an enjoyable pedestrian environment in the downtown and encourage vibrant public spaces and maximize pedestrian activity through sidewalk dining, outdoor dining, cafes, shopping, landscaping, pedestrian furniture, pedestrian pathways, and plazas.

Policy LU-10.9 **Industrial Uses in the Downtown.** If existing industrial uses in the downtown area leave or close, a master plan for the entire affected area shall be created and implemented prior to any new use or redevelopment of the site(s).

Policy LU-10.10 **Downtown Cultural Center.** Support the development of downtown as an arts, cultural, and entertainment center for the City of Hollister and the surrounding region. Promote special events, parades, celebrations, and festivals.

Policy LU-10.11 **Downtown Shared Parking.** Encourage joint usage of parking for compatible uses through shared parking areas and agreements in downtown.

Policy LU-10.12 **Downtown Parking.** Promote the use of the Brigg's Building as a viable parking option for the entirety of the downtown.

Policy LU-10.13 **Downtown Site and Architectural Review.** Require design review of all exterior modifications in the downtown area.

ACTIONS

Action LU-10.1 **Downtown Specific Plan.** Prepare a Downtown Specific Plan for the downtown and surrounding area, including design guidelines, goals, and policies.

Action LU-10.2 **Downtown Revitalization.** Conduct a study to assess the feasibility of providing incentives and/or targeted funding assistance to promote preservation and revitalization of the historic downtown, including assistance related to fault clearance and seismic retrofits to properties that are in the Alquist-Priolo fault zone of the downtown.

Action LU-10.3 **Downtown Open Space Requirements.** Review the requirements for open space provision in downtown residential projects, and determine whether to reduce the amount of required open space to support the development of downtown housing.

Action LU-10.4 **Downtown Hollister Parking District.** Assess the need for the downtown parking district and plan for infrastructure upgrades that will improve parking in the district.

3.7.11 OLD TOWN RESIDENTIAL

GOAL LU-11 Preserve the diverse historic architecture of existing residential uses, and ensure that new development in these areas blends with the existing character of historic neighborhoods.

POLICIES

Policy LU-11.1 **Parking and Access.** Encourage site access from alleys and side access, rather than from main street frontages, in the Old Town Special Planning Area.

Policy LU-11.2 **Setback Patterns.** Preserve existing setback patterns where possible in all new development or alterations to existing buildings in the Old Town Special Planning Area.

3.7.12 HOME OFFICE

GOAL LU-12 Preserve the look and feel of the existing residential neighborhood, while continuing to allow specific commercial office uses to transition from the Downtown to the surrounding residential uses.

POLICIES



Photo by PlaceWorks

- Policy LU-12.1** **Parking Lots.** Prohibit large parking lots in front of offices and require parking behind or to the side of structures in the Home Office Special Planning Area.
- Policy LU-12.2** **Front Setback.** Set back buildings 20 feet from the street, consistent with the existing historic development in the Home Office Special Planning Area.
- Policy LU-12.3** **Commercial Signage.** Allow small commercial signage on doorways. Prohibit large signage that detracts from the residential character of the neighborhoods in the Home Office Special Planning Area.
- Policy LU-12.4** **Signage Illumination.** Encourage blade signs or monument signs that are externally illuminated. Discourage flashing pole signs, neon signs, can signs, or other internally illuminated product types in the Home Office Special Planning Area.
- Policy LU-12.5** **Residential Facade.** Maintain a residential facade on nonresidential buildings in the Home Office Special Planning Area.
- Policy LU-12.6** **Front Yard Landscaping.** Maintain 60 percent of front yard areas as a yard with live vegetation and trees in the Home Office Special Planning Area.
- Policy LU-12.7** **Pedestrian-Scale Lighting.** Install pedestrian-scale lighting leading to building entries in the Home Office Special Planning Area.

3.7.13 MERIDIAN STREET EXTENSION

GOAL LU-13 Foster a complete neighborhood in the Meridian Street Extension Special Planning Area that includes a mix of residential and commercial uses.

POLICIES

Policy LU-13.1 Meridian Street Planned Road Extensions. Plan for the extension of Meridian Street to Fairview Road, with a vehicular bridge crossing over the existing creek, and plan for the extension of Prater Way to Hillcrest Road. Include traffic-calming measures at Prater Way and Meridian Street to maintain the rural character of the Meridian Street Special Planning Area and limit traffic speeds. Traffic-calming measures could include a traffic circle, narrowed right-of-way, or an offset configuration of the two Meridian Street segments at Prater Street.

Policy LU-13.2 Multimodal Roadways. Ensure that all planned roadways in the Meridian Street Extension Special Planning Area include multimodal access accommodations and support complete streets goals.

Policy LU-13.3 Entry Points. Where new residential development occurs in the Meridian Street Extension Special Planning Area, entry and exit points should be limited along main roads such as Meridian Street, Fairview Road, Prater Way, and Hillcrest Road, with local streets providing internal circulation between commercial and residential development areas.

Policy LU-13.4 Scale. Ensure that the scale of any new buildings in the Meridian Street Extension Special Planning Area is compatible with the planned scale of the surrounding area.

ACTIONS

Action LU-13.1 Meridian Street Bridge Cost-Sharing. Prepare a cost analysis for the implementation of the Meridian Street bridge crossing, and implement a fair-share cost development contribution fee to support the ultimate development of the bridge.

Action LU-13.2 **Meridian Street Extension Specific Plan.** Require the creation of a Specific Plan for the Meridian Street Extension Special Planning Area prior to approval of any new development projects in the area, to consider appropriate types and densities of residential development, as well the feasibility of incorporating small-scale neighborhood-serving commercial uses in residential developments so as to provide for walkability and provide complete neighborhoods.

3.7.14 URBAN AGRICULTURE

GOAL LU-14 Support small, urban agricultural uses in and around the city.

POLICIES

Policy LU-14.1 **Local Food.** Encourage farmers markets, farm stands, and community markets to support production, distribution, and sale of locally grown foods.

Policy LU-14.2 **Edible Landscaping.** Encourage new developments to incorporate community gardens, pollinator gardens, fruit trees, and other small-scale urban-agriculture in the design of landscaping and open space areas. Incorporate edible landscaping into public parks and open spaces where feasible.

ACTIONS

Action LU-14.1 **Community Gardens.** Amend the Zoning Ordinance to incorporate regulations that allow for establishment of community gardens throughout the city.

3.7.15 COMMUNITY DESIGN

GOAL LU-15 Maintain and enhance Hollister's small-town charm and identity. Ensure orderly development with attractive and high-quality design.

POLICIES

Policy LU-15.1 **Design Standards.** Require the highest standards of architectural and site design, proper transitions between different land use types, and apply strong design controls for all development projects to encourage creative, high-quality, and innovative architecture and discourages the use of franchise architecture and/or corporate branding.

Policy LU-15.2 **Neighborhood Scale.** Preserve and enhance the character of existing residential neighborhoods by limiting encroachment of new buildings and activities that are out of scale and character with surrounding uses.

Policy LU-15.3 **Design Compatibility.** Ensure that exterior modifications of commercial, office, and industrial uses are compatible with the surrounding area.

Policy LU-15.4 **Design Review.** Require design review of all new development, redevelopment, and exterior modifications to multifamily, commercial, office, and industrial buildings.

Policy LU-15.5 **Environmentally Sensitive Areas.** Design new developments to mitigate environmental impacts by locating development away from environmentally sensitive areas.

Policy LU-15.6 **Building Orientation.** Locate and design buildings to front onto the street adjacent to the site with the highest vehicle miles traveled. New buildings shall include elements with a human scale, varied and articulated facades using a variety of materials, and provide unique features to engage the street.

Policy LU-15.7 **Commercial Development Site Layout.** Commercial developments at major intersections shall be sited to avoid typical "strip" commercial development (shallow depth, linear form, parking in front of building, etc.) and are encouraged to



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Photo by PlaceWorks

feature buildings clustered on-site, oriented towards the street, with varied massing and a high level of design and detailing.

Policy LU-15.8 **Commercial Connectivity.** Require shopping centers and other large-scale commercial developments to be designed to promote pedestrian activity through safe pedestrian connections to the street and within the site through design elements such as attractive pathways, outdoor dining, landscaping, shade, and small plazas. Groundfloor commercial uses should include transparent windows, limit blank windows, include merchandise displays, and outdoor or sidewalk dining to encourage pedestrian activity.

Policy LU-15.9 **Building Layout.** Require loading docks, storage areas, equipment, processing areas, mechanical equipment, queuing areas, and roll-up doors to be located away from public streets and screened from view to the extent possible.

Policy LU-15.10 **Signs and Billboards.** Require signs and billboards to be designed and located to minimize any negative impact on the visual environment and to fit within the scale and character of buildings.

Policy LU-15.11 **Underground Utility Lines.** Require the undergrounding of utility lines that serve the property when approving new development.

ACTIONS

Action LU-15.1 **Design Guidelines.** Develop city-wide design guidelines and/or objective design standards to cover residential, commercial, and industrial uses. The design guidelines should also include standards for streetscape improvements to make the rights-of-way more attractive and pedestrian-friendly. The streetscape standards should show how the selected streets can be improved with decorative lighting, crosswalks, gateways, and additional landscaping.

Action LU-15.2 **City Entrances.** Conduct a study to design and finance improvements to the major entrances into the city with landmark entry features, signs, and gateways. The study should cover the west and north gateways along Fourth Street, Highway 25, and San Felipe Road. The study could be conducted with or consider funding from civic organizations and/or local businesses.

Action LU-15.3 **Buildings in Need of Repair.** Conduct a survey of all buildings in the city to determine which buildings need repairs and/or improvements. Once this study is complete, consider the adoption of a program that includes mechanisms to encourage property owners to upgrade these buildings through an expedited review process, fee waivers, or other identified incentives.

Action LU-15.4 **Sign Regulations.** Establish comprehensive regulations related to all sign types to ensure compliance with the goals and policies of the General Plan.

Action LU-15.5 **Illegal Signs.** Conduct an inventory of all signs in the city and prepare procedures that require the removal of all illegal signs.

GOAL LU-16 Ensure that residential developments are well-designed and are compatible with the small-town character of Hollister.

POLICIES

Policy LU-16.1 **Residential Scale.** Where feasible, within each new development site, locate higher-intensity residential uses away from existing neighboring lower-intensity residential uses and provide transitions in building scale and site design as appropriate.

Policy LU-16.2 **Neighborhood Connections.** Encourage new residential development to incorporate design features that promote complete neighborhoods, connectivity to the street through porches, patios, second-floor balconies, and sidewalk connections, and walking and connectivity between blocks and includes sidewalks, mid-block cut-throughs, streets with reduced vehicle speeds, street canopies, lighting, pedestrian furniture,



Photo by David Mirrione



Photo by David Mirrione

public transit pull-outs, and safe pathways to surrounding streets and neighborhoods.

Policy LU-16.3 **Gated Communities.** Prohibit the development of new gated communities.

Policy LU-16.4 **Cul-de-Sacs.** Prohibit the development of new cul-de-sacs unless they provide the only feasible means of providing access to a property or properties. Where cul-de-sacs are allowed, provide for through- and publicly-accessible bicycle and pedestrian connections at their ends.

Policy LU-16.5 **Street Activation.** Design multifamily buildings to enhance the street around them through materials, architectural details, massing, pedestrian connections, plazas, balconies, windows, doors, and street activation.

Policy LU-16.6 **Screened Parking.** Site multifamily buildings and/or dwellings so that the parking is at the rear and away from the main street(s) that serve the development.

ACTIONS

Action LU-16.1 **Neighborhood Preservation.** Amend the Zoning Ordinance to incorporate standards, regulations, and Code Enforcement policies that will preserve the residential quality of established neighborhoods.



Photo by David Mirrione

3.7.16 OPEN SPACE AND LANDSCAPING

GOAL LU-17 Develop and maintain attractive landscaping on public and private properties, open space, and public gathering spaces.

POLICIES

Policy LU-17.1 **Landscaping on Public and Private Sites.** Require landscaping on new public and private sites, including entry areas, street medians, parks, schools, parking lots, plazas, courtyards, and recreational areas.

- Policy LU-17.2** **City Landscaping.** When the opportunity arises, the City shall add landscaping, including street trees, and/or increase the width of parkway strips, and repair and enhance sidewalks in the public right-of-way.
- Policy LU-17.3** **Landscape Buffer.** With the exception of the downtown, require developments to provide an adequate landscape buffer along the street to screen unsightly uses, provide a transition between the development and the street, promote visual interest, and screen parking lots.
- Policy LU-17.4** **Highway Landscaping.** Work with Caltrans to enhance landscaping and create planting areas where possible along Highways 156 and 25.
- Policy LU-17.5** **Soundwalls.** Limit the construction of new soundwalls in the city, and encourage the use of landscape berms, increased setbacks, and other types of noise-reduction strategies as an alternative to soundwalls.
- Policy LU-17.6** **Parking Lot Landscaping.** Require developers to provide adequate landscaping in parking lots to promote pedestrian activity, reduce heat impacts related to paving, and screen unsightly uses. Trees in the parking lot should include a mix of evergreen and deciduous species to ensure a year-round green canopy.
- Policy LU-17.7** **Water-Efficient Landscaping.** Encourage the replacement of non-drought-tolerant plants with drought-tolerant plants.
- Policy LU-17.8** **Native Plants.** Encourage use of native plant species in landscape designs.
- Policy LU-17.9** **Street Trees.** Require all new developments to include street tree planting and other community design features to maintain visual quality and small-town atmosphere. All new street trees should be a minimum 48-inch-box at time of planting.

Policy LU-17.10 **Street Tree Replacement.** Require all property owners to replace street trees when they need to be removed subject to a tree removal/replacement permit. Replacement trees should be planted unless the tree was removed for safety reasons.

Policy LU-17.11 **Ongoing Landscape Maintenance.** Require ongoing maintenance of landscaping on multifamily, commercial, office, and industrial properties, including maintenance of street trees and replacing trees and other planting materials that become damaged or are dying.

Policy LU-17.12 **Street Tree Maintenance Agreement.** Require property owners and developers to enter into an agreement with the City that requires tree staking, root barriers, maintenance of street trees, and the watering of street trees until the trees become established.

ACTIONS

Action LU-17.1 **Repair of Soundwalls.** Conduct a study to identify existing soundwalls in need of repair and landscaping buffers, and then identify funding to address these issues and make the identified improvements.

Action LU-17.2 **Plant List.** Prepare and make available a comprehensive list of native and drought-tolerant plant species that are preferred for landscape design.

Action LU-17.3 **Street Tree Planting Program.** Develop a citywide street tree planting program to enhance neighborhood streets, increase property values, and improve the overall appearance of the city.

Action LU-17.4 **Street Tree Enhancement.** Require all applicants requesting approval of exterior modifications to their site to include street trees, to the extent feasible, as part of the review process when the property does not have the number of street trees required by the Zoning Ordinance.

3.7.17 PARKING REQUIREMENTS

GOAL LU-18	Provide adequate parking to support all land uses in the city.
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POLICIES

- Policy LU-18.1** **Adequate Parking.** Require each development to provide adequate parking to support residential developments, ensure vibrant commercial centers, provide bicycle parking, and limit developments that significantly exceed the number of parking stalls required by the Zoning Ordinance.
- Policy LU-18.2** **Shared Parking.** Encourage shared parking to serve multiple users in lieu of providing individual parking lots and reduce the need for parking spaces where allowed.
- Policy LU-18.3** **Reduce Parking Demand.** Encourage developers to provide amenities to reduce the demand for parking on-site.
- Policy LU-18.4** **Cluster Parking.** Cluster parking to the side and behind new development. Avoid siting parking lots facing roadways.
- Policy LU-18.5** **Residential Parking.** Design residential developments so that garages do not dominate the appearance of the dwelling from the street and so that parking lots for multifamily developments are oriented towards the rear of the building.

ACTIONS

- Action LU-18.1** **Review of Parking.** Review and update the City's parking requirements to ensure an adequate parking supply for all uses in the city.
- Action LU-18.2** **Shared Parking.** Conduct a study to determine the feasibility of and requirements for shared parking in the city.
- Action LU-18.3** **Parking Deficits.** Conduct a study to identify properties whose existing development has inadequate parking, and to develop strategies to address these inadequacies.

3.7.18 HISTORIC RESOURCES

GOAL LU-19 Preserve Hollister’s historic identity and historic and culturally important structures, assets, and districts for future generations.

POLICIES



Photo by David Mirrione

- Policy LU-19.1** **Historic Structure Preservation, Renovation, and Rehabilitation.** Require the preservation, renovation, and rehabilitation of historic structures that conform to the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures and the California Historical Building Code and require project applicants to demonstrate compliance with these standards when proposing new or redevelopment that could affect historic structures in Hollister.
- Policy LU-19.2** **Historic Neighborhoods.** Ensure that existing historic neighborhoods remain intact by prohibiting incompatible uses and development types in designated historic districts or near designated historic properties.
- Policy LU-19.3** **Property Coordination.** Allow adjacent and abutting properties to work together to meet requirements such as fire exiting and access in rehabilitation and reuse projects of historic buildings.
- Policy LU-19.4** **Historic Preservation Funding.** Pursue and promote historic preservation funding sources to incentivize the protection of historic resources. Examples include the California Mills Act Property Tax Abatement Program and federal Historic Preservation Tax Incentives Program.
- Policy LU-19.5** **Historic Structure Alteration.** Prior to approving alteration (including demolition) of historically significant buildings, require the evaluation of alternatives, including structural preservation, relocation, or other mitigation, and demonstrate that financing has been secured for replacement use. Demolition of historically significant buildings shall only be considered after all other options have been thoroughly reviewed and exhausted.

Policy LU-19.6 **Historic Resource Education.** Educate the public about Hollister's historic and cultural resources. Foster public awareness and appreciation of the city's historic, architectural, and archaeological resources and educate the community about how to preserve and improve these resources.

ACTIONS

Action LU-19.1 **Historic Preservation Ordinance.** Develop a Historic Preservation Ordinance that exceeds State standards for historic buildings.

Action LU-19.2 **Historical Resources Inventory.** Prepare an inventory and designation of potential sites and structures of architectural, historic, archaeological, and cultural significance. Consider listing the most significant structures or sites on the California Register of Historical Resources and the National Register of Historic Places.

Action LU-19.3 **State Historic Building Code.** Adopt the California Historic Building Code and all subsequent updates.

Action LU-19.4 **Historic and Cultural Resource Preservation Incentives.** Conduct a study to consider establishing incentives for property owners to rehabilitate or preserve historic and cultural resources, such as expediting the permitting process, waiving or reducing City development fees, reducing parking requirements, and/or encouraging the adaptive reuse of historic buildings.

Action LU-19.5 **Historic Resources Commission.** Form a historic resources commission whose function would be to evaluate the proposed demolition or alteration of historic buildings or cultural resources to minimize development impact.

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4. CIRCULATION ELEMENT

4

The primary purpose of the Circulation Element is to facilitate the orderly, efficient, and context-sensitive expansion and development of Hollister's circulation systems in support of the Land Use Element. The Circulation Element provides an overview of the existing roadway network in Hollister today and addresses a comprehensive set of public concerns that include the location and design of streets and roadways, vehicular circulation, parking, pedestrian accessibility and enjoyment, bicycle access, local and regional transit systems, and the transport of public and private goods. This element presents goals, policies, and actions for the following topics:

- 4.3.1 Multimodal Transportation and Safety
- 4.3.2 Circulation System Improvements
- 4.3.3 Pedestrian and Bicycle Facilities
- 4.3.4 Roadway Standards
- 4.3.5 Goods Movement

4.1 HOLLISTER TODAY

The City of Hollister maintains approximately 88 centerline miles of major streets and highways, 1 airport, and 9 miles of bicycle facilities. Many more miles of local residential streets are also maintained. The transportation system also includes transit and paratransit systems, taxi service, over the road trucking services, and transportation demand management programs, such as a ridesharing program. The primary road networks in Hollister are described in the following sections. The City of Hollister is responsible for planning, constructing, and maintaining local roadways within the City Limits. All other roads that extend into the Sphere of Influence (SOI) and beyond fall under the County's jurisdiction. State Route (SR) 25 (including the bypass) falls under the California Department of Transportation's (Caltrans') jurisdiction.



Photo by PlaceWorks

4.1.1 REGIONAL CONTEXT

The County of San Benito Council of Governments (SBCOG) was established in 1973. SBCOG's jurisdiction follows the boundaries of San Benito County, consists of three member jurisdictions, and is overseen by a board of five members - two representatives each from the San Benito County Board of Supervisors and the Hollister City Council, and one representative from the San Juan Bautista City Council. The actions of SBCOG are governed by its Joint Powers Agreement, Transportation Development Act (TDA) regulations, the California Administrative Code, and Memorandums of Understanding with Caltrans.

While SBCOG plays a major role in developing local transportation policy and transportation planning programs, project implementation is the responsibility of the local jurisdictions, Caltrans, County Express, and the private sector.

Every four years, SBCOG prepares a county-wide Regional Transportation Plan. The Regional Transportation Plan identifies current and future transportation needs, investments needed to meet those needs, and what funds SBCOG expects to have available to fund those investments. The plan also sets forth transportation goals and policies for the region, which establishes the framework for locally adopted circulation plans. SBCOG also develops and administers the Regional Transportation Impact Mitigation Fee program for the cities and San Benito County.

4.1.2 EXISTING ROADWAY NETWORK

Hollister is served by extensive roadways providing access to the surrounding municipalities and to local destinations, such as employment areas, shopping centers, schools, recreational opportunities, and residential communities.

These roadways are classified into different functional classifications:

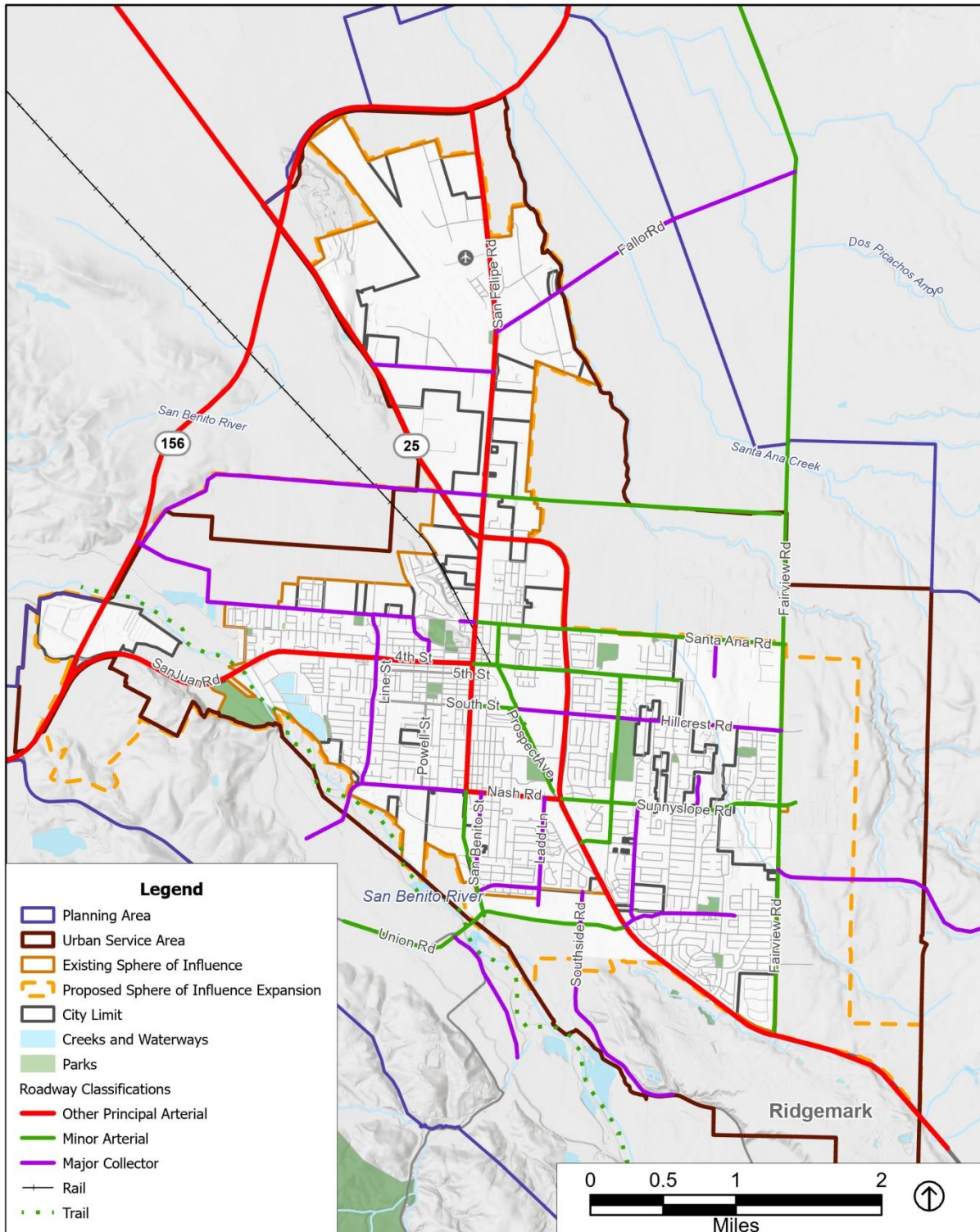
- Highways
- Arterials
- Collectors
- Local Streets

Figure C-1 illustrates the functional classifications of the Hollister's roadways.



Photos by Kimley-Horn

Figure C-1 Roadway Classifications



Source: ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019



Photo by Kimley-Horn

4.1.2.1 FREEWAYS AND HIGHWAYS

Caltrans maintains one freeway (US 101) and four state highways in San Benito County (SRs 25, 129, 146, and 156). Two of these routes, SR 25 and SR 156, pass through the City of Hollister.

SR 25 traverses the entire length of San Benito County from the southern county boundary at the junction of SR 198 near King City north through Paicines, Tres Pinos, and Hollister. It connects to US 101 just past the northern county boundary near Gilroy. In Hollister, SR 25 occupies Airline Highway. Caltrans classifies this route as a minor arterial, and the route is primarily a rural two-lane facility, except for a short, 1/3-mile section in Hollister where it is four lanes.

SR 25 is a primary commuter route between Hollister and Gilroy. Commuter traffic on this rural two-lane highway has increased steadily over the last 15 years. During peak commute periods, SR 25 experiences high levels of traffic congestion at especially the intersecting roadways, and the operating conditions have substantially deteriorated. The number of accidents along the corridor is currently the highest in the county. In addition, traffic operations have deteriorated on SR 25 south of Sunnyslope Road, due in large part to increased traffic volumes from new residential development in south Hollister. SR 25 is planned to be widened to four lanes in the medium to long term, pending funding. The intersection of SR 25 and SR 156 was improved to a multilane roundabout to alleviate congestion and improve safety. Santa Clara Valley Transportation Authority is finalizing plans to implement improvements to the US 101 and SR 25 interchange. Funding for the improvements is available and construction should start in the next year.

SR 156 traverses Northern San Benito County from US 101 west of San Juan Bautista through San Juan Bautista and Hollister to the San Benito-Santa Clara County line where it connects with SR 152. In Hollister, the SR 156 bypass skirts north of the city limits, while Business Route 156 passes through Downtown Hollister.

The corridor serves interregional traffic, including substantial amounts of truck traffic during the week and recreational traffic between the Central Valley and the Monterey Bay area on the weekends. Caltrans classifies SR 156 as a rural minor arterial and includes it as part of the Interregional Route System. It is also designated as a Federal Aid Primary Route and is part of the Freeway and Expressway System, although a large portion of the route is conventional highway. SR 156 is also designated as a truck route by Caltrans.

SR 156 is a four-lane expressway from US 101 to San Juan Bautista, where it narrows into a conventional two-lane rural highway. In the Hollister area, SR 156 becomes a two-lane expressway as it bypasses Hollister and maintains that configuration to the San Benito-Santa Clara County line. Business Route 156 is a two-lane rural highway from the SR 156 (bypass) to San Felipe Road, where it becomes a four-lane expressway to SR 156 (end of bypass). SR 156 is a major corridor for commuters traveling to Monterey and Santa Clara Counties. The segment of SR 156 between San Juan Bautista and Hollister is a two-lane highway with high commuter volumes, as well as substantial truck and farm equipment traffic. Caltrans started construction for the widening of SR 156 between San Juan Bautista and 4th Street in 2022.

4.1.2.2 LOCAL FACILITIES

San Felipe Road is a north/south four-lane highway that begins north of Hollister (north of SR 156) and extends southward into Hollister to the intersection of Santa Ana Road where it changes designation to San Benito Street.

Fairview Road is a north/south two-lane highway that extends northward from its intersection with SR 25 to the south of the city to San Felipe Road, north of Hollister.

Wright Road/McCloskey Road is an east/west two-lane arterial. It begins as Wright Road at its intersection with Buena Vista Road and extends eastward to San Felipe Road where it changes designation to McCloskey Road. McCloskey Road extends eastward and terminates at its intersection with Fairview Road.

San Juan Road/4th Street is an east/west two-lane road that begins as a highway, transitions to an arterial east of San Benito Street, and transitions to a collector east of Memorial Drive. It begins to the west at its intersection with SR 156 and extends eastward transitioning into 4th Street at Line Street. 4th Street again changes designation to Meridian Street at its intersection with McCray Street, east of San Benito Street.

Santa Ana Road is an east/west arterial. Mainly a two-lane roadway, Santa Ana Road includes a small three-lane (two eastbound and one westbound lanes) roadway segment. This roadway begins at its intersection with San Felipe Road and extends eastward to Fairview Road, where it terminates.

Hillcrest Road is an east/west arterial composed of a small, three-lane roadway segment (two eastbound and one westbound lanes) from McCray Street to Memorial Drive, and a two-lane roadway segment from Memorial Drive to Fairview Road, where it terminates. West of McCray Street, Hillcrest Road changes designation to South Street. South Street west of San Benito Street is a collector.



Photo by Kimley-Horn



Photo by Kimley-Horn

Tres Pinos Road/Sunnyslope Road is an east/west two- to four-lane arterial that begins at its intersection with Rancho Drive (east of San Benito Street) as Tres Pinos Road and extends to the east to Prospect Avenue where it transitions into Sunnyslope Road. Sunnyslope Road terminates at its intersection with Fairview Road. West of Rancho Drive, Tres Pinos Road changes designation to Nash Road.

4.1.3 STREET CLASSIFICATION AND DESIGN

This section sets forth the street classifications to designate how streets will be developed during the 20-year planning horizon of this plan.

The street classifications set forth in this Circulation Element combine traditional street classifications, which define design and operational characteristics based on the need to accommodate the movement of motor vehicles, with context-sensitive street classifications, which factor in neighboring land uses and the need to accommodate pedestrians, bicyclists, and transit users. The resulting matrix of street classifications creates a framework within which street design is influenced by both function and context.

Table C-1 shows the relationship between street classifications and land use.

TABLE C-1: STREET CLASSIFICATION AND LAND USE CONTEXT					
Function/ Design Context	Arterial Street	Major Collector Street	Collector Street	Local Street	Function/ Design Context
Commercial Use	X	X	–	–	Commercial Use
Main Street Use	–	X	X	–	Main Street Use
Mixed Use	X	X	X	X	Mixed Use
Residential Use	–	X	X	X	Residential Use
Industrial Use	X	X	X	X	Industrial Use

4.1.3.1 ARTERIAL STREETS

i. Function

The primary function of an arterial is to provide a high degree of mobility and generally serve longer vehicle trips to and from the urban area. Its secondary function is to serve longer trips within the urban area connecting major urban elements, such as the Downtown Central Business District, industrial facilities, large urban and suburban commercial centers, and other key activity centers. South Street is an example of an arterial in Hollister.

Arterials may be four to eight lanes in width and may accommodate up to 30,000 vehicles or more per day. Arterials often have a large median area used as a left-turn lane at intersections. Access to arterials should be limited to signalized intersections with major and minor collector streets and major commercial driveways. Direct access to adjacent properties should be limited to right-turn-in and right-turn-out movements only. Posted speed limits on thoroughfare facilities generally range between 30 and 45 miles per hour (mph), varying based on the type of area being served.

With an emphasis on mobility, an arterial is generally designed to accommodate vehicle trips in the form of passenger cars, trucks, and buses. Bicycle facilities may be provided. Pedestrian facilities are always provided, but the width of these facilities varies depending on adjacent land use and the level of pedestrian activity.



A typical cross-section for a major commercial arterial.

ii. Design Context

As with all functional street types, the design of an arterial depends on its land use context. Traffic-dependent commercial land uses, such as suburban shopping centers, are the most common land use along arterials. Where this is the case, for example San Felipe Road, primary design considerations are lane width and access management.

4.1.3.2 COLLECTORS

Major Collectors

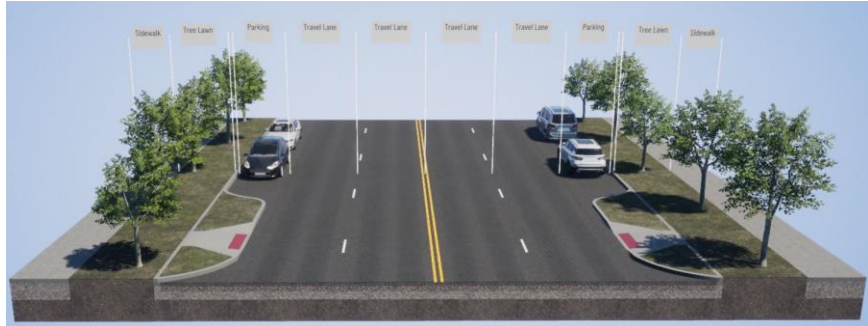
i. Function

The primary function of the major collector is to serve longer trips in the urban area connecting major urban elements, such as the downtown, industrial facilities, large urban and suburban commercial centers, major residential areas, and other key activity centers. Its secondary function is to provide backup capacity for regional traffic in the event of emergency or temporary road construction.



Photo by PlaceWorks

Major collectors are two to four lanes wide and may accommodate up to 20,000 vehicles per day. Major collectors often have a median or third lane for turning movements. Direct access to properties should be consolidated where feasible. Posted speed limits on major collector facilities generally range between 30 and 35 mph. Union Road east of SR 25 is an example of a major collector in Hollister.



A typical cross-section for a major Main Street collector.

ii. Design Context

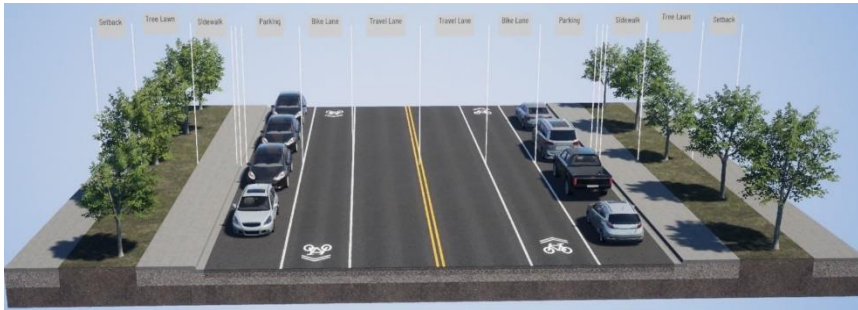
A mix of land uses, such as office and residential, is the most common land use along major collectors. Where this is the case, for example on San Benito Street south of South Street, high-priority design elements include wide sidewalks and transit facilities with high amenities. Alternatively, in a Main Street context with limited right-of-way, for example 4th Street, lane width and access management may be compromised in favor of wide sidewalks, planting strips that separate the sidewalk from the street, and on-street parking.

Minor Collectors

i. Function

The primary function of a collector is to provide access between local streets and arterials. Its secondary function is to provide access to land in residential, commercial, and industrial areas.

Collectors are two lanes wide and may accommodate up to 10,000 vehicles per day. Direct access to adjacent properties is discouraged. Speed limits are typically in the 25 to 35 mph range. Apricot Lane is an example of a minor collector in Hollister.



A typical cross-section for an industrial collector.

ii. Design Context

Residential or industrial land uses are the most common land use along collector streets. In residential areas, collector streets provide access to local residential streets and occasionally provide direct access to residential properties. Where this is the case, for example on Buena Vista Road, high-priority design elements include detached sidewalks and street trees in planting strips. Alternatively, in an industrial context, for example on Chappell Road, emphasis shifts to lane width and intersection design for large trucks.

4.1.3.3 LOCAL STREETS

i. Function

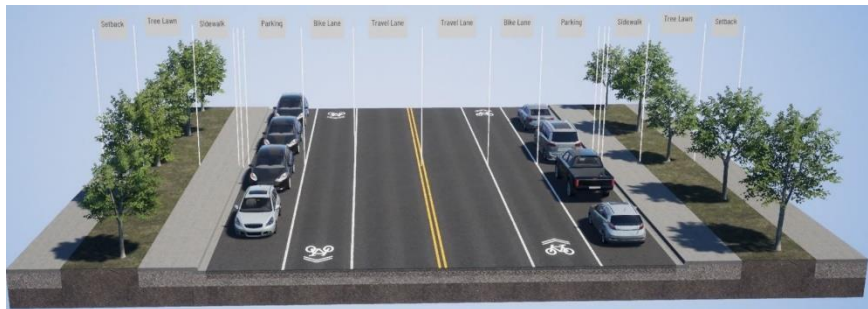
The primary function of a local street is to provide direct access from collector streets to residential, industrial, and mixed-use property. In the residential and mixed-use contexts, the primary function of the residential street is also to provide a high-amenity environment for pedestrians. Its secondary function is to provide access to alternative collectors in high traffic periods. Mobility on local streets is typically incidental and involves relatively short trips at lower speeds to and from collector facilities.

Because of their “neighborhood” nature, travel speeds are generally lower than collectors and throughfares. Posted speed limits on local streets generally range between 25 and 30 mph, depending on available right-of-way and the adjacent land uses. Traffic volumes on local streets are generally less than 5,000 vehicles per day, and also vary depending on available right-of-way and the adjacent land uses.

Pedestrian and bicycle safety and aesthetics are generally high priorities on local streets in residential and commercial areas. Wider travel lanes and broader turning radii to accommodate larger vehicle size are major considerations on local streets in industrial areas. Neil Drive is an example of a local street in Hollister.

ii. Design Context

Residential and mixed land uses are the most common land uses along local streets. In residential areas, high-priority design elements include detached sidewalks, street trees in planting strips, and on-street parking. In mixed-use areas, high-priority design elements include wide sidewalks with transit access, bicycle lanes on designated bike routes, and on-street parking.



A typical cross-section for a local street.

4.1.4 INTERSECTION LEVEL OF SERVICE STANDARDS

Level of service (LOS) is a qualitative description of traffic 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 correlation between average delay and LOS is shown in Table C-2. The concept of maintaining no worse than a tolerable level of congestion is important, not only to provide a reasonable LOS for motorists, but also to protect neighborhoods from the impact of excessive through traffic. To the extent that the arterial and collector street system is operating with limited congestion, there will be less incentive for drivers to use local streets to bypass areas of congestion.

TABLE C-2: INTERSECTION LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS			
Level of Service	Description	Signalized (seconds)	Unsignalized (seconds)
A	Free flow, with no delays. Users are virtually unaffected by others in the traffic stream.	Less than 10	Less than 10
B	Stable traffic, traffic flows smoothly with few delays.	Less than or equal to 10 to 20	Less than or equal to 10 to 15
C	Stable flow, but the operation of individual users becomes affected by other vehicles. Modest delays.	Less than or equal to 20 to 35	Less than or equal to 15 to 25
D	Approaching unstable flow, operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	Less than or equal to 35 to 55	Less than or equal to 25 to 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	Less than or equal to 55 to 80	Less than or equal to 35 to 50
F	Forced or breakdown flow that causes reduced capacity. Stop-and-go traffic conditions. Excessively long delays and vehicle queuing.	Greater than or equal to 80	Greater than or equal to 50

Source: Transportation Research Board, *Highway Capacity Manual 6th Edition*, National Research Council.

4.1.5 VEHICLE MILES TRAVELED AND TRANSPORTATION DEMAND MANAGEMENT

A common indicator used to quantify the amount of motor vehicle use in a community is vehicle miles traveled (VMT). VMT represents the total number of miles driven per day by persons traveling to and from a defined area. Many factors affect VMT, including the average distance people drive to work, school, and shopping, as well as the proportion of trips that are made by non-automobile modes. Areas that have a diverse land use mix and facilities for non-automobile modes, including transit, walking, and bicycling, tend to generate lower VMT than auto-oriented suburban areas where land uses are typically segregated. Further, cities and regions where the jobs/housing ratio is balanced generate a lower VMT than areas where most residents commute long distances to work. From an environmental perspective, development that generates



Photo by Kimley-Horn

less per-capita VMT reflects less auto usage, and correspondingly, lower fuel consumption and production of greenhouse gas (GHG) emissions.

In California, the use of VMT instead of LOS as a metric to assess transportation-related environmental impacts has been adopted as part of updates to the California Environmental Quality Act (CEQA) under Senate Bill 743 (SB 743). As a result, the identification of transportation-related environmental impacts in CEQA documents is now based on the VMT associated with a project instead of the project's impact on traffic congestion.¹

The Governor's Office of Planning and Research (OPR) Guidance advises jurisdictions to set VMT thresholds at 15 percent below the average for the defining area. The City has established the following thresholds:

- For residential projects, a project would cause substantial additional VMT if it exceeds existing county-wide average home-based VMT per capita minus 15 percent.
- For office projects, a project would cause substantial additional VMT if it exceeds existing county-wide average work-based VMT per employee (office) minus 15 percent.
- For other employment-based VMT projects besides office employment, a project would cause substantial additional VMT if it exceeds existing county-wide average work VMT per employee (other) for similar land uses minus 15 percent.
- For regional retail and other customer-based VMT projects where the primary source of VMT is not primarily employees, but customers, a project would cause substantial VMT if it results in a net regional change using the county as the basis or other area as determined appropriate by the City of Hollister.

4.1.5.1 TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) refers to strategies that improve transportation system efficiency and reduce congestion by shifting trips from single-occupant vehicles to collective forms of transport, including mass transit, carpools, and private shuttles. TDM is a critical component of a comprehensive strategy to reduce VMT, traffic congestion, single-occupancy vehicles, and parking demand. TDM programs are typically incorporated in new development and can include a range of

¹ It should be noted that SB 743 pertains to CEQA scope only and that local jurisdictions, including the City of Hollister, are permitted to use LOS for other planning purposes outside the scope of CEQA. This General Plan includes LOS-related standards and policies.

infrastructure investments and incentives for the use of alternatives to the automobile, as well as parking management strategies and marketing. The City of Hollister has approved the California Air Pollution Control Officers Association (CAPCOA) TDM strategies that new development projects can implement to reduce VMT generated from the proposed development.

4.1.6 COMPLETE STREETS

Traditional roadway functional classification prioritizes moving vehicles at high speeds over the safety for any other users of the street or the natural context of the street location. A complete streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This benefits public safety, all modes of travel, local land use, economic growth, cultural design, and the natural environment. The City of Hollister has developed cross-sections for the following roads that are consistent with complete street principles:

- Buena Vista Road
- Santa Ana Road
- Meridian Street
- Memorial Drive

The Complete Streets Plan identifies future design and implementation strategies that can be used to plan, design, and maintain streets that are safe for users of all ages and abilities. The plan also takes a comprehensive look at a future green street network that can promote walking and biking connections to local schools, parks, and other community services. The Monterey Bay Area Complete Streets Guidebook, published by the Association of Monterey Bay Area Governments (AMBAG), in August 2013, provides examples of how roadways can function well for all users. The goal of the guidebook is to provide resources and procedures to local agencies for complete streets projects.

4.1.7 PEDESTRIAN FACILITIES

An important first step in promoting pedestrian activity (and therefore healthy cities and neighborhoods) is to recognize that city streets are not just for cars. In fact, while city streets must accommodate automobile traffic, an equal or greater focus should be placed on accommodating pedestrians and bicyclists.



Photo by PlaceWorks



Photo by Kimley-Horn



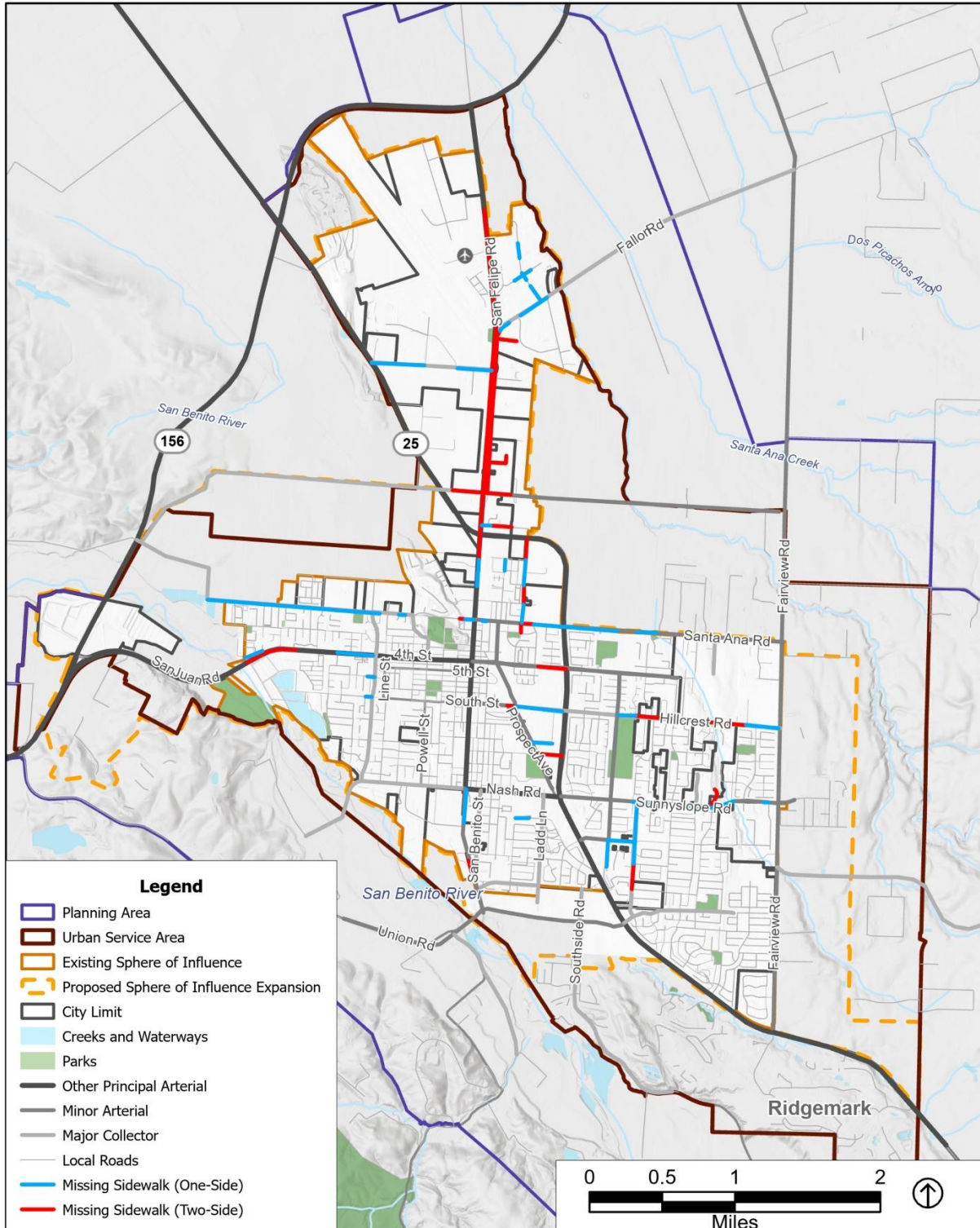
Photo by PlaceWorks



Photo by Kimley-Horn

Most major intersections in Hollister have marked crosswalks and countdown pedestrian-crossing signals that can be activated by pedestrians. Existing gaps in the city's sidewalk network are shown on Figure C-2. Pedestrian facility improvements, including high-visibility crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), and traffic-calming measures, are implemented along Central Avenue, Sally Street, Ladd Lane, and Buena Vista Road.

Figure C-2 Existing Sidewalk Gaps



Source: ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019

4.1.8 BICYCLE FACILITIES

There are currently limited bicycle facilities in Hollister. Most bicycling is done on roadway shoulders, which are not striped for bike lanes. In many cases, bicycle facilities can be accommodated on current streets. As many of the major streets in Hollister become impacted by heavy traffic, increased emphasis must be placed on accommodating bicycle travel when designing streets. This can be accomplished by adding bicycle lanes on existing streets and by providing alternative routes dedicated to bicycle and pedestrian use.

Existing and planned bicycle facilities are provided throughout Hollister on most arterials and major collectors, as shown on Figure C-3. Caltrans' Highway Design Manual (Chapter 1000: Bikeway Planning and Design) outlines four classes of bike facilities that can accommodate cyclists.

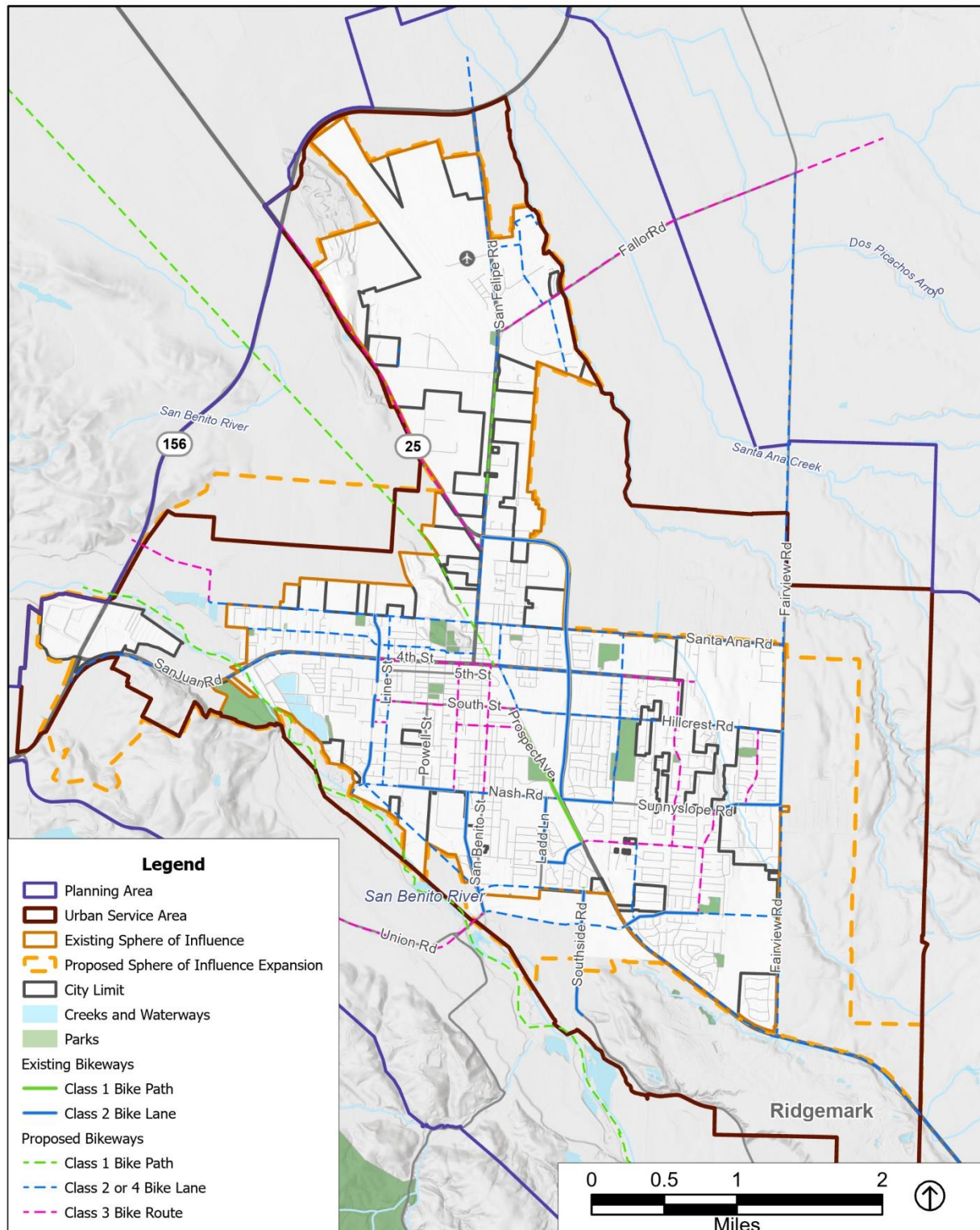
Class I

Shared-use paths provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian crossflow minimized.



Source: City of San Jose Bikeway Classifications

Figure C-3 Existing and Planned Bike Facilities



Source: ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019

Class II

Standard bike lanes are lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bike lanes can be enhanced with green paint or a buffer and are generally five feet wide.



Source: City of Hollister, Class II Bike Lanes. Photo by Kimley-Horn

Class III

Shared lanes or bicycle routes are designated by signs or pavement markings for shared use between cyclists and motor vehicles. Bike routes serve either to provide continuity to the bicycle facilities or designate preferred routes for cyclists through high-demand corridors. These facilities can incorporate traffic-calming elements that prioritize bicycle traffic to allow for a more comfortable cycling experience.



Source: City of Hollister, Class III Bike Route. Photo by Kimley-Horn

Class IV

Cycle Tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and which are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barrier, or parked cars.



Source: City of Hollister Class IV. Photo by Kimley-Horn

A one-half mile, Class I multiuse path is along McCray Street between Tres Pinos Road and Hillcrest Road. Class II bike lanes currently exist throughout the city. Notable planned bike facilities include the construction of a Class I multiuse path from the existing McCray Street path to the north along the existing railway. In addition, a Class I facility is planned along the San Benito River, west and south of the city. Notable Class II bike lane facilities are planned along San Felipe Road, Buena Vista Road, Santa Ana Road, Fairview Road, Hillcrest Road, Nash Road, Tres Pinos Road, Union Road, and Airline Highway/SR 25.

4.1.9 SAFETY AND VISION ZERO

Vision Zero is an international road safety movement rooted in the philosophy that no loss of life due to road crashes is acceptable or inevitable. A core principle of Vision Zero is that people should not be killed or severely injured due to mobility. Crashes are not accidents; that is, they are entirely preventable if the transportation system is designed to minimize the consequences of human errors and mistakes. Vision Zero sets the goal of reducing traffic-related fatalities and severe injuries to zero, the only acceptable number.

Many factors, such as roadway design, speeds, human behavior, policies, technology, etc., contribute towards safety. Vision Zero is a multidisciplinary approach that brings together necessary stakeholders to achieve a common goal of reducing traffic-related fatalities and severe injuries to zero. Key features of Vision Zero include the following principles:

- Traffic deaths are preventable
- Human error must be incorporated in Vision Zero approach
- It is not expensive to save human lives
- Prevent fatal and severe crashes
- Integrate necessary disciplines for a Systems Approach

The City of Hollister does not currently have a Vision Zero plan; however, the City was part of the San Benito County's Local Streets and Roads Program (LSRP). The LSRP is a data-driven collision analysis of local roadways to identify and prioritize transportation safety improvements needed, which ties in with the overall Vision Zero goal of reducing traffic-related fatalities and severe injuries to zero.

4.1.10 SAFE ROUTES TO SCHOOL

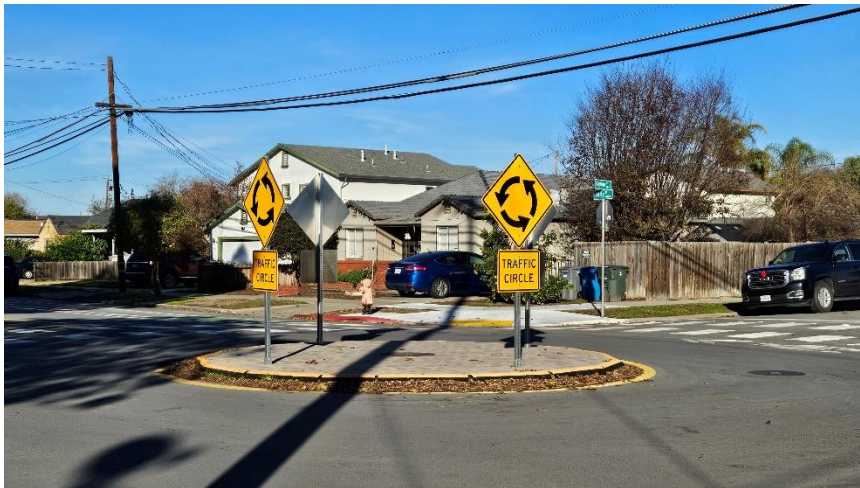
Safe Routes to School is an international initiative that targets improving the well-being and safety of children by increasing the number of students who walk or bike to school. This program is intended to promote community, environmental responsibility, physical health, and student safety. Safe Routes to School provides pedestrian and bicycle infrastructure recommendations that address gaps in local active transportation networks, helps improve the health of students by providing a space where they can be active, and assists in reducing VMT and GHG emissions. San Benito County has a Safe Routes to School Program that developed a handout for various schools in Hollister that outline the best suggested routes to and from school.

4.1.11 NEIGHBORHOOD TRAFFIC CALMING

Neighborhood traffic-calming measures increase the quality of life of the residents that live in the neighborhood; create safer and more attractive streets; reduce the negative effects of motor vehicles on the environment; and promote pedestrian, bicycle, and transit use. The City of Hollister supports the sentiments of its residents who wish to preserve and maintain peaceful and pedestrian-friendly neighborhoods by minimizing the impacts caused by vehicular traffic. Roundabouts can be used to slow traffic in residential neighborhoods by preventing drivers from speeding through an intersection. Other techniques include curb extensions, bulbouts, median island or barrier, raised crosswalk, speed bumps or cushions, and turn restrictions.



Example of Speed Cushions – City of Hollister. Photo by Kimley-Horn



Example of a Traffic Circle – City of Hollister. Photo by Kimley-Horn

4.1.12 PUBLIC TRANSIT

Public bus service in San Benito County is supplied by the County Express transit system. The San Benito Local Transportation Authority currently monitors the transit system.

4.1.12.1 BUS SERVICE

San Benito Local Transportation offers both local fixed-route bus service and on-demand service, which is a curb-to-curb bus service that offers flexible routing and scheduling.

In addition, County Express provides Tripper Service, which serves Hollister's students by providing a discounted bus service route to many of the schools during peak travel demand associated with local school bell schedules.

No service is currently provided to the employment center near Hollister Airport.

County Express Transit System has a paratransit service for persons that are unable to ride Fixed-Route service due to physical or cognitive disabilities. The service is available for trips within 0.75 mile of Fixed-Route service.



Source: San Benito County Express

County Express Transit System's intercounty service includes service to Gilroy's Caltrain station, Gavilan Junior College, and Gilroy's Greyhound station with connecting service to the Santa Clara Valley Transportation Authority bus system. There is daily weekday service to Gavilan Junior College and the Caltrain station and weekend service to the Greyhound station in Gilroy. The weekday shuttle service to Gavilan College has a limited schedule when school is not in session. There are early morning and evening runs to the Gilroy Caltrain station for connections to Caltrain and Valley Transportation Authority bus services.

4.1.12.2 POTENTIAL COMMUTER SERVICE ENHANCEMENTS

The nearest connection to commuter rail service is in Gilroy, with service to Santa Clara County and points north. The City of Hollister has been interested in trying to extend commuter rail or other commuter transit service into Hollister, to connect to commuter rail in Gilroy.

- San Benito County Local Transportation Authority conducted an *Analysis of Public Transit Network Expansion Projects for Congestion Relief of Highway 25 Corridor* in June 2020. This study evaluated three scenarios to improve transit options for those traveling between Hollister and areas to the north, including Gilroy and the Bay Area using the SR 25/rail corridor.

- **Bus-On-Shoulder** would improve SR 25 to enhance the shoulders to accommodate buses, allowing them to by-pass traffic congestion, making the service more convenient for commuters looking for a faster, less stressful trip.
- **Bus-Beside-Rail** would provide a new facility exclusive for buses beside the rail corridor.
- **Passenger rail service** would include a new rail station in Hollister with train service to the Gilroy station, directly connecting with Caltrain.

The study evaluated a number of benefits and the costs of each scenario to determine which investment would provide the most cost-effective opportunities and did not select a preferred transit scenario.

As of 2024, there is no funding in place for these improvements. SBCOG is in the process of pursuing grant funding opportunities to conduct a more detailed operational analysis.

4.1.13 AVIATION SERVICES

The City of Hollister has one public airport, Hollister Municipal Airport. Hazel Hawkins Hospital also maintains a heliport at its Hollister facility.

The Hollister Municipal Airport is approximately two miles north of downtown Hollister, adjacent to SR 156. It is owned and operated by the City of Hollister. In its operational role, it is classed as General Utility and accommodates all general aviation aircraft. The airport can accommodate 16 aircraft in 6 conventional hangers and 75 aircraft in T-hanger buildings. There are an estimated 53,000 landings and take-offs each year at the airport.

The five-member Hollister Airport Commission oversees the operation of the facility, and an airport manager manages day-to-day activities. In 2018, the City of Hollister prepared an Airport Layout Plan Update and Narrative Report, which projected use and needed airport improvements.

4.1.14 GOODS MOVEMENT FACILITIES

Commodities in San Benito County are transported in and out of San Benito County by truck and rail, with the large majority of goods being moved by truck. San Benito County experiences a higher-than-average amount of truck traffic, and this activity, while largely confined to state highways, impacts local streets and rural roads not designed to handle large, heavy trucks. The sole rail line in San Benito County is the 12-mile-long Hollister Branch Line running from Hollister to Carnadero in Santa Clara County. The facility is owned by the Union Pacific Railroad.

The Industrial Area in the City is roughly bounded by SR 156 to the north, SR 25 to the west, San Felipe Road to the east, and Maple Street to the south. The primary truck routes are SR 25, SR 156, and San Felipe Road (SR 156B), which provides connections between the City and other industrial areas in the county. As of 2024, the City is home to major facilities such as San Benito Foods, Amazon delivery station, Marich Confectionary, Teknova, etc. Planned major facilities include Amazon fulfillment center to be located north of the Hollister Municipal Airport and Hollister Research Park, which would consist of commercial, warehousing, manufacturing, research, and development uses at the northeast and southeast corners of SR 156 and San Felipe Road intersection.

4.2 PLANNED CIRCULATION IMPROVEMENTS

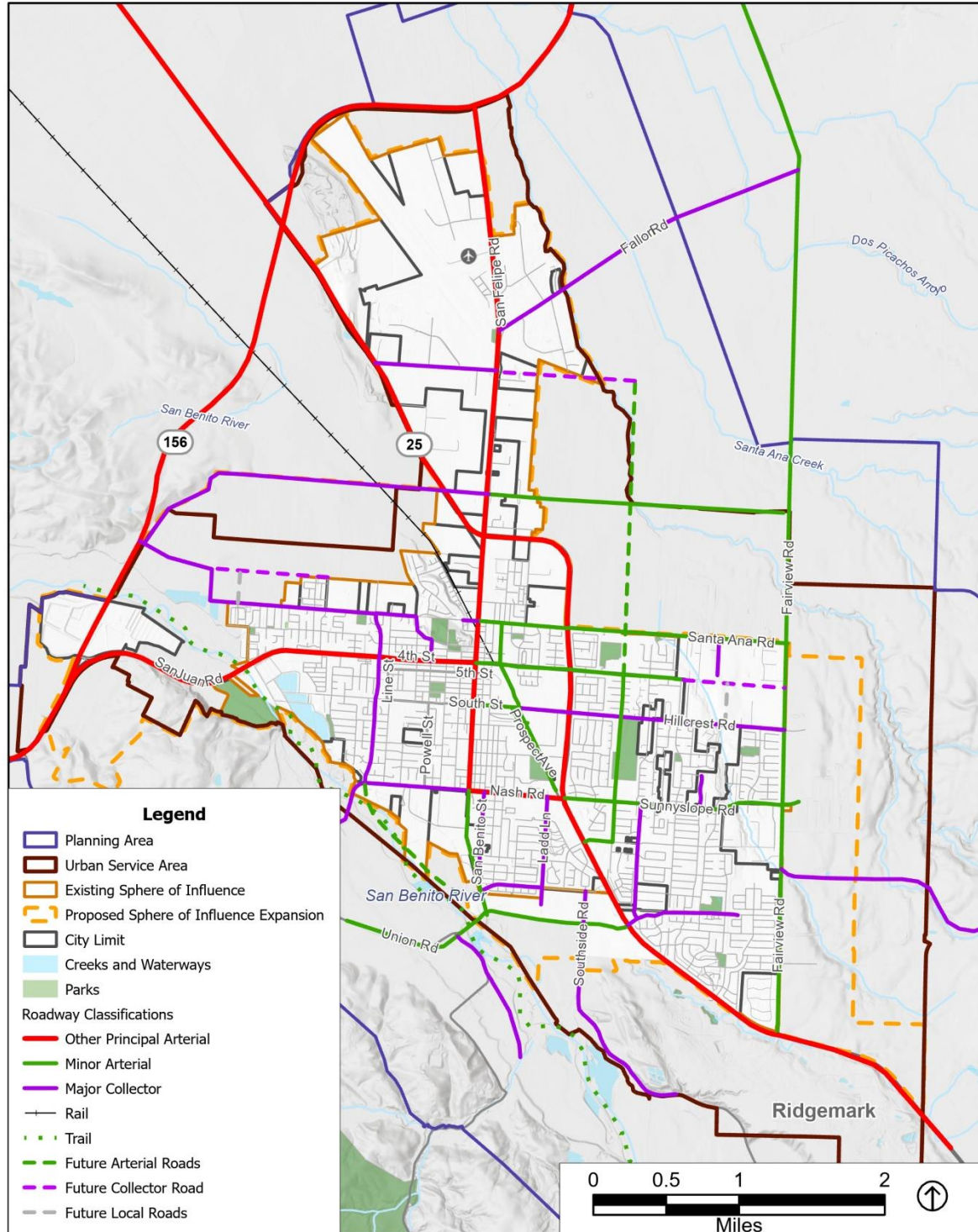
This section sets forth Hollister's Circulation Diagram and describes each major circulation improvement project over the 20-year planning horizon.

4.2.1.1 CIRCULATION DIAGRAM

The Circulation Diagram is intended to be the definitive source for future changes in Hollister's circulation system. The intended effect of this diagram and the street classifications shown is to govern the growth and character of major circulation facilities, including street and railroad facilities. The street classifications used in this diagram are described in the following section, and streets in all classifications are intended to be influenced by their land use context.

Figure C-4 shows the Hollister 2040 General Plan Circulation Diagram.

Figure C-4 2040 General Plan Circulation Diagram



Source: ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019

4.2.1.2 FUTURE IMPROVEMENTS

Forecasts of future demand on the City's transportation system were prepared using the AMBAG travel-demand model. This model uses widely accepted transportation planning formulas to convert forecasts of future land use into the number and distribution of future vehicle trips on the roadway network. The forecast volumes are compared to the roadway design capacities to identify transportation corridors, roadway segments, or intersections where a prescribed LOS will be exceeded.

These projections were then allocated to the traffic analysis zones used by the City's traffic forecasting model. The traffic forecasting model was then used to develop projections of future traffic demand on the area's roadway system. Based on these forecasts and analyses, various roadway improvements have been identified to accommodate future vehicle trip growth under this General Plan. These improvements will maintain or improve current LOS for intersections and meet the General Plan's LOS standards in Hollister. Table C-3 summarizes the roadway improvements and Table C-4 summarizes the intersection improvements.

Results were then analyzed to determine where there were projected roadway capacity deficiencies, and to develop recommendations for further improvements.

In addition, this General Plan assumes a series of roadway improvements in unincorporated San Benito County that are under the jurisdiction of either San Benito County or Caltrans, as shown in Table C-5. The City will work with San Benito County or Caltrans to ensure that these improvements are made when they are needed.

The future conditions transportation demand model provides vehicle traffic projections for future roadways. These projections are used to determine level of future congestion on roadways. This model excludes projections for bicycle and pedestrian trips based on future land use changes. Therefore, this General Plan focuses future pedestrian and bicycle improvements on providing connectivity between key land uses in the city and ensuring appropriate complete street policies are implemented to ensure equitable comfort across all modes of travel.

TABLE C-3 CITY OF HOLLISTER 2040 NETWORK IMPROVEMENTS	
Roadway	Description
Memorial Drive South Extension	Meridian Street to Santa Ana Road – Construction 4-lane road extension with bicycle lanes
Westside Boulevard Extension	Construct 2-lane road from Nash Road to Southside Road/San Benito Street intersection with bicycle lanes
Memorial Drive North Extension	Santa Ana Road to Flynn Road/Shelton Road Intersection – Construct new 4-lane road and extension with bicycle lanes
Union Road Widening (East)	San Benito Street to SR 25 – Widen to 4-lane arterial with bicycle lanes
Union Road Widening (West)	San Benito Street to SR 156 – Widen to 4-lane arterial with bicycle lanes
Fairview Road Widening	McCloskey to SR 25 – Widen to 4-lane arterial. Construct new bridge south of Santa Ana Valley Road with bicycle lanes
San Benito Regional Park Access Road	Construct new 2-lane roadway from Nash Road to San Benito Street
Enterprise Road Extension	Extend Enterprise Road westerly from Southside Road toward Union Road
Meridian Street Extension	Construct 4-lane road with bicycle lanes
Flynn Road Extension	San Felipe Road to Memorial Drive north extension – New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and county
Pacific Way (new road)	San Felipe Road to Memorial Drive

TABLE C-4 CITY OF HOLLISTER 2040 INTERSECTION IMPROVEMENTS

Intersection	Description
Westside Boulevard & Nash Road	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; turning lanes will be added on all four approaches.
Westside Boulevard & San Benito Street	New signalization of new 2-lane collector (Westside Extension) with 2-lane arterial; turning lanes will be added on all four approaches.
South Street & Westside Boulevard	New signalization of 4-lane collector with 2-lane collector; existing lane configuration will be retained on all approaches.
4th Street (San Juan Road) & West Street or Monterey Street	New signalization of 2-lane collector with 2-lane local; existing lane configuration will be retained on all approaches.
Memorial Drive & Hillcrest Road	New signalization of 4-lane arterial with 4-lane arterial; existing lane configuration will be retained on all approaches with bicycle lanes.
Flynn Road & San Felipe Road	New signalization of 4-lane arterial with 4-lane arterial.
Memorial Drive & Santa Ana Road	Memorial Drive South Extension - New signalization of future 4-lane arterial; turning lanes will be added on all four approaches.
Memorial Drive & Meridian Street	New signalization of future 4-lane arterial (Memorial Drive) with 4-lane arterial; turning lanes will be added on all four approaches.
Gateway Dr. & San Felipe Road	New signalization of new 2-lane collector with 4-lane arterial.
Rancho Drive & East Nash (Tres Pinos Road)	New roundabout.
Fairview Road & Hillcrest Road	New signalization of future widening to 4-lane arterial (north and south legs). Southbound and northbound through lanes will be constructed with Fairview Road widening.
Union Road & Fairview Road	New signalization of future widening to 4-lane arterial (north and south legs) with future new 4-lane arterial (west leg only).
Enterprise Road & Airline Highway (SR 25)	New signalization of future widening to 4-lane arterial (north and south legs) with 2-lane arterial; eastbound and westbound through lanes will be constructed with bicycle lanes.

TABLE C-4 CITY OF HOLLISTER 2040 INTERSECTION IMPROVEMENTS

Intersection	Description
McCloskey Road & Fairview Road	New signalization of 4-lane arterial with 2-lane local, Left Turn Only (LTO) lanes on all 3 approaches, Right Turn Only (RTO) on 2 approaches.
Meridian Street & Fairview Road	New signalization of 4-lane arterial with 4-lane arterial. Through lane on Fairview will be constructed.
Fairview Road & Fallon Road	New signalization of 4-lane arterial with 2-lane collector, left and right turning lanes will be added on all four approaches.
Fairview Road & Airline Hwy/SR-25	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). Left and right turning lanes will be added on all four approaches, eastbound and westbound through lanes constructed. County and Caltrans.
SR-156 & Buena Vista Street	New signalization of new 2-lane collector with 4-lane arterial; left turning lanes will be added on all four approaches. County and Caltrans.
John Smith Realignment at Fairview Intersection	Project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.
Buena Vista Road & Westside Road (East)	Convert existing signalized intersection to a roundabout with single lane on all approaches.
4th Street & Felice Drive	Convert existing unsignalized intersection to a roundabout with single lane on all approaches.
Union Road & Southside Road	Convert existing signalized intersection to a roundabout with single lane on all approaches.

TABLE C-5 REGIONAL 2040 NETWORK IMPROVEMENTS

Roadway	Description
Airline Highway (SR 25) Widening	Sunset Drive to Fairview Road - Convert to 4 lane expressway from Sunset Drive to Fairview Road with bicycle lanes
San Benito Route 156 Improvement Project	San Juan Bautista to Union Road – Construct a four-lane expressway south of the existing SR 156 and use the existing SR 156 as the northern frontage road
Route 25 Expressway Conversion Project, Phase 1	Convert to four-lane expressway from San Felipe Road to Hudner Lane. Includes Area No. 1. SR 25/SR 156 interchange to Hudner Lane and Area No. 2 south of the SR 25/SR 156 interchange to San Felipe Road
Route 25 Expressway Conversion Project, Phase 2	Convert to four-lane expressway from Hudner Lane to county line. Includes Area No 3. SR 25/SR 156 interchange to county line and Area No. 4 county line to Bloomfield Road
U.S. 101: Las Aromitas: Monterey/San Benito County Line to SR 156	Convert to 6 lanes from Monterey/San Benito County line to SR 156 in San Benito County

4.3 CIRCULATION ELEMENT GOALS, POLICIES, AND ACTIONS

4.3.1 MULTIMODAL TRANSPORTATION AND SAFETY

GOAL C-1 Provide for a healthy, active community based on complete streets, reflecting a balanced, safe, multimodal transportation system for all users, where pedestrian, bicycle, and transit facilities will be emphasized along with vehicular facilities.

POLICIES

Policy C-1.1 **Sustainable Transportation.** Reduce greenhouse gas (GHG) emissions from transportation by increasing mode shares for sustainable travel modes, such as walking, bicycling, and public transit.

Policy C-1.2 **Complete Streets.** Apply complete streets design standards to future projects in the public rights-of-way. Complete streets are streets designed to facilitate safe, comfortable, and efficient travel for all users regardless of age or ability or whether they are walking, bicycling, taking transit, or driving.

Policy C-1.3 **Multimodal Safety.** Use a systemic safety approach for transportation planning, street design, operations, and maintenance that proactively identify opportunities to improve safety where conflicts between street users exist.

Policy C-1.4 **Vulnerable Road Users' Safety Improvements.** Prioritize transportation infrastructure improvements that improve safety for vulnerable road users (e.g., pedestrians, bicyclists, motorcyclists).

Policy C-1.5 **Transportation Demand Management.** Require new development to reduce single-occupant vehicle usage using Transportation Demand Management strategies prior to project approval.

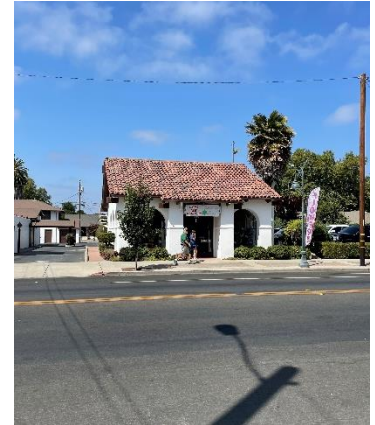


Photo by PlaceWorks



Photo by PlaceWorks

Policy C-1.6

Public Transit Regional Coordination. Cooperatively work with Council of San Benito County Governments, Caltrans, and San Benito County to develop, implement, and maintain public transit services and to encourage the implementation of “green transit” that uses alternative fuels or is powered by electricity.

Policy C-1.7

Public Transit Improvements. Promote public realm improvements that support increased use of public transit, including inviting sidewalks, ADA-compliant curb ramps, signal priorities, and amenities such as sidewalks, benches, bus stop shelters, signage, street lighting, and real-time schedule systems on key routes.

Policy C-1.8

Future Passenger Rail Service. Maintain an interest in and actively participate in planning for future rail service to Hollister, as outlined in the Council of San Benito County Government’s *June 2020 Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor* study. Participate in future planning processes for the potential rail service.

Policy C-1.9

Park-and-Ride Facilities. Cooperatively work with Council of San Benito County Governments, Caltrans, and San Benito County to develop, implement, and maintain park-and-ride facilities.

Policy C-1.10

Local Schools. Coordinate with local school districts to improve bicycle, pedestrian, and traffic flow around school sites.

Policy C-1.11

“Safe Routes to School” Program. Work cooperatively with local school districts to develop, implement, and maintain the Safe Routes to School program.

Policy C-1.12

School Roadway Safety Promotion. Work cooperatively with local school districts to actively promote roadway safety education in schools.

Policy C-1.13

Vision Zero. Work towards reducing traffic-related deaths and severe injuries to zero.

ACTIONS

- Action C-1.1** **Performance and Monitoring.** Require the monitoring of the City's mode split progress on reducing vehicle miles traveled (VMT) and reducing GHG emissions from VMT, as data is available.
- Action C-1.2** **VMT Mitigation Banking Fee Program.** Require the establishment of a Vehicle Miles Traveled (VMT) Mitigation Banking Fee Program. This program shall fund the construction of facilities throughout Hollister that support active transportation (cycling and walking) and transit ridership to mitigate VMT impacts from new development.
- Action C-1.3** **Complete Streets Plan.** Create and adopt a citywide Complete Streets Plan.
- Action C-1.4** **Safe Routes to School.** Fund and implement continuous Safe Routes to School engagement and improvements to elementary, middle, and high schools, and provide support to increase number of students walking and bicycling to school.
- Action C-1.5** **Passenger Rail Service Planning.** Update this Circulation Element to identify future train stops and the passenger rail alignment should funding be secured to provide passenger rail service to Hollister.
- Action C-1.6** **Chappell Roadway Master Plan.** Implement the recommendations contained in the Chappell Roadway Master Plan.
- Action C-1.7** **Traffic-Calming Policy.** Develop and implement a Citywide Traffic-Calming Policy.
- Action C-1.8** **Vision Zero Action Plan.** Create a Vision Zero Action Plan focusing on equity and community engagement for implementation. The purpose of the Vision Zero Action Plan should be to eliminate all traffic fatalities and severe injuries. The Action Plan shall identify priorities for roadway safety and lay out actions, measurable strategies, and policies for improving safety.

4.3.2 CIRCULATION SYSTEM IMPROVEMENTS

GOAL C-2 Design and implement the City’s circulation system to serve the planned residential and economic growth specified in the General Plan.

POLICIES

- Policy C-2.1** **Circulation Element Improvements.** Implement Circulation Element improvements summarized in Tables C-3, C-4, and C-5 and illustrated on Figure C-4 prior to deterioration in levels of service below the stated standard.
- Policy C-2.2** **Development’s Fair Share.** Continue to collect traffic impact fees and require other site-related transportation improvements from private developers to ensure implementation of transportation system improvements to local and regional facilities attributable to proposed development.
- Policy C-2.3** **Roadway Classification.** Protect needed rights-of-way for future roadway widenings through the use of City Council-adopted plan lines.
- Policy C-2.4** **Multimodal Improvements.** Prioritize the planning and implementation of street improvement projects that incorporate multimodal features along major travel corridors in the city.
- Policy C-2.5** **Street Repair Improvements.** Use the adopted Pavement Condition Evaluation to prioritize street improvements and funding for road repair projects based on their disrepair category.
- Policy C-2.6** **Regional Transportation Improvements.** Cooperate with Caltrans, the Council of San Benito County Governments, the County of San Benito, and any other regional transportation authorities to ensure the funding and implementation of the transportation improvements specified in the San Benito County Regional Transportation Plan and in this General Plan, particularly Table C-4.
- Policy C-2.7** **Intergovernmental Coordination.** Actively participate in development review for circulation projects outside the City Limits but within Hollister’s Planning Area.



Photo by PlaceWorks

ACTIONS

- Action C-2.1** **Public Facilities Fees.** Adopt a citywide public facilities impact fee ordinance to fund new circulation improvement projects required to serve new residents and employees in Hollister.
- Action C-2.2** **Buena Vista Road and Westside Boulevard** Study the cost of converting the existing signalized intersection to a single-lane roundabout. Identify a fee structure to fund this improvement.
- Action C-2.3** **4th Street and Felice Drive.** Study the cost of converting the existing unsignalized intersection at 4th Street and Felice Drive to a single-lane roundabout. Identify a fee structure to fund this improvement.
- Action C-2.4** **Union Road and Southside Road.** Study the cost of converting the existing signalized intersection at Union Road and Southside Road to a single-lane roundabout. Identify a fee structure to fund this improvement.
- Action C-2.5** **Update Regional Transportation Impact Mitigation Fee Program.** Work with the San Benito County Council of Governments (SBCOG) to update the SBCOG Traffic Impact Mitigation Fee (TIMF) Program to incorporate the Hollister 2040 General Plan circulation improvements as shown in Tables C-4 and C-5.

4.3.3 PEDESTRIAN AND BICYCLE FACILITIES

GOAL C-3 Build and maintain a safe, connected, and equitable pedestrian, bicycle, and micromobility network that provides access to community destinations such as employment centers, transit, schools, shopping, and recreation.

POLICIES

- Policy C-3.1** **Pedestrian and Bicycle Network.** Create and maintain a pedestrian- and bike-friendly environment in Hollister and increase the number of people who choose to walk and bike.



Photo by PlaceWorks



Photo by PlaceWorks



Photo by PlaceWorks

Policy C-3.2

Pedestrian and Bicycle Connections. Work with local businesses, private developers, and public agencies to ensure provision of safe pedestrian pathways and bicycle connections to major public facilities, schools, and employment centers. Require new development to provide internal pedestrian connections and linkages to adjacent neighborhoods and community facilities.

Policy C-3.3

Pedestrian Right-of-Way Improvements. Require new developments to construct or contribute to improvements that enhance the pedestrian experience, including human-scale lighting, streetscaping, crosswalk striping, crossing lights, wayfinding signage, and accessible sidewalks adjacent to the site.

Policy C-3.4

Pedestrian Connectivity. Incorporate design for pedestrian connectivity across intersections in transportation projects to improve visibility at crosswalks for pedestrians and provide safe interaction with other modes. Design improvements should focus on increasing sight lines and removing conflicts at crosswalks.

Policy C-3.5

Bicycle Improvements. Require new developments to construct or contribute to improvements that enhance the cyclist experience, including bike lanes and bicycle parking.

Policy C-3.6

Bicycle Facilities. Cooperatively work with Council of San Benito County Governments, Caltrans, and San Benito County to develop, implement, and maintain bicycle facilities providing direct access to major public facilities, schools, and employment centers, as described in the San Benito County Bikeway and Pedestrian Master Plan.

Policy C-3.7

Bicycle and Shared Mobility-Related Technology. Explore ways to use technology to improve bicycle and shared mobility safety and connectivity.

ACTIONS

- Action C-3.1** **Pedestrian Master Plan.** Prepare and adopt a Pedestrian Master Plan that identifies citywide pedestrian network improvements.
- Action C-3.2** **Pedestrian Amenities.** Study the feasibility of installing pedestrian amenities, such as trees, lighting, recycling and refuse containers, benches, art, etc. in the pedestrian areas along public frontages and in public rights-of-way.
- Action C-3.3** **Bicycle Master Plan.** Prepare and adopt a Bicycle Master Plan that identifies citywide bicycle network improvements.
- Action C-3.4** **Pedestrian and Bicycle Improvement Implementation.** Prioritize implementation of goals, programs, and projects that improve the comfort, safety, and connectivity of the pedestrian and bicycle network.
- Action C-3.5** **Pedestrian and Bicycle Trails and Routes Awareness.** Increase awareness of existing pedestrian and bicycle trails and routes by working with outside agencies and developers to promote these amenities to residents. Collaborate with the County on development of the trail network.
- Action C-3.6** **Walkability Through Design Review.** Adopt objective standards for appropriate sidewalk and pedestrian trail design in new development projects.



Photo by PlaceWorks

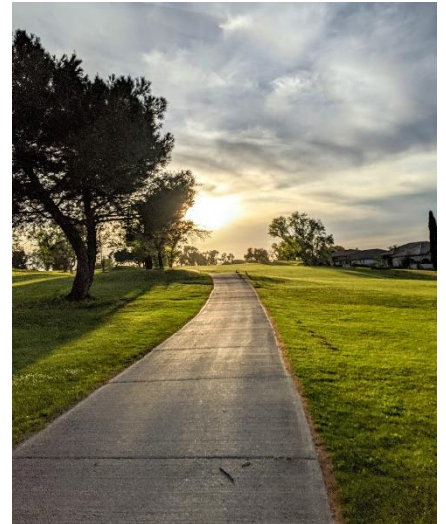


Photo by Valera Key

4.3.4 ROADWAY STANDARDS

GOAL C-4 Implement a uniform set of standards for Hollister's transportation system, including standard rights-of-way and typical sections. These standards may be amended as necessary in response to changes in technology and industry design standards.

POLICIES

- Policy C-4.1** **LOS C or Better Arterial Roads.** Ensure, to the maximum extent feasible, that the designated arterial roadway system is planned to operate at Level of Service (LOS) C or better during peak and off-peak hours as of the horizon year of the adopted General

Plan, except for the downtown where LOS can be lower than LOS C, airport/industrial area, State Route 25 corridor, and the intersection of San Benito Street and Nash Road/Tres Pinos Road near San Benito High School.

Policy C-4.2

Downtown LOS. There is no LOS standard in most of the downtown area, as mapped in Figure C-5, so as to encourage a walkable, vibrant downtown. However, a standard of LOS D shall be applied at the following locations:

- 4th Street and Monterey Street
- 4th Street and San Benito Street
- 4th Street and Sally Street
- South Street and San Benito Street

Policy C-4.3

North Industrial Area LOS. LOS D is allowable in the northern industrial area, as mapped in Figure C-6, so as to facilitate the City's goal of increasing local jobs and strengthening the local economy.



Photo by Kimley-Horn

Policy C-4.4

State Route 25 Corridor LOS. LOS D is allowable for intersections along the State Route (SR) 25 corridor because the high volumes of interregional traffic make it very difficult to maintain a higher LOS on this highway. However, a standard of LOS E shall be applied at SR 25 and San Felipe Road and SR 25 and Union Road. A standard of LOS F shall be applied at SR 25 and Flynn Road.

Policy C-4.5

Intersection of San Benito Street and Nash Road/Tres Pinos Road LOS. LOS D is acceptable at the intersection of San Benito Street and Nash Road/Tres Pinos Road, due to high volumes of traffic associated with San Benito High School.

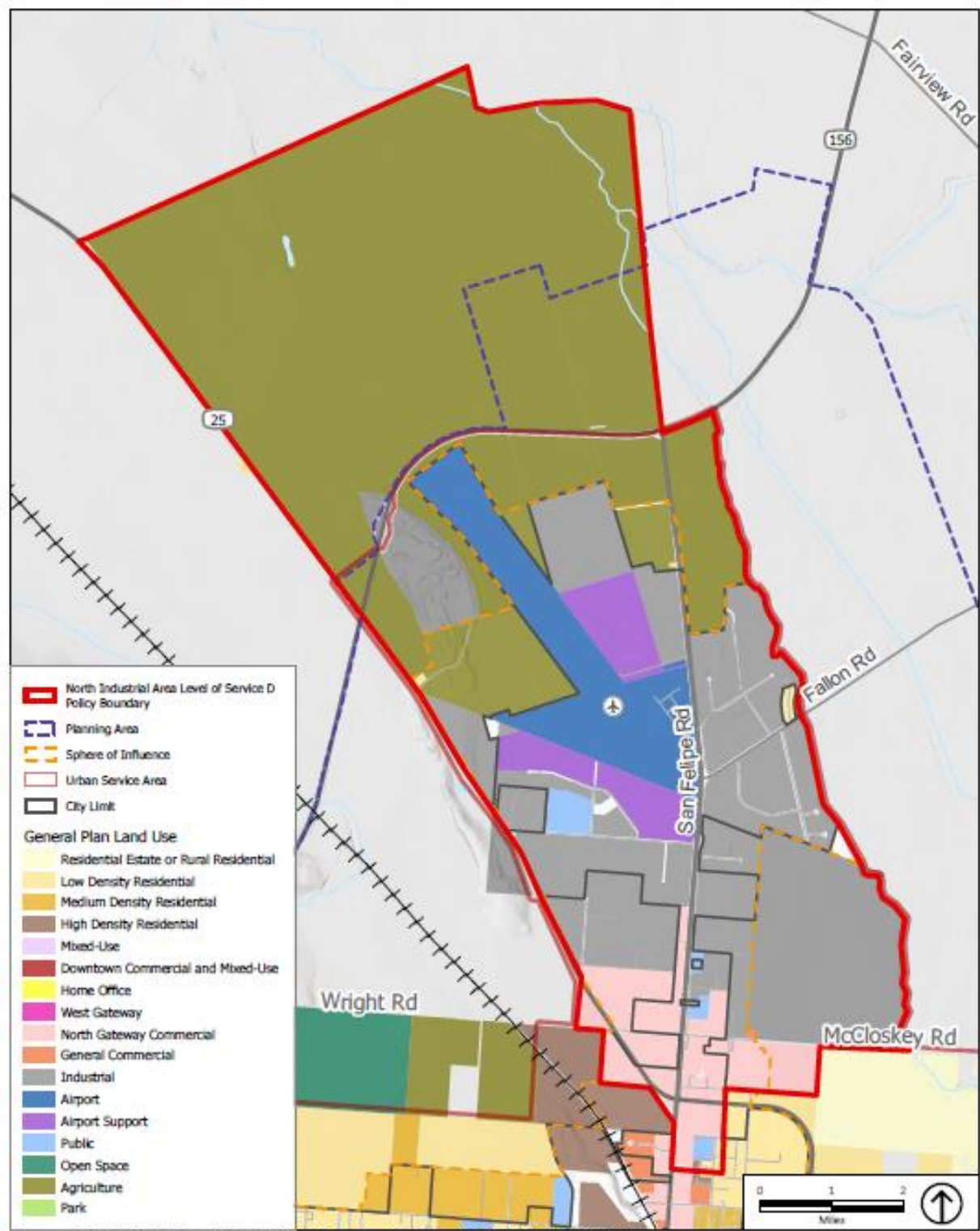
Figure C-5 Downtown Level of Service D Policy Area



Source: ESRI, 2020; PlaceWorks 2022; San Benito County, 2020; USGS, 2019.

- Downtown LOS Policy Boundary
- LOS Downtown Intersections

Figure C-6 Industrial Area Level of Service D Policy Area



Policy C-4.6 **Transportation Demand Management Requirements.** Require new or existing developments that meet specific size, capacity, and/or context conditions to implement Transportation Demand Management strategies and other single-occupancy vehicle reduction methodologies. Require new developments to comply with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets of the City's VMT CEQA thresholds prior to project approval.

Policy C-4.7 **Roundabouts.** Encourage the use of roundabouts at existing intersections with capacity, efficiency, or safety problems, as feasible, as a strategy to improve street safety and traffic flow. Where feasible, prioritize roundabouts over stoplights.

ACTIONS

Action C-4.1 **LOS Levels.** Monitor the LOS for intersections along the arterial roadways at least once every two years to ensure compliance with the City's LOS standards. This information shall be presented to the City Council for their use in evaluating amendments to the City's transportation plan.

4.3.5 GOODS MOVEMENT

GOAL C-5 Provide for safe, efficient goods movement in Hollister that supports the local economy.

POLICIES

Policy C-5.1 **Rail Corridor Planning.** Require coordination with appropriate agencies to ensure that development projects planned adjacent to or near the rail corridor will be planned with safety of the rail corridor in mind.

Policy C-5.2 **Goods Receiving and Shipping.** Ensure commercial and industrial projects that produce and receive goods identify and mitigate their traffic impacts and are in areas with access to the regional transportation network.

Policy C-5.3 **Trucks to Avoid Residential Areas.** Discourage or prohibit the movement and parking of large trucks in residential neighborhoods.



Photo by Kimley-Horn

ACTIONS

- Action C-5.1** **Truck Routes.** Develop truck routes in coordination with SBCOG, Caltrans, and San Benito County, and include enforcement mechanisms to encourage the appropriate routes.
- Action C-5.2** **Rail Safety.** Partner with Rail Safety Partners to improve the rail corridor safety.

5. COMMUNITY SERVICES AND FACILITIES ELEMENT

5

This Community Services and Facilities Element presents information on community services and facilities available in Hollister today and focuses on policies and actions for the City of Hollister to provide high-quality infrastructure and public services throughout the city. This section presents goals, policies, and actions for the following topics:

5.2.1 Services and Infrastructure Planning

5.2.2 Water Supply and Wastewater

5.2.3 Stormwater Drainage

5.2.4 Energy

5.2.5 Solid Waste

5.2.6 Parks and Recreation

5.2.7 Fire and Police Services

5.2.8 Public Schools

5.2.9 Library Services

5.1 HOLLISTER TODAY

5.1.1 WATER SUPPLY

The City of Hollister and the Sunnyslope County Water District (SSCWD) both supply water to the Planning Area through two separate water distribution systems. The San Benito County Water District is the wholesale water provider to the City of Hollister and the SSCWD and supplies surface water from the Central Valley Project (CVP). There are two water treatment facilities that treat surface water in the Planning Area that are owned by the San Benito County Water District and maintained by the SSCWD.

The water supply for the City of Hollister and SSCWD consists of groundwater and imported surface water obtained from the San Benito County Water District.



Photo by Jenny Knerr

The 2017 Hollister Urban Area Water and Wastewater Master Plan provides a comprehensive plan and implementation program to meet the existing and future water resource needs for the Hollister Urban Service Area. The plan includes recommended priorities through 2035 for water supply, recycled water facilities, water system operations, and institutional agreements. Priority projects identified in the plan include the addition of local wells to supply the northern part of the city, expanding recycled water use for agricultural irrigation, and developing the North County Groundwater project, which involves the development of wells in particular subbasins. The plan also includes recommendations for institutional agreements between agencies that will be required to implement projects.



Photo by Michael Grzan

5.1.2 WASTEWATER

The City of Hollister provides wastewater treatment for most of the Planning Area. The City owns an industrial wastewater treatment plant and owns and operates a domestic wastewater recycling facility, both of which are located along the San Benito River on the west side of the city. The industrial wastewater treatment plant primarily treats waste from the San Benito Foods tomato cannery in the City Limits. The domestic wastewater recycling facility treats domestic, commercial, and industrial wastewater from within the City Limits and from portions of the unincorporated county. It produces reclaimed water for agricultural use, park irrigation, and groundwater recharge. The Cielo Vista Estates Wastewater Treatment Plant serves approximately 50 single-family homes in the southeast corner of the Planning Area. There are also County islands within the Planning Area that are served by private septic systems.

Although the City of Hollister and its wastewater treatment plant currently have ample capacity to process sewage from existing development, there could be capacity issues in the future as the General Plan is built out. The plant currently processes 2.6 million gallons per day (MGD) of wastewater on an average day, as compared to a permitted capacity of 4.08 MGD. This existing flow consists of 2.26 MGD from areas inside the City of Hollister and its environs, 0.16 MGD from the City of San Juan Bautista, and 0.18 MGD from the San Juan Oaks unincorporated residential subdivision. The City of Hollister has committed that San Juan Bautista can send as much as 1.2 MGD to the wastewater treatment plant, and that San Juan Oaks can send as much as 0.5 MGD. Adding these maximum flows from those locales to Hollister's existing flows would result in total flows of 4.3 MGD, which exceeds the plant's current permitted capacity. This situation will be exacerbated as additional development occurs under this General Plan, as buildout of the General Plan would add an additional 1.68 MGD for a total future demand of 6.0 MGD. So, although there is not a wastewater treatment capacity issue now, one could arise in the future as development occurs in Hollister, San Juan Bautista, and San Juan Oaks.

5.1.3 STORMWATER DRAINAGE

The City's storm drainage system consists of multiple networks of inlets, pipes, and basins that flow to the San Benito River, Santa Ana Creek, and to terminal (retention) basins that percolate stormwater into the ground. Over 59 miles of piping flows through various stormwater collection features, such as basins and retention ponds, and ultimately to one terminal basin or one of the 20 river outfalls. The City's system does not include any stormwater pumping stations.

The City's 2011 Storm Drain Master Plan includes a list of known problem areas throughout the storm drain system. These locations experience flooding during minor and major storm events due to pavement and gutter damage, very flat slopes, lack of a storm drain system, and inlet capacity issues. According to calculations from the 2011 Storm Drain Master Plan, there are some areas within the City Limits without the capacity to convey future 10-year and 25-year storm peak flow.

5.1.4 ENERGY

Pacific Gas and Electric Company (PG&E) provides natural gas service to the Hollister Planning Area. Gas delivered by PG&E originates in gas fields in California, the US Southwest, the US Rocky Mountains, and from Canada. Transmission pipelines send natural gas from fields and storage facilities in large pipes under high pressure. Smaller distribution pipelines deliver gas to individual businesses or residences. There are four natural gas pipelines in the Hollister Planning Area. Two parallel pipelines are aligned beneath Pacific Way and the easement to the west. One transmission line branches to the south from these pipelines and is aligned beneath Rustic Road and terminates in the core of Hollister. The other transmission line also branches to the south from the two parallel pipelines and enters the city at Buena Vista Road and Bridgevale Road, continuing south to Highway 156B and then heading southwest. PG&E gas transmission pipeline systems are maintained through an inspection and monitoring program, which includes real-time leak inspections, surveys, and patrols of the pipelines.

There are two energy providers that serve the Hollister Planning Area with electricity: Central Coast Community Energy (CCCE) and PG&E. CCCE is the default electricity provider for all communities in San Benito County, including Hollister, as well as for communities in Santa Cruz and Monterey Counties. CCCE provides two electricity choices: 3Cchoice and 3Cprime. 3Cchoice is a power mix generated mostly by hydroelectric power and partially powered by renewable sources. 3Cprime is a 100 percent renewable service. Customers can opt out of CCCE for PG&E electricity service. PG&E electricity is generated by a combination of sources, such as coal-fired power, nuclear power plants, and hydro-electric dams, as well as newer sources of energy,



Photo by Michael Grzan

such as wind turbines and solar farms. Both CCCE and PG&E use PG&E's existing electric grid infrastructure to deliver electricity to its consumers. The City of Hollister is served specifically by the Hollister substation.

Although PG&E has the capacity to provide electricity to existing customers in the city, there are currently delays in connecting new service, and there could also be capacity issues in the future as the General Plan is built out. PG&E is currently in the process of upgrading the Hollister substation by adding new banks that will increase available capacity and a new feeder line will be installed to serve the area in northern Hollister near the airport. Completion of this project will address the current delays in electricity connections. Most of the City of Hollister's future growth can be served by PG&E's transmission system after the substation upgrade. However, depending on the rate of growth in Hollister, projects that are farther from the Hollister substation, such as the very northern and southern edges of town, could experience shortfalls in electrical capacity and some development could experience delays in obtaining new electricity connections.

Renewable energy sources provide clean energy for a city, as opposed to fossil-fuel based energies, which generate significant greenhouse gas (GHG) emissions. Renewable energy technologies are continuously evolving, but current, common technologies include wind, solar photovoltaic (PV), and geothermal wells. Transition to cleaner energy sources will help Hollister reduce GHG emissions citywide and improve resiliency against climate change-related impacts. Hollister is already acting to formally increase local clean energy supply options for residents, businesses, and City operations by participating in the CCCE. The CCCE provider is on track to meet California's renewable energy goal of supplying 33 percent of electricity from renewable resources.

Energy conservation includes such measures as turning off lights and equipment when not needed, planting trees that shade buildings during the summer, and using fuel-efficient vehicles. Reducing demand and wasted energy can be accomplished through residential, commercial, and industrial programs designed to educate the consumer about options for energy conservation, and energy-efficient site and architectural design. Transportation-related measures that lead to energy conservation might include urban design and land use patterns that reduce trip lengths, thereby reducing fossil fuel consumption.

The California Building Code established Title 24 building energy-efficiency standards for new construction (including requirements for entire new buildings, additions, alterations, and in nonresidential buildings, repairs) and energy-efficient appliances. The Title 24 Standards are updated periodically to allow incorporation of new energy-efficiency technologies and methods.

5.1.5 SOLID WASTE

The San Benito County Integrated Waste Management (SBCIWM) Regional Agency coordinates recycling and garbage services for all of San Benito County, including Hollister's Planning Area. The SBCIWM Regional Agency is contracted with Recology, a private company, to provide weekly collection of garbage, recyclables, and organic/compost for commercial and residential customers. Recyclable waste is delivered to the Monterey Regional Waste Management District in Marina, which has a Materials Recovery Facility where recyclables are sorted and shipped to different markets for processing. Organic waste is transported to the South Valley Organics composting facility off Highway 152 near Gilroy where it is composted, and the finished product is marketed as landscape compost. Solid waste collected by the SBCIWM Regional Agency is delivered to 13 landfills with the majority of the solid waste delivered to John Smith Road Landfill or the Billy Wright Landfill.

Reducing waste in the first place, along with repairing and/or reusing materials, are important strategies for overall sustainability in terms of preserving our natural resources and reducing the release of GHG emissions from solid waste. The California Integrated Waste Management Act requires cities and counties to adopt and implement waste diversion programs for source reduction, recycling, and composting, and requires that each county adopt a Countywide Integrated Waste Management Plan. In 2016, Senate Bill 1383 set statewide targets to reduce organic waste disposal and associated methane emissions by requiring organic waste collection services and that some food service businesses donate leftover edible food, among other regulations and programs.

5.1.6 PARKS AND RECREATION

In the Hollister Planning Area, there are both open space and parks, which provide differing benefits. Open space refers to space managed for resource conservation, hazard reduction, and scenic value, while parks refer to land that has been improved in such a way to support active recreation. Typical park improvements include sports fields, playgrounds, picnic areas, tennis courts, running tracks, recreation centers, and basketball courts. Larger parks support programmed services, such as classes, swimming and tennis lessons, activities for children and seniors, and league sports. The Parks and Recreation Division provides landscape maintenance of all parks and recreational facilities, as well as over 9,000 street trees, all public medians, City buildings, and greenways. Aside from landscape maintenance, general maintenance of these facilities is provided by the Buildings and Grounds Division of the Community



Photo by Jenny Knerr

Services Department. Programs and other recreational services are coordinated by the City's Recreation Department.

The City of Hollister, Recreation Department, is one of several park service providers in the Planning Area. Other service providers include the County of San Benito, the Hollister School District, and the San Benito High School District. Public park services are supplemented by private facilities, such as swim and fitness clubs and the YMCA. Private golf courses and swimming and tennis facilities are in surrounding unincorporated land south of Hollister.



Photo by David Mirrione

The City of Hollister has approximately 80 acres of park land. All other parks and recreational facilities in the City Limits are owned by school districts, the County, or private developers, including school district-owned recreational areas and the County-owned Veterans Memorial Park. These facilities are not included in the park land total but contribute many acres of park land for community use.

Two additional neighborhood and pocket parks are outside the City Limits but in the Planning Area: Quail Hollow Park and Oak Creek Park. Both are south of the city and are privately owned. However, both parks are open to the public. Maintenance is provided by the County through County Service Areas.



Photo by Jenny Knerr

The proposed San Benito River Parkway sits immediately adjacent to the City's Water Reclamation Recreational Facility. The San Benito River Parkway is a planned 20-mile contiguous parkway along the San Benito River and a segment of Tres Pinos Creek. The parkway will provide opportunities for nature education, bird watching, hiking, biking, and horseback riding in addition to a multiuse trail and a regional park.

The City has established a goal of 5 acres of park land per 1,000 residents. The 2018 park land ratio of the Hollister Planning Area is 3.5 acres per 1,000 residents, including the acreage from joint-use parks, as adopted in the Hollister Park Facility Master Plan. This means that currently, the City of Hollister is not meeting its park land ratio goal. To reach this goal, the Hollister Park Facility Master Plan recommends increasing in-lieu fees to finance the construction of new parks.

5.1.7 FIRE AND POLICE SERVICES

Fire protection in the Hollister Planning Area is provided by the Hollister Fire Department (HFD). Preventing and extinguishing structural fires, protecting life and property safety, and reducing fire losses is an essential part of HFD's mission. HFD has two automatic-aid agreements with the South Santa Clara County Fire District and Aromas Tri-County Fire District. Both agencies have contracted with the California Department of Forestry and Fire Protection (CAL FIRE) for service, and both automatic-aid agreements encompass reciprocal responses with each agency. Agencies in California must provide mutual-aid assistance to each other when requested and available. This agreement increases aid during fire emergencies across the county.

There are three HFD stations within City Limits and one fire station in the San Juan Bautista City Limits. The department anticipates the development of two additional fire stations in the county to meet growing population demand in the areas surrounding Hollister. The department anticipates one of the stations to be near the San Juan Oaks Golf Course southwest of the Hollister Planning Area and one station approximately five miles south of the Hollister City Limits.

Police services in the Planning Area are provided by the Hollister Police Department (HPD), the San Benito County Sheriff's Office, and the California Highway Patrol. The HPD has primary responsibility for areas in the City Limits. The San Benito County Sheriff's Office provides services to unincorporated areas in the Planning Area and the California Highway Patrol provides traffic enforcement on state and local freeways. Mutual-aid agreements between these agencies allow for joint responses to emergency situations that warrant additional personnel.

5.1.8 PUBLIC SCHOOLS

The Planning Area is served by four school districts: the Hollister School District, Southside Elementary School District, North Joint Union Elementary School District, and the San Benito High School District. The Hollister School District, for students in grades K through 8, also serves unincorporated areas of San Benito County surrounding the City Limits. San Benito High School District, for students in grades 9 through 12, is the high school district for both the city and most of unincorporated San Benito County. Both Southside Elementary School District and North Joint Union Elementary School District are single-school elementary school districts in unincorporated San Benito County but within the Planning Area.



Photo by David Marrione



Photos by David Mirrione



Photo by the Hollister Police Department

Gavilan College operates a satellite campus in downtown Hollister. The college provides post-secondary educational opportunities for Hollister residents and students from other areas. Gavilan College has goals to expand services and build a permanent educational center in Hollister long-term and is currently in the process of planning a new campus at the intersection of Highway 25 and Fairview Road.



Photo by PlaceWorks

5.1.9 LIBRARY SERVICES

The San Benito County Free Library in downtown Hollister is the only library in the county. The San Benito County Free Library provides library services to the Hollister community through its library facilities, e-library services, and a bookmobile. The bookmobile travels throughout the county to supply unincorporated areas with direct access to library resources.

5.2 COMMUNITY SERVICES AND FACILITIES ELEMENT GOALS, POLICIES, AND ACTIONS

The following section provides goals, policies, and actions relating to community services and facilities in the City of Hollister.

5.2.1 SERVICES AND INFRASTRUCTURE PLANNING

GOAL CSF-1 Provide an adequate level and maintenance of public services and facilities to ensure the continued health, education, welfare, and safety of all residents and businesses.

POLICIES

Policy CSF-1.1 **New Development Requirements for Public Services.** Ensure that future growth does not create demands that exceed the capabilities and capacity of local public services, including police and fire services, by requiring new development applications to identify the impacts that the proposed development would have on the provision of public services. Approve only development applications that can mitigate impacts or contribute a proportional fair share so that local public services can be maintained at an acceptable level.



Photo by David Mirrione

Policy CSF-1.2 **Coordination of Facilities and Services Planning.** Cooperate and coordinate with the County of San Benito, Local Agency Formation Commission (LAFCO), and other local agencies in the provision of infrastructure and services in the Hollister Planning Area.

Policy CSF-1.3 **Infrastructure Planning.** Require the preparation of a specific plan, financing plan, development agreement, creation of a Communities Facilities District, or another similar document or financing vehicle, as a pre-condition to annexation or redesignations of land for new urban use.

The plans shall identify means to ensure adequate funding to support construction of all needed public facilities, including water, sewer, storm drainage, roads, sidewalks, parks, and school facilities.

Policy CSF-1.4 **Development Review Criteria for Public Services.** Prior to granting approval, evaluate each new development in terms of the following criteria:

1. The project shall share a common border with a property that has already been developed.
2. The project shall be adequately served by infrastructure (e.g., water, sewer, streets, schools, parks), which is already in place or mitigated.
3. The project shall be within the existing service areas of local service providers (i.e., fire protection, police protection, solid waste disposal, schools), and not result in a reduction in their current capabilities.
4. The project shall have adequate water supply of sufficient quantity and quality.
5. There shall be adequate sanitary sewer capacity and treatment capability that can be provided to serve the proposed project.
6. There shall be adequate fire protection for the proposed project.



Photo by David Mirrione



Photo by Michael Grzan



Photo by David Mirrione



Photo by David Mirrione

7. There shall be adequate police protection for the proposed project.
8. The proposed project shall result in no impact on local parks and recreational facilities, or the applicant will provide the resources required to mitigate the impacts associated with the proposed development.
9. There shall be an adequate level of solid waste collection services and disposal capacity to serve the proposed project.
10. There shall be an appropriate level of utility services (gas, electric, and telephone) to serve the proposed project.
11. The project applicant shall finance the full costs associated with any drainage improvements necessary to accommodate peak flows from the proposed project.
12. The proposed project shall not make a significant contribution to the emission of regional air pollutants.
13. There shall be adequate elementary, middle, and high schools to serve the proposed project.

Policy CSF-1.5 **Utility Provider Coordination.** Coordinate land use planning activities with the Pacific Gas and Electric Company (PG&E), County of San Benito, internet, and other utility providers to ensure that utility systems are available for new development and are installed to meet the needs of new residents. Promote the availability and adequate delivery of reliable, modern, and competitively priced utilities necessary for businesses to prosper.



Photo by Hollister Parks and Recreation Staff

Policy CSF-1.6 **Development Fees.** Review the existing development fee structure, including the infrastructure connection fees, every two years and restructure as needed.

Policy CSF-1.7 **Capital Improvements Maintenance and Replacement.** Ensure that the City's Capital Improvement Program is coordinated with responsible districts and agencies and provides for ongoing, preventative maintenance of infrastructure facilities and the replacement of City equipment.

Policy CSF-1.8 **Capital Improvements Program.** Conduct reviews of the Capital Improvements Program (CIP) at least every five years and add budget for transportation, infrastructure, and public facility improvements as funding sources are identified.

Policy CSF-1.9 **Telecommunications and Technology.** Ensure that residents, schools, businesses, and organizations have access to reliable, modern, and cost-effective telecommunications.

ACTIONS

Action CSF-1.1 **Information Technology Plan.** Develop and adopt an Information Technology Plan to guide investment in the City's hardware and software.

Action CSF-1.2 **Public Facilities Impact Fee.** Regularly review the public facilities impact fee to ensure development funds its fair share of new community and public facilities, including public safety facilities, required to serve new residents and employees in Hollister.

5.2.2 WATER SUPPLY AND WASTEWATER

GOAL CSF-2 Plan for adequate water and sewer facilities.

POLICIES

Policy CSF-2.1 **Sewer and Water Facility Coordination.** Coordinate with responsible districts and agencies to ensure that sewer and water facility expansion and/or improvements meet federal and State standards and occur in a timely manner.

Policy CSF-2.2 **Development Areas.** Encourage development in those portions of the Hollister Sphere of Influence that are already served by the local water supply and wastewater systems or to which water supply and wastewater systems can reasonably be extended.

Policy CSF-2.3 **Costs of New Development.** Ensure that the cost of providing sewer and water service to new development proposed outside of existing service areas should be borne solely by those proposing the development, thus eliminating any financial burden to existing customers for any required expansion of the sewer and water system network to serve such development.



Photo by Michael Grzan

- Policy CSF-2.4** **Water Supply Management.** Manage the water supply in a way that is environmentally and economically sustainable by working with local, regional, and statewide agencies to establish policies that promote water-use efficiency programs, including recycled water programs, to support the expanded use of recycled water in Hollister.
- Policy CSF-2.5** **Provision of Water Service to New Development.** Require developers who will require water service for their projects to apply to the City of Hollister for service.
- Policy CSF-2.6** **Water Conservation Measures.** Require water-conserving practices and features, including water-efficient fixtures, in all new construction, in accordance with State law.
- Policy CSF-2.7** **Use of Recycled Water.** Increase the use of recycled water in development projects and landscaping and implement best practices (e.g., dual plumbing) to expand recycled water use when safe, practical, and available.
- Policy CSF-2.8** **Water Resources Association of San Benito County Coordination.** Coordinate with the Water Resources Association of San Benito County to identify and implement countywide strategies to conserve water.
- Policy CSF-2.9** **Water Conservation Education.** Educate the community about the challenges to the water supply system and the need for responsible water management.
- Policy CSF-2.10** **Water and Sewer Connections in City Limits.** Require all development that will use City water and wastewater services to be in the City Limits, with the exception of a public health or safety threat, in accordance with State law.
- Policy CSF-2.11** **Identification of Opportunities for Water Recycling.** Support the extension of recycled water distribution infrastructure and identify opportunities for the use of recycled water where available.

- Policy CSF-2.12 Urban Water Management Plans.** Ensure that updates to the Urban Water Management Plan maximize water conservation and reuse to fulfill the City's water supply needs. Consider projected water supplies in updated Urban Water Management Plans as part of each Major Review of the 2040 General Plan.
- Policy CSF-2.13 Sewer Collection System Deficiencies.** Prioritize implementation of the recommendations from the Sanitary Sewer Collection System Master Plan to address the deficiencies identified in the plan and ensure that the sewer system meets the City's performance standards for existing and future population wastewater flows.
- Policy CSF-2.14 Wastewater Flow Rates.** Monitor wastewater flow rates to the City's wastewater treatment plant on a regular basis to document available treatment capacity.
- Policy CSF-2.15 Wastewater Flow Monitoring.** Do not allow new development in Hollister if such development would generate wastewater flows that exceed 90 percent of the wastewater treatment plant's National Pollutant Discharge Elimination System (NPDES) permit requirements or its capacity.
- Policy CSF-2.16 Development Outside of the Airport or Santa Ana Sewer Systems.** Require those proposing development outside of the service areas of the airport or Santa Ana sewer systems to develop plans for, finance, and install the sewer facilities required to serve the proposed development.

ACTIONS

- Action CSF-2.1 Water-Efficiency Strategies.** Adopt citywide policies that encourage or require new and existing development to incorporate measures to reduce potable water demand and/or increase water efficiency.

Action CSF-2.2 Sunnyslope County Water District Coordination. In cooperation with the Sunnyslope County Water District, develop implementation plans to:

1. Phase the construction of additional water storage reservoirs to match increases in local water demand.
2. Add new wells in accordance with current capital improvement plans to ensure adequate safe pumping supply to meet peak-day demand for water.

Action CSF-2.3 Water Resource Data Sharing. Exchange water resources data with the Sunnyslope County Water District to allow for responsible decisions regarding water supply development and land use planning.

Action CSF-2.4 Requirements for Water Conservation in New Development. Identify, evaluate, and establish requirements for project developers to reduce water usage, such as installing water-efficient fixtures, planting drought-tolerant landscaping, including dual water lines for residential projects (one for clear water and the other for the recirculation of graywater), and limiting golf course irrigation (if applicable) to conserve water and prevent further groundwater drawdown.

Action CSF-2.5 Hollister Urban Water and Wastewater Master Plans. Update the Urban Water and Wastewater Master Plans to be consistent with the population, employment, and other growth projections of this General Plan, in compliance with State law requirements for future water supplies.

Action CSF-2.6 Data on Sewer and Water System Capacity. Establish the extent and capacity of the existing water supply systems and the wastewater collection, treatment, and disposal system, and update this information on a regular basis in coordination with the Sunnyslope County Water District and San Benito County Water District. This information is to be used by the Planning Commission and the City Council to evaluate the impacts on sanitary sewerage facilities, which would result from proposed development.

- Action CSF-2.7 Landscape Water Conservation Education Program.** Continue to work with the San Benito County Water Resources Association to educate property managers, homeowners, and designers about water-conserving landscaping and water-recycling best practices.
- Action CSF-2.8 Recycled Water Incentives.** Develop incentives to encourage the use of recycled water.
- Action CSF-2.9 Wastewater Treatment Plan Improvements Study.** Begin studies immediately to develop a plan for phased improvements to the wastewater treatment plant, including documentation of project costs for each phase. Coordinate planned improvements to increase the plant capacity with the Central Coast Regional Water Quality Control Board.
- Action CSF-2.10 Wastewater Treatment Plan Funding Plan.** Develop and implement a funding plan for future wastewater treatment plant improvements, with a primary emphasis on funding from new wastewater plant connections as they occur.
- Action CSF-2.11 Sewer Connection Fee Study.** Conduct a study to evaluate the cost of the sewer connection fees for new development and the monthly wastewater collection fees for existing customers to ensure that the costs of the wastewater treatment plant upgrades needed to accommodate future development can be met through the Capital Improvements Program.
- Action CSF-2.12 Wastewater Treatment Plan Expansion.** Implement plans to expand the wastewater treatment plant when monitored flows reach 80 percent of the plant's NPDES permit requirements or its capacity.



Photo by PlaceWorks

5.2.3 STORMWATER DRAINAGE

GOAL CSF-3 Provide adequate stormwater facilities.

POLICIES

Policy CSF-3.1 Adequate Drainage Facilities. Require project developers to provide adequate storm drains for stormwater runoff. Proposed development projects must include adequate provisions to accommodate peak flows, shall not significantly impact downstream lands, and shall avoid impacts on riparian vegetation.

Policy CSF-3.2 Stormwater Capture. Encourage stormwater capture and encourage, when feasible and cost-effective, on-site rainwater catchment for new and existing development.

ACTIONS

Action CSF-3.1 Identification of Drainage System Improvements. Establish a program for drainage system improvements that would include, but not be limited to, the following:

1. Continual monitoring of areas with insufficient drainage and implementation of any necessary improvements.
2. Construction of new system improvements to improve storm drainage performance.
3. Evaluation of stormwater volumes when replacing undersized or otherwise inadequate lines with larger or parallel lines.
4. Establishing development guidelines to protect areas that are particularly susceptible to erosion and sediment loss.
5. Compliance with the NPDES requirements.

Action CSF-3.2 Drainage Channels and Culverts. Create a program to inspect all active drainage channels and culverts associated with subdivisions and large-scale developments for accumulated sediment during construction, post-construction, and on an ongoing basis. If the inspections indicate that sediment accumulation has occurred, then these drainage structures should be cleared of debris and sediment.



Photo by Michael Grzan

5.2.4 ENERGY

GOAL CSF-4 Promote the development of a clean energy supply, and use of energy-efficient technology that benefits all members of the community.

POLICIES

Policy CSF-4.1 **Resource Efficiency in Site Development.** Encourage site planning and development practices that reduce energy demand and incorporate resource- and energy-efficient infrastructure.

Policy CSF-4.2 **Resource-Efficient Building Design.** Promote and encourage residents and businesses to be resource and energy efficient by creating incentives and removing obstacles to promote their use. Require those proposing new development to incorporate energy conservation measures in the design and construction of all proposed residential, commercial, industrial, and public buildings. This would include:

- Shading of parking lots and summertime shading of south-facing windows
- Requiring those proposing new development to design all proposed commercial, office, and industrial structures with high-efficiency heating-ventilation-air conditioning (HVAC) systems for maximum energy efficiency
- Requiring those proposing new development to design all window systems to reduce thermal gain during warm weather and heat loss during cool weather
- Encouraging the use of domestic solar energy.

Policy CSF-4.3 **Energy Efficiency in Government.** Promote and serve as an effective leader in implementing conservation practices and incorporating resource-efficient alternatives in government facilities and services.

Policy CSF-4.4 **Title 24 Requirements.** Require new development projects to meet or exceed Title 24 energy conservation requirements, and, where possible, require structural and landscaping design to make use of natural heating and cooling. Encourage the use of

solar and alternative energy technologies to meet or exceed Title 24 requirements.

Policy CSF-4.5 **LEED Program.** Encourage developers to use Leadership in Energy and Environmental Design standards.

Policy CSF-4.6 **Solar Design.** Promote the use of solar energy and develop design standards relating to solar orientation, including landscaping, and appropriate impervious surfaces.

Policy CSF-4.7 **Distributed Energy Systems.** Encourage the development of distributed energy systems for new construction, such as rooftop solar panels, customer-owned battery backup systems, fuel cell technologies, backup generators, and combined heat and power systems.

Policy CSF-4.8 **Building Energy Load Reduction.** Reduce the energy load per building by using energy-saving techniques, such as upgrading insulation, reducing electricity loads from lighting and appliances, and revising building design guidelines.

Policy CSF-4.9 **Microgrids.** Encourage the development of microgrids for large-scale development projects, such as college campuses, hospital complexes, business centers, and large industrial land uses.

Policy CSF-4.10 **Battery Energy Storage Systems.** Encourage the installation of battery energy storage systems (BESS) for commercial and industrial users to meet short-term peak power needs.

Policy CSF-4.11 **Reach Codes.** Consider the implementation of reach codes for the City, which are local building energy codes that go beyond the minimum requirements of the California Building Code.

Policy CSF-4.12 **On-site Renewable Energy Sources.** Require the installation of on-site renewable energy sources, such as solar photovoltaic, for new commercial and office buildings greater than 45,000 square feet and new industrial buildings greater than 99,000 square feet.

- Policy CSF-4.13 Energy Providers Assistance.** Obtain the assistance of the Pacific Gas and Electric Company and Central Coast Community Energy in reviewing proposals for commercial buildings and major subdivisions of more than 25 units during the design and approval process to ensure the incorporation of energy-efficiency recommendations into the plans.
- Policy CSF-4.14 PG&E Coordination on Energy Technology.** Coordinate with Pacific Gas and Electric Company in the development of smart grid technology, demand management programs, and battery storage systems.
- Policy CSF-4.15 PG&E Coordination on Future Growth Projections.** Keep PG&E informed of projected growth rates and electricity usage in Hollister to assist in PG&E's five-year electricity demand forecasts.
- Policy CSF-4.16 Peak Energy Demand Calculations.** Require large-scale projects that require preparation of an Environmental Impact Report to calculate peak electricity demands and apply early in the planning process to PG&E for proposed electricity connections so that PG&E can determine capacity to serve the project.

ACTIONS

- Action CSF-4.1 Backup Energy.** Evaluate backup energy provisions for critical City facilities and upgrade as needed. Encourage the use of alternatives, such as fuel cell and solar generator backups, to the sustained use of gasoline-powered generators.
- Action CSF-4.2 "Green" Building Standards.** Adopt a "Green Building Program" to encourage the use of green building materials and energy conservation. Provide a resource list of local suppliers and builders that promote green building materials and practices.
- Action CSF-4.3 Green Building Grant Funding.** Monitor available grant funding sources and apply for grant funding that will assist with the implementation of green building and green energy policies and actions.

Action CSF-4.4 **Energy Conservation Programs.** Provide public information on alternative energy technologies for residential developers, contractors, and property owners. Publicize energy conservation programs and weatherization services that are available to provide subsidized or at-cost inspection and corrective action by making information available through websites and newsletters.

5.2.5 SOLID WASTE

GOAL CSF-5 Ensure adequate and sustainable solid waste management that meets the existing and future needs of the city and reduces disposable waste over time.

POLICIES

- Policy CSF-5.1** **Solid Waste Management.** Coordinate with the County of San Benito in addressing solid waste management and landfill capacity needs consistent with this General Plan.
- Policy CSF-5.2** **Waste Reduction and Recycling.** Comply with State laws to promote recycling and divert recyclable materials from the landfill, such as encouraging businesses to recycle building and other materials; promoting composting by restaurants, institutions, and residents; and supporting programs to promote recycling. Encourage residential, commercial, and industrial customers to evaluate and reduce their waste streams and to participate in waste exchanges and used goods resale programs.
- Policy CSF-5.3** **Zero-Waste Legislation.** Support zero-waste legislation locally, regionally, and statewide.
- Policy CSF-5.4** **Green Jobs.** Support the development of green jobs through investment in zero-waste programs and infrastructure.
- Policy CSF-5.5** **Litter and Illegal Dumping.** Reduce litter and illegal dumping in Hollister.

Actions

- Action CSF-5.1 Identification of Recycling Program Opportunities.** Create a formal recycled product procurement program for the City and work with local industry and commercial enterprises to encourage the purchase and use of recycled materials where possible.
- Action CSF-5.2 Zero-Waste Goal.** Prepare a zero-waste strategic plan to maximize solid waste diversion community-wide.
- Action CSF-5.3 Reusable Foodware Ordinance.** Develop and adopt a Reusable Foodware Ordinance that requires the use of reusable foodware when dining on-site at restaurants and the use of compostable or recyclable foodware containers for carryout orders.
- Action CSF-5.4 Solid Waste Reduction Programs.** Adopt and implement programs that reduce the amount of materials entering the solid waste stream.

5.2.6 PARKS AND RECREATION

GOAL CSF-6 Provide high-quality neighborhood and community parks to meet the recreational, open space, leisure, and play needs of existing and future residents.

POLICIES

- Policy CSF-6.1 Parks and Recreational Facilities Standard.** Provide five acres of developed parks and recreational facilities for every 1,000 residents in the City Limits to improve the 2018 service ratio of 3.5 acres of park space per 1,000 people. New residential or mixed-use developments containing a residential component shall be required to provide park land, or pay in-lieu fees, in this ratio, as directed by the City. Private parks and open space that is counted toward the City's park requirement shall be publicly accessible.



Photo by Jaquelyn Scimeca



Photo by Jenny Knerr

Policy CSF-6.2 **Access to Parks and Recreation Facilities.** Ensure an equitable distribution of parks and recreational facilities throughout the city. Strive to improve, operate, maintain, and rehabilitate existing parks, facilities, and other public amenities.

Policy CSF-6.3 **Hollister Parks Facility Master Plan.** Prioritize the implementation of the recommendations from the 2018 Hollister Parks Facility Master Plan.

Policy CSF-6.4 **Park Design and Review Process.** Design all new parks to follow the best practices outlined in the Hollister Parks Facility Master Plan. Require all new park and recreation facilities to receive a recommendation from the Parks Commission prior to approval.

Policy CSF-6.5 **High-Quality Facilities and Recreational Programs.** Promote and provide high-quality facilities and recreation programs to meet the recreational and cultural needs and desires of existing and future residents of all groups, ethnicities, and income levels.

Policy CSF-6.6 **Public Information Campaigns.** Collaborate with schools, governmental agencies, and community organizations to expand existing programs and establish new outreach campaigns to promote physical activity and nutritious meals.

Policy CSF-6.7 **Park Access.** Work with local community-based organizations to expand and increase park access throughout the city.

ACTIONS

Action CSF-6.1 **Park and Recreational Standard Plan.** Develop and implement a plan to achieve the City's standard of providing five acres of developed parks and recreational facilities for every 1,000 residents in the City Limits.

Action CSF-6.2 **Trail Master Plan.** Develop and adopt a Trail Master Plan for the city that includes a gap analysis of existing parks, trails, and open spaces. Future improvements identified in the trail master plan shall prioritize access and equity.

- Action CSF-6.3** **Vista Park Hill Master Plan.** Implement the Vista Park Hill Master Plan and work to achieve the seven goals outlined in the plan.
- Action CSF-6.4** **Park Grant Funding.** Pursue grant funding to improve existing parks and develop new City parks.
- Action CSF-6.5** **All-Abilities Playground.** Develop and adopt a plan to create an all-abilities playground.
- Action CSF-6.6** **Community Engagement on Park Improvements.** Hold meetings with the community at the outset of planning for new parks or park improvements.
- Action CSF-6.7** **Developer-Provided Parks.** Establish incentives to encourage developers to build parks beyond City requirements.

5.2.7 FIRE AND POLICE SERVICES

GOAL CSF-7 Provide adequate fire and police services to serve existing and new development.

POLICIES

- Policy CSF-7.1** **Police Services.** Ensure that development in the Hollister Planning Area does not exceed the capability of the Hollister Police Department and the San Benito County Sheriff's Department to provide an adequate level of police protection.
- Policy CSF-7.2** **Fire Safety.** Ensure that development in the Hollister Planning Area does not exceed the capability of the Hollister Fire Department and the San Benito County Fire Department to provide an adequate level of fire protection.
- Policy CSF-7.3** **Fire Protection Mitigation.** Require individual project developers to negotiate with the Hollister Fire Department to determine additional mitigation for proposed projects prior to the issuance of building permits. Such mitigation may include the payment of impact fees, the development of new fire protection facilities, and/or the provision of firefighting equipment.



Photo by the Hollister Police Department



Photo by the Hollister Police Department



Photo by the Hollister Police Department

Policy CSF-7.4

Fire and Police Project Review. Ensure that the responsible fire protection agency and law enforcement agency reviews all development proposals in the Hollister Planning Area to ensure that the project provides adequate fire protection and addresses crime prevention concerns.

ACTIONS

Action CSF-7.1

Public Service Master Plans. Require City departments to update their public service master plans in conformance with the amount and type of development specified in this General Plan to ensure that the City maintains an adequate number of public safety workers, including police officers and firefighters.

Action CSF-7.2

Facilities for Fire and Police Services. Create a plan for new police and fire facilities, including identification of opportunities for shared use of facilities by the Police and Fire Departments.

Action CSF-7.3

Fire Protection Master Plan Update. Update the City's Fire Protection Master Plan. Include consideration of a fire protection expansion plan to fund and operate additional fire stations in the city, including the airport area and the southeastern section of the Hollister Planning Area. As part of this update and in coordination with the County of San Benito and/or CAL FIRE, investigate fire and emergency service consolidation as a means of expanding and improving service in the Hollister Planning Area.



Photo by Jenny Knerr

5.2.8 PUBLIC SCHOOLS

GOAL CSF-8

Support high-quality education for Hollister's students.

POLICIES

Policy CSF-8.1

New School Funding Incentives. Consider incentives, such as density bonuses and waiver or reductions of development standards, when a proposed project voluntarily provides school fee contributions beyond their fair share for new school facilities.



Photo by Hollister Parks and Recreation Staff

- Policy CSF-8.2** **Coordination with School Districts.** Encourage joint planning with local school districts in determining the location of educational facilities.
- Policy CSF-8.3** **School Development Impact Fees.** Require all new development to mitigate its fair share of the impact of such development on school facilities to the maximum extent permitted under State law.
- Policy CSF-8.4** **Community Use of School Facilities.** Collaborate with schools to enter into joint-use agreements to provide access to school facilities for neighborhood, community, and recreational activities.
- Policy CSF-8.5** **Construction of a Second High School.** Support the San Benito High School District's efforts to construct a new high school.



Photo by David Mirrione

5.2.9 LIBRARY SERVICES

GOAL CSF-9 Support the provision of library services to meet the informational and educational needs of Hollister.

POLICIES

- Policy CSF-9.1** **County Partnership.** Partner with the San Benito County Free Library to maximize public use of libraries for community cultural and educational events and classes, particularly to support youth, seniors, job training, adult education, technology, literacy, and English as a second language.



Photo by David Mirrione

ACTIONS

- Action CSF-9.1** **Library Service Expansion Study.** Conduct a study to investigate the needs and funding mechanisms to expand library services in the Hollister Planning Area.

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6. ECONOMIC DEVELOPMENT ELEMENT

This Economic Development Element supports the prosperity of the local economy by establishing policies to attract and expand businesses across multiple sectors, increase the quality and quantity of job opportunities for local residents, as well as capturing additional resident and tourist spending in Hollister. This section provides background information related to the economic environment in Hollister and presents goals, policies, and actions for the following topics:

- 6.2.1 Overall Economic Development
- 6.2.2 Retail Leakage
- 6.2.3 Job Creation
- 6.2.4 Tourism
- 6.2.5 Industrial Uses
- 6.2.6 Airport

6.1 BACKGROUND INFORMATION

6.1.1 RETAIL LEAKAGE

The City of Hollister currently experiences an estimated \$26 million in retail leakage on an annual basis. Retail leakage is spending by Hollister residents that occurs outside of the City Limits. This amounts to roughly \$700 per capita of annual spending by Hollister residents outside of Hollister. By comparison, the Association of Monterey Bay Area Governments (AMBAG) region experiences just \$30 in retail leakage per capita on an annual basis. According to local stakeholders, this retail leakage is driven by several factors, including the significant amount of commuting by Hollister residents to workplaces outside of the city. On their commute, residents have several retail destination options before reaching Hollister that capture a significant amount of their spending. Another potential reason for the retail leakage is the gaps in the City of Hollister's existing retail offerings. More specifically, the 2020 Market Demand Analysis found significant retail leakages in clothing and clothing accessory stores, general merchandise stores, and home furnishing stores. This indicates areas of potential shortages in the local retail inventory that are forcing residents to spend money outside of the City Limits.

6



Photo by PlaceWorks

The General Plan's Land Use Plan Map (Figure LU-2) is designed to provide a high level of flexibility for future commercial development projects. Many land use categories, such as Mixed Use and Home Office, allow a range of commercial projects to develop throughout Hollister without mandating specific uses so that individual projects are free to meet the market demand of the city and its unique neighborhoods at the time of development.

In addition to this flexibility, the General Plan identifies prime locations for new retail development to occur. By distributing different types of retail development opportunities throughout Hollister, the General Plan seeks to promote accessible and diverse retail districts that complement, rather than compete with, each other.

The five retail land use designations in this General Plan are Mixed Use, Downtown Commercial and Mixed Use, West Gateway, North Gateway Commercial, and General Commercial.



Photo by Michael Grzan

6.1.2 JOB CREATION

According to 2019 AMBAG data, nearly 14,000 total jobs are in the City of Hollister. An estimated 32 percent of these jobs are in service industries, primarily driven by local demand for services, including healthcare, real estate, and financial services. Another 27 percent of the existing employment is driven by the public sector, including local, state, and federal employment. Nearly 20 percent of Hollister employment is in the industrial sector, including manufacturing, transportation and distribution, and construction firms. Over the past decade, job growth in the region has not kept pace with population and household growth, leading to a significant amount of Hollister residents commuting to the Monterey Bay Area and San Francisco Bay Area for employment. However, Hollister does contain a significant inventory of vacant and underutilized commercial and industrial sites that could accommodate business development and expansion in the city. Expanding development of industrial and commercial land locally can help create job opportunities for Hollister residents.

6.1.3 TOURISM

With an estimated 210,000 tourists visiting Pinnacles National Park and Hollister Hills State Vehicular Recreation Area (SVRA) annually, Hollister is well positioned to capture significant tourism spending. The San Benito County region also boasts additional outdoor recreation amenities, arts and cultural venues, vineyards and local wineries, and agricultural-oriented tourist attractions that bring additional visitors to the area.

6.1.4 INDUSTRIAL USES

In 2019, industrial jobs accounted for roughly 20 percent of all jobs in Hollister. Based on input from local businesses and stakeholders, these industrial jobs are typically higher paying than other jobs that require the same level of education. Industrial jobs also require less educational attainment than jobs in the science and technology sector. Historically, Hollister has attracted more price-sensitive manufacturers, given the less expensive industrial real estate and affordability of the local residential market for employees. There is roughly 4 million square feet of industrial space in Hollister, with an additional 850,000 square feet of space already in the development pipeline. In addition to projects in the pipeline, Hollister’s inventory of vacant and underutilized industrial sites in the City Limits can accommodate another 8 million square feet of industrial space. This suggests Hollister has the potential to capture additional industrial jobs by supporting expansion of existing businesses and recruiting new businesses in search of industrial space.



Photo by PlaceWorks

6.1.5 AIRPORT

Located in northern Hollister, the Hollister Municipal Airport is a major asset for existing and future economic development in the city. The City of Hollister has invested heavily in upgrades to the runways, storm drainage, and other on-site infrastructure to support aviation and future development. In addition to potential new development on airport property, one unique aspect of the Hollister Municipal Airport is its “through-the-fence” access, which allows privately owned land adjacent to the airport direct access to the airport runways and taxiways. This can be an attractive attribute for nearby properties, according to industrial developers and landowners in northern Hollister.

6.2 ECONOMIC DEVELOPMENT ELEMENT GOALS, POLICIES, AND ACTIONS

This section provides goals, policies, and actions relating to economic development in the City of Hollister. These goals, policies, and actions are divided into the following categories:

- Overall economic development
- Retail leakage
- Job creation
- Tourism
- Industrial uses
- Airport

6.2.1 OVERALL ECONOMIC DEVELOPMENT

GOAL ED-1 Increase overall economic development in Hollister.

POLICIES

- Policy ED-1.1** **Economic Development Programs and Strategies.** Make economic development a critical function and focus of City operations.
- Implement economic development programs
 - Assist with business attraction and retention
 - Initiate other economic development strategies
- Policy ED-1.2** **Development Opportunities Marketing.** Provide information and services to potential developers, including catalytic opportunity site pro formas, marketing materials, and early notice of building vacancies.
- Policy ED-1.3** **Stakeholder Collaboration.** Collaborate in economic development efforts with regional stakeholders and businesses.
- Policy ED-1.4** **Higher Education Collaboration.** Support the expansion of programs at local and regional educational institutions aimed at increasing the expertise of the local workforce.

ACTIONS

- Action ED-1.1** **Economic Development Staff.** Identify City or grant funding to support dedicated City staff to implement economic development programs.
- Action ED-1.2** **Performance Monitoring.** Conduct a study to evaluate the City's economic development performance periodically, and update/adjust policies and actions accordingly.
- Action ED-1.3** **Job Training Programs.** Support local educational institutions to develop and expand training programs aimed at increasing the skills and expertise of the local workforce in ways that are relevant to local business needs.

Action ED-1.4 Existing Businesses. Survey existing businesses in Hollister to better understand their existing operations and needs, as well as potential expansion plans.

Action ED-1.5 Disaster Recovery. Review policies and procedures related to the repair and reconstruction of buildings and adjustment of business operations in response to natural and human-caused disasters. Create or amend policies as needed.

Action ED-1.6 Economic Development Work Plan. Report on economic development activities to the City Council annually and provide recommendations for the following year's economic development work plan for the Council's approval.



Photo by PlaceWorks

GOAL ED-2 Ensure the City has sufficient sites and infrastructure to accommodate business expansion.

POLICIES

Policy ED-2.1 City Infrastructure Maintenance. Maintain and upgrade necessary City infrastructure to support new commercial and industrial development.

Policy ED-2.2 Business Retention, Attraction, and Expansion. Attract projects that would support business retention and expansion in Hollister.



Photo by Michael Grzan

ACTIONS

Action ED-2.1 Infrastructure Study to Support Businesses. Conduct a study to determine needs, costs, and potential funding mechanisms for upgrades to infrastructure in Hollister to support business attraction and expansion. The study should include:

- Roads
- Sewer
- Water
- Broadband internet
- Electrical service

Action ED-2.2 **Commercial and Industrial Sites Database.** Create and maintain a database of commercial and industrial sites and buildings that are available to accommodate business growth. The database should ideally include the characteristics of each individual site and target high-opportunity sites for City-led efforts that can help make them shovel ready for development. The database should include:

- Site topography
- Land use designation and zoning
- Existing infrastructure connections
- Environmental remediation/mitigation requirements

6.2.2 RETAIL LEAKAGE

GOAL ED-3 Attract new retail business to Hollister.

POLICIES



Photo by Jaquelyn Scimeca

Policy ED-3.1 **Retail Business Expansion.** Support retail business expansion and attraction through marketing vacant retail spaces and sites throughout the city.

Policy ED-3.2 **Retail Business Attraction.** Support the attraction of new retail categories/businesses that are desired by Hollister residents.

Policy ED-3.3 **Retail Development in West Gateway District.** Require the provision of retail space, either in horizontally or vertically integrated mixed-use developments, in the West Gateway District instead of solely residential development in this area to create a more vibrant retail environment in this part of Hollister.

ACTIONS

Action ED-3.1 **List of Available Retail Sites.** Create and maintain a list of existing vacant retail land and vacant retail spaces in Hollister through coordination with local property owners and brokers.

Action ED-3.2 **Vacant Retail Buildings.** Contact the brokers and/or owners of vacant retail sites and buildings to understand the unique characteristics of each site and ownership structure.

Action ED-3.3 **Advertisement of Retail Sites.** Advertise vacant retail sites and buildings on the City's website to attract retail developers and businesses.

Action ED-3.4 **Retail Market Studies.** Conduct or commission a study to document new retail facilities desired by Hollister residents and the demographic and economic characteristics required by various retail businesses (e.g., population densities, projected housing growth, household incomes). As part of this study, develop strategies to make Hollister a more appealing location for these businesses.

Action ED-3.5 **Rehabilitation of West Gateway District.** Review policies and regulations pertaining to the West Gateway District to ensure there are no undue barriers to rehabilitation and redevelopment in the area and to prioritize available resources to support infrastructure upgrades necessary to serve desired development.

GOAL ED-4 **Make downtown Hollister the retail, cultural, and social center of the community.**

POLICIES

Policy ED-4.1 **Inactive Storefronts in Downtown.** Reduce the number of inactive storefronts in the downtown to improve the pedestrian environment by incentivizing downtown property owners to attract active uses to groundfloor spaces.

Policy ED-4.2 **Experiential Retail and Entertainment Opportunities.** Encourage existing buildings and new proposed projects in the downtown to incorporate experiential retail and entertainment opportunities to bolster downtown.

Policy ED-4.3 **Infrastructure Upgrades in Downtown.** Upgrade downtown infrastructure in a planned, orderly fashion to support the rehabilitation and redevelopment of retail and mixed-use buildings in the downtown.

Policy ED-4.4 **Parking Management Strategies.** Support parking management strategies to maintain and improve downtown parking access and convenience.



Photo by PlaceWorks



Photo by PlaceWorks

ACTIONS

Action ED-4.1 **Incentives to Revitalize Downtown.** Establish land use policies and incentive programs to minimize the number of inactive storefronts in downtown and convert those storefronts to active uses.

Action ED-4.2 **Downtown Building Improvement Program.** Create a City-funded program to help owners improve the condition of existing downtown buildings (e.g., façade improvements, infrastructure upgrades).

Action ED-4.3 **Downtown Parking Study.** Conduct a study to identify strategies to improve the use of existing downtown parking, evaluate whether additional parking is needed, and determine how and where additional parking could be added if it is needed.

6.2.3 JOB CREATION

GOAL ED-5 Add more jobs in Hollister.

POLICIES

Policy ED-5.1 **Collaboration with Existing Businesses.** Improve the collaboration between the City and existing Hollister businesses to better understand business needs.

ACTIONS

Action ED-5.1 **Business Attraction Program.** Develop a program to identify potential businesses interested in locating in Hollister, and market the city to them as a business location.

Action ED-5.2 **Marketing and Branding Materials.** Create marketing materials about Hollister for distribution to businesses, developers, and brokers.

Action ED-5.3 **Promoting Hollister as a Business Destination.** Attend regional and national conferences to promote Hollister as a destination for business location.

Action ED-5.4 **Outreach to Existing Businesses.** Conduct outreach to existing businesses, including conducting a survey of existing businesses to understand their current operations and future expansion needs.

Action ED-5.5 **Regional Business Stakeholder Meetings.** Attend regional business stakeholder organization meetings to understand business trends and needs for expansion.



Photo by PlaceWorks

6.2.4 TOURISM

GOAL ED-6 Attract more tourists to Hollister.

POLICIES

Policy ED-6.1 **Overnight Accommodations.** Cooperate with private developers to expand the city's lodging inventory and capacity to accommodate overnight visitors.

Policy ED-6.2 **Brick-and-Mortar Retail.** Attract regional agricultural-related producers (e.g., fresh food, wine producers) to open brick-and-mortar retail establishments in Hollister. Potential City support could include fee waivers or direct City funding to assist with site location and improvements to meet the retailers' unique space requirements.

Policy ED-6.3 **Collaboration to Support Tourism.** Continue to collaborate with local tourism-oriented entities to increase visitor attraction.

Policy ED-6.4 **Campgrounds and RV Parks.** Support the development of campgrounds and recreational vehicle (RV) parks in the Planning Area in close proximity to complementary regional recreational amenities, primarily to the south of the City Limits.

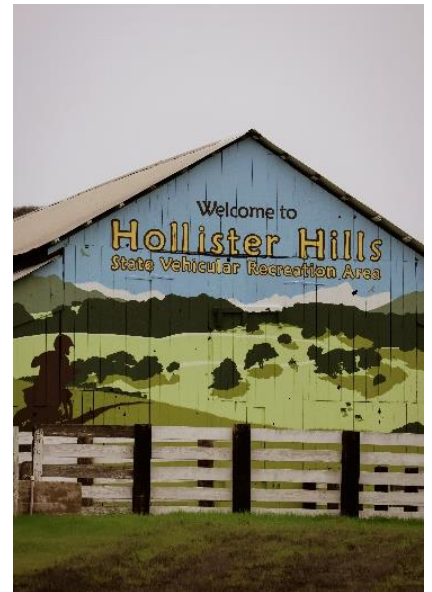


Photo by Jacquelyn Scimeca

ACTIONS

Action ED-6.1 **Tourism Signage.** Work with the California Department of Transportation (Caltrans) to improve signage on the State highways to direct travelers to destinations in Hollister, particularly downtown.

- Action ED-6.2** **Hotel Incentive Policy.** Update the existing hotel incentive policy to help enhance the tourist and travel experience in Hollister by continuing to provide incentives to develop quality hotels and promote the rehabilitation of existing hotels.
- Action ED-6.3** **Establish a Short-Term Rental Policy.** Assess the current demand for short-term rentals and establish a comprehensive short-term rental policy to manage the number of short-term rentals in the city.
- Action ED-6.4** **Branding Strategy.** Develop a branding strategy and unique identity for Hollister, and ensure that new public signage, promotional materials, and the City’s website and social media presence reinforce and market the brand.
- Action ED-6.5** **Public-Private Collaboration to Support Tourism.** Work with local tourism stakeholders to identify gaps and develop strategies for public-private collaboration to close those gaps.
- Action ED-6.6** **Tourism Funding Study.** Conduct a study of the potential for new funding sources to support tourism-related activities. These could include a Transient Occupancy Tax (TOT) increase, sales tax increase, or other General Fund allocations.

6.2.5 INDUSTRIAL USES

GOAL ED-7 Strengthen existing industrial business clusters and fill industrial business gaps.

POLICIES

- Policy ED-7.1** **Manufacturing, Construction, and Agriculture Business Expansion.** Prioritize business expansion efforts around Hollister’s existing strengths in manufacturing, construction, and agriculture-related businesses.

ACTIONS

- Action ED-7.1** **Industrial Business Gap Study.** Conduct a study to identify existing gaps in Hollister’s current industrial sector, and work to attract industrial companies in these categories.

Action ED-7.2 Identification of Underrepresented Industries. Compile and review California Employment Development Department (EDD) data on employment by industry for San Benito County, and identify industries where the county is underrepresented, to target business attraction efforts.

GOAL ED-8 Streamline the process for development approvals in Hollister's industrial and business parks.

POLICIES

Policy ED-8.1 Streamlined Industrial Permitting Process. Ensure a transparent and streamlined process for approving and permitting industrial development and building occupancy in Hollister.

ACTIONS

Action ED-8.1 Business Park Master Plan. Develop a citywide Business Park Master Plan to improve the overall appearance and reputation of the business parks; identify any shortages of land, infrastructure, and/or buildings needed to accommodate a range of industrial/business park tenant types; and establish strategies to address any deficiencies.

Action ED-8.2 Review of Industrial Development Regulations and Processes. Review the City's industrial development permitting regulations and processes and ensure that they are user-friendly and do not create any undue barriers to industrial development.



Photo by PlaceWorks

6.2.6 AIRPORT

GOAL ED-9 Support new development on airport property and near the airport.

POLICIES

Policy ED-9.1 Development Incentives for Industrial and Aviation-Related Uses. Incentivize additional development of industrial and aviation-related uses on the airport property by investing in infrastructure upgrades and considering permit streamlining and fee waivers/deferrals.

ACTIONS

- Action ED-9.1** **Airport Master Plan.** Create an Airport Master Plan that would assess existing facility needs, future land use and zoning, transportation access, infrastructure upgrades, and potential funding mechanisms to support delivery of new industrial and aviation-related business space around the Hollister airport.
- Action ED-9.2** **Airport Development Incentive Study.** Conduct a study to streamline the permitting process and/or offer financial incentives through reduced impact fees or other mechanisms to support new uses at and around the airport.

GOAL ED-10 Leverage the airport as an amenity for future business expansion.

POLICIES

- Policy ED-10.1** **Advertisement of the Airport.** Market the Hollister Municipal Airport as an amenity to existing and future businesses.
- Policy ED-10.2** **Airport Business Recruitment.** Recruit potential aviation-related companies to locate on or near the airport property.
- Policy ED-10.3** **Aviation-Related Business Sector Attraction.** Include aviation-related/airport-dependent businesses in the targeted sectors for business attraction.

ACTIONS

- Action ED-10.1** **Airport Marketing.** Include information about the airport and its key features and amenities on the City's website and in marketing materials used for business recruitment.

7. NATURAL RESOURCES AND CONSERVATION ELEMENT

7

This Natural Resources and Conservation Element described natural resources in Hollister today and focuses on policies and actions for the City of Hollister to preserve natural and cultural resources, improve air quality, and reduce greenhouse gas emissions. This section presents goals, policies, and actions for the following topics:

- 7.2.1 Biological Resources
- 7.2.2 Tribal Cultural Resources
- 7.2.3 Air Quality
- 7.2.4 Climate Change
- 7.2.5 Water Quality and Water Conservation
- 7.2.6 Mineral Resources

7.1 HOLLISTER TODAY

7.1.1 BIOLOGICAL RESOURCES

Hollister is rich with diverse habitats. While much of the Planning Area has been urbanized as Hollister has grown over the past 150 years, the remaining agricultural lands on the broad alluvial plain of the San Benito River Valley, the riparian woodlands along San Benito River and Santa Ana Creek, and the rolling grasslands and grazing lands to the east and south, are valued resources for Hollister's wildlife. Protection of sensitive biological resources, and restoration or enhancement of damaged habitats is important for the continued health of Hollister's natural environment. The Biological and Wetland Resources Background Report,¹ prepared as part of the General Plan 2040 Update process, provides a review of the known resources in the General Plan Planning Area.

¹ Environmental Collaborative, 2020. *City of Hollister General Plan 2040, Biological and Wetland Resources Background Report*.



Photo by Valera Key

Hollister is in the Pajaro River watershed, which covers approximately 1,300 square miles and ultimately flows to Monterey Bay. The watershed spans four counties—San Benito, Santa Clara, Santa Cruz, and Monterey. The Pajaro River is the largest coastal stream between San Francisco Bay and the Salinas River. The watershed's large size contributes to the number of diverse environments, physical features, and land uses in the watershed. Tributaries to the Pajaro River, the largest of which is the San Benito River, serve as the major routes for surface flow and drainage throughout the watershed.

Protection of the creeks and wetlands, and the plants and animals that live in and near them, can be achieved by managing public access along these areas and by minimizing encroachment by new development to only that which is unavoidable. This can be accomplished by preserving buffer areas along creeks and drainage-ways, associated riparian areas, and wetlands. Another way to protect creeks is to improve public access points so that uncontrolled foot traffic does not damage these sensitive habitats.



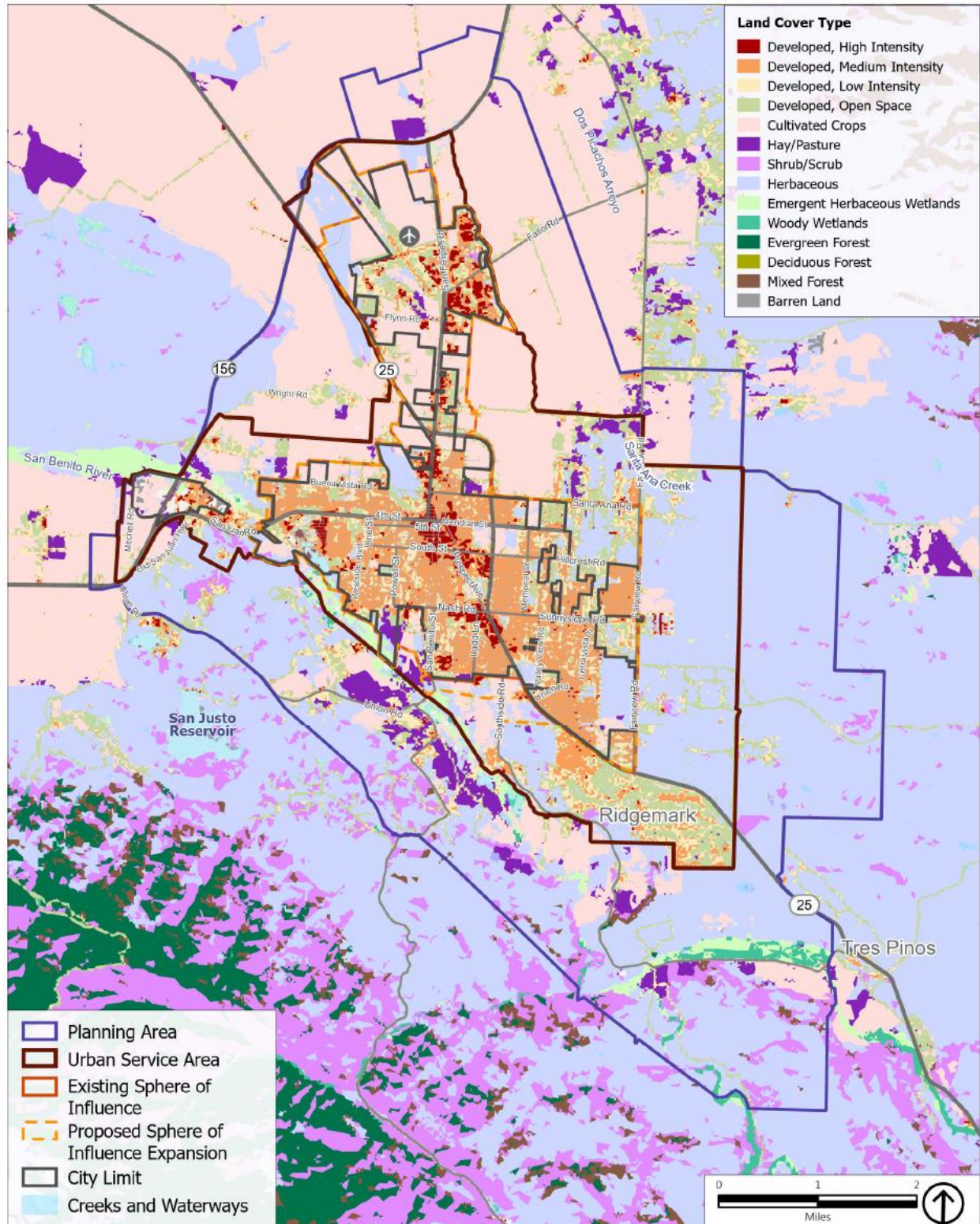
Photo by Jenny Knerr

7.1.1.1 HABITAT TYPES

Vegetation, fish, and wildlife habitat are essential to the community of Hollister. As development pressures grow, the need for preservation of the valuable diversity of species becomes increasingly important. The City recognizes the ecological, scientific, aesthetic, and cultural values of special-status species, as well as their inherent and legal right to exist without undue disturbance. Protection of species with legal protective status also extends to the habitat that supports populations of those species, consistent with the requirements of state and federal law. By providing protection to non-listed special-status species, the City is recognizing the need to contribute to the protection of native plants and animals, and their habitats, before their populations are so low that they must be listed as threatened or endangered under the state and federal Endangered Species Acts.

Figure NRC-1 shows the various vegetation cover types in the General Plan Planning Area vicinity according to the National Land Cover Database. Habitat types differ in their relative value as wildlife habitat and can be characterized by both vegetative cover and associated animal species that are dependent on that habitat, although some wildlife species may use more than one habitat type. The riparian habitat areas in Hollister support a large number of terrestrial and aquatic wildlife species. Non-native and native grasslands support a variety of mammals, birds, and reptiles. The forest and woodland cover in Hollister provide nesting and foraging opportunities for numerous species of birds, including raptors. Irrigated row crops occupy a majority of the agricultural lands in the Planning Area and a number of small mammals and birds frequent many of the crops.

Figure NRC-1 Vegetation Cover Types



Source: ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019; National Land Cover Database, 2016

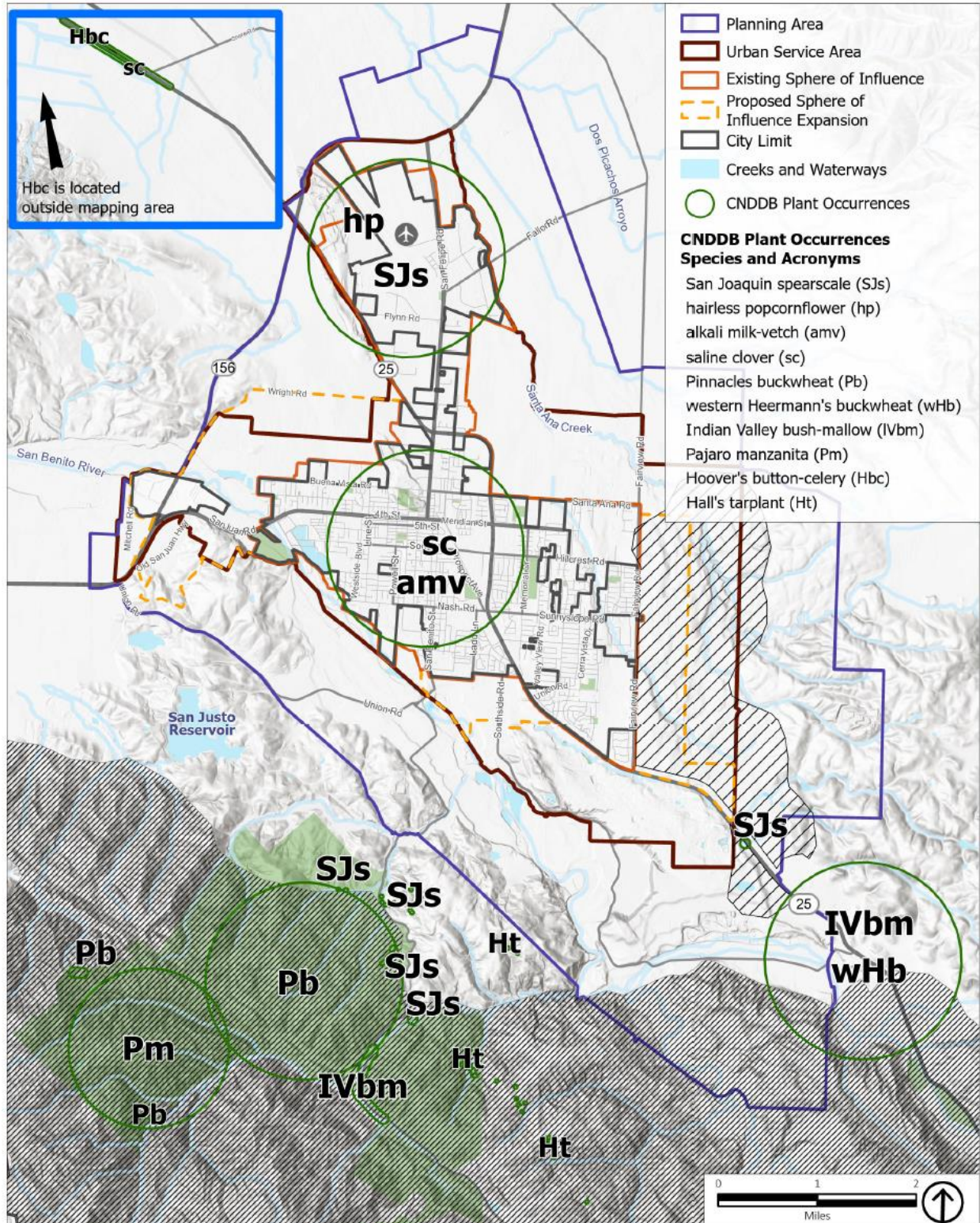
7.1.1.2 SPECIAL-STATUS SPECIES

Special-status species are plants and animals that are legally protected under the state and/or federal Endangered Species Acts or other regulations, as well as other species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitat. Species with legal protection under the federal and state Endangered Species Acts often represent major constraints to development, particularly when they are wide-ranging or highly sensitive to habitat disturbance and where proposed development would result in “take” of these species.

Based on the review of available data, there are a total of 23 special-status plant species that have been reported from or in the vicinity of the General Plan Planning Area. As shown in Figure NRC-2, mapping prepared by the California Natural Diversity Database (CNDDDB) of the California Department of Fish and Wildlife (CDFW) shows the known occurrences of nine of these most closely monitored special-status species. Many of the special-status plant occurrences in the General Plan Planning Area are vulnerable to off-road vehicle use, disturbance associated with fire and fuel-reduction activities, competition with invasive species, and other threats. There remains a possibility that additional populations of one or more species occurs on the remaining undeveloped lands in the General Plan Planning Area. Detailed surveys would be required to provide confirmation on presence or absence from undeveloped portions of the General Plan Planning Area where suitable habitat is present and thorough studies have not been conducted.

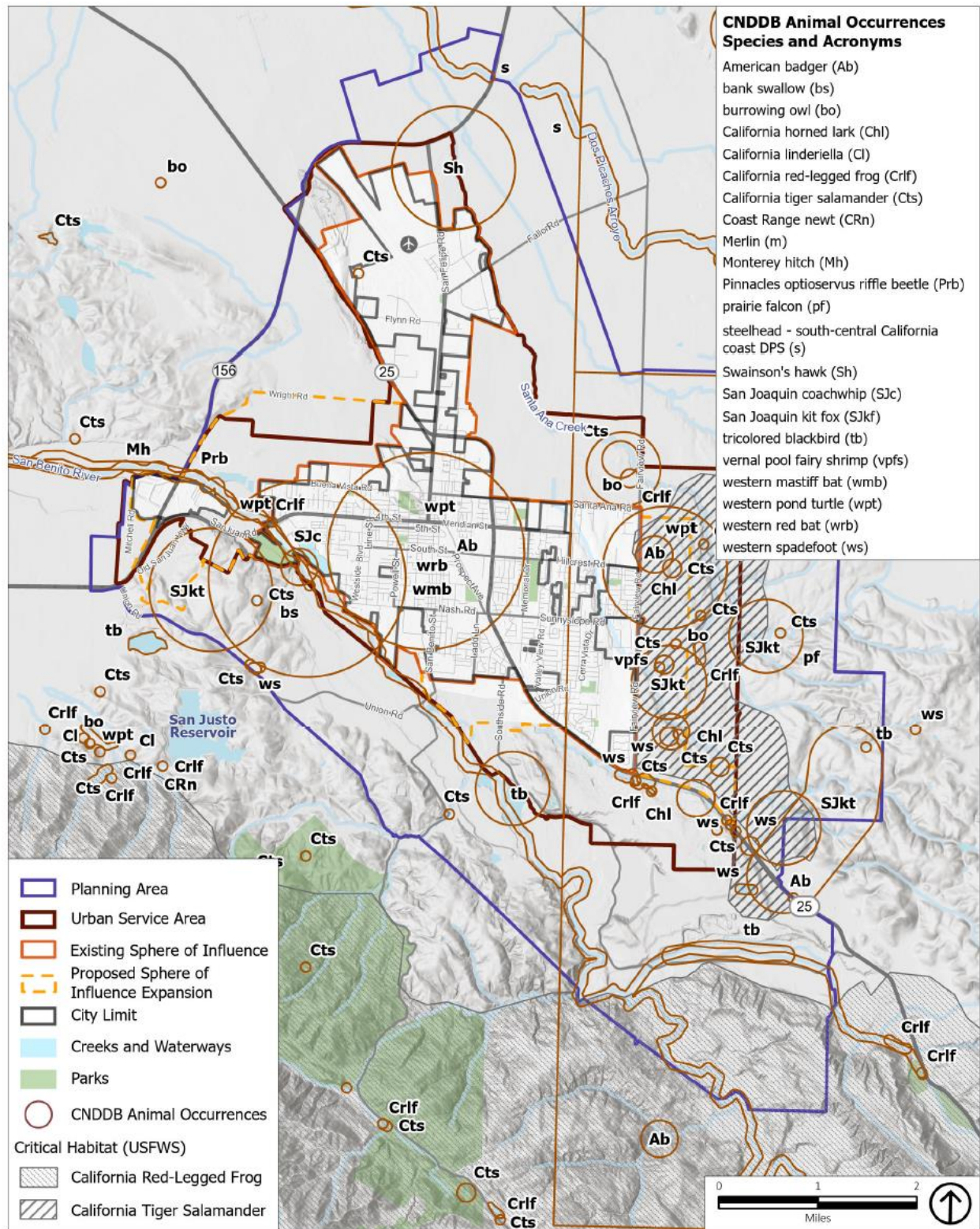
Based on a review of available data, a total of 40 special-status animal species are known or suspected to potentially occur in the vicinity of Hollister. As indicated in Figure NRC-3, a total of 17 of these most closely monitored special-status animal species have been reported by the CNDDDB in or near the General Plan Planning Area. Occurrences of other special-status species, particularly the numerous special-status bird species known from San Benito County, may occur in or frequent the Planning Area. Detailed surveys would be required to provide confirmation on presence or absence of special-status animal species where suitable habitat remains in the Planning Area. Several special-status species are of particular concern because of their protected legal status, presence of critical habitat as designated by the U.S. Fish and Wildlife Service (USFWS), and known distribution in the Hollister vicinity (see Figure NRC-3).

Figure NRC-2 Special-Status Plant Species



Source: CA Natural Diversity Database, 2019; USFWS, 2019; ESRI, 2019; PlaceWorks, 2023; San Benito County, 2020; USGS, 2019

Figure NRC-3 Special-Status Animal Species and Critical Habitat



San Joaquin kit fox (*Vulpes macrotis mutica*) is listed as a federally endangered and state-threatened species. The San Joaquin kit fox was once widely distributed throughout the native grasslands that formerly occupied the low rolling hills around the San Joaquin, Salinas, Santa Clara, and San Benito Valleys. The nearest sighting of a San Joaquin kit fox in relation to the Hollister Planning Area occurred in 1972, when one was seen approximately 3,000 feet east of the southeast corner of the Planning Area. However, San Joaquin kit fox is known to range within two miles of sightings, and San Benito County has designated the area east of Fairview Road as a potential San Joaquin kit fox habitat area. Agricultural operations and, more recently, urban development, have eliminated or fragmented their habitat, resulting in a substantial decline in numbers. As shown in Figure NRC-3, occurrences of this subspecies have been reported in the southwestern, southeastern, and eastern margins of the General Plan Planning Area where development remains sparse.

In addition, the California tiger salamander (*Ambystoma californiense*) and California red-legged frog (*Rana draytonii*) are both listed as special-status species that occur in the Planning Area. California tiger salamander is a state and federally listed threatened species. It has been reported at the periphery of Hollister, including the eastern hills, the plains along the San Benito River corridor, and in the vicinity of the Hollister airport. The USFWS has designated the hillsides in the eastern hills, generally east of Fairview Road, as Critical Habitat for the California tiger salamander (see Figure NRC-3). Occurrences of California red-legged frog, which is federally listed as threatened and recognized as a California Species of Special Concern by CDFW, have also been reported in the Planning Area along the San Benito River, Santa Ana Creek, and drainages with suitable habitat in the eastern and southwestern hills. Designated Critical Habitat for the California red-legged frog occurs in the southern and southwestern portion of the General Plan Planning Area, extending south of Tres Pinos through the Gabilan Mountains.

7.1.1.3 SENSITIVE HABITATS

Sensitive habitat types in the General Plan Planning Area include remnant native grasslands, wetlands, and areas with specific types of forest and scrub cover. Native grasslands could occur in some locations of the herbaceous land cover shown in Figure NRC-1. Well-developed stands of riparian woodland and scrub (mapped as woody wetlands) are considered a sensitive habitat that supports a large number of terrestrial and aquatic wildlife species and tend to have high wildlife habitat values. Freshwater marsh (mapped as emergent herbaceous wetlands) is also of high habitat value to wildlife, providing a source of drinking water, protective cover, nesting substrate, and serving as movement corridors for species. The forest areas shown in Figure NRC-1 could provide nesting and foraging opportunities for numerous species



Photo of San Joaquin kit fox from USFWS



Photo of California tiger salamander from USFWS



Photo of California red-legged frog from USFWS



Photo of burrowing owl from Jeri Krueger/USFWS

of birds, including raptors. They also provide essential food resources for acorn woodpeckers (*Melanerpes formicivorus*), scrub jay, and other birds.

Sensitive Natural Communities

Sensitive natural communities are community types recognized by CDFW and other agencies because of their rarity. Sensitive natural community types known from or suspected to occur in the General Plan Planning Area include several associations of Black Oak Forests and Woodlands, California Bay Forests and Woodlands, California Buckeye Woodlands, several associations of Coyote Brush Scrub, freshwater marsh, freshwater seeps and springs, and numerous alliances of native grasslands. Occurrences of these sensitive natural community types may be present in the herbaceous land cover, woody and emergent herbaceous wetlands, and the forest areas shown in Figure NRC-1. Detailed surveys would be required to provide confirmation on presence or absence of any sensitive natural community types from undeveloped portions of the Planning Area.

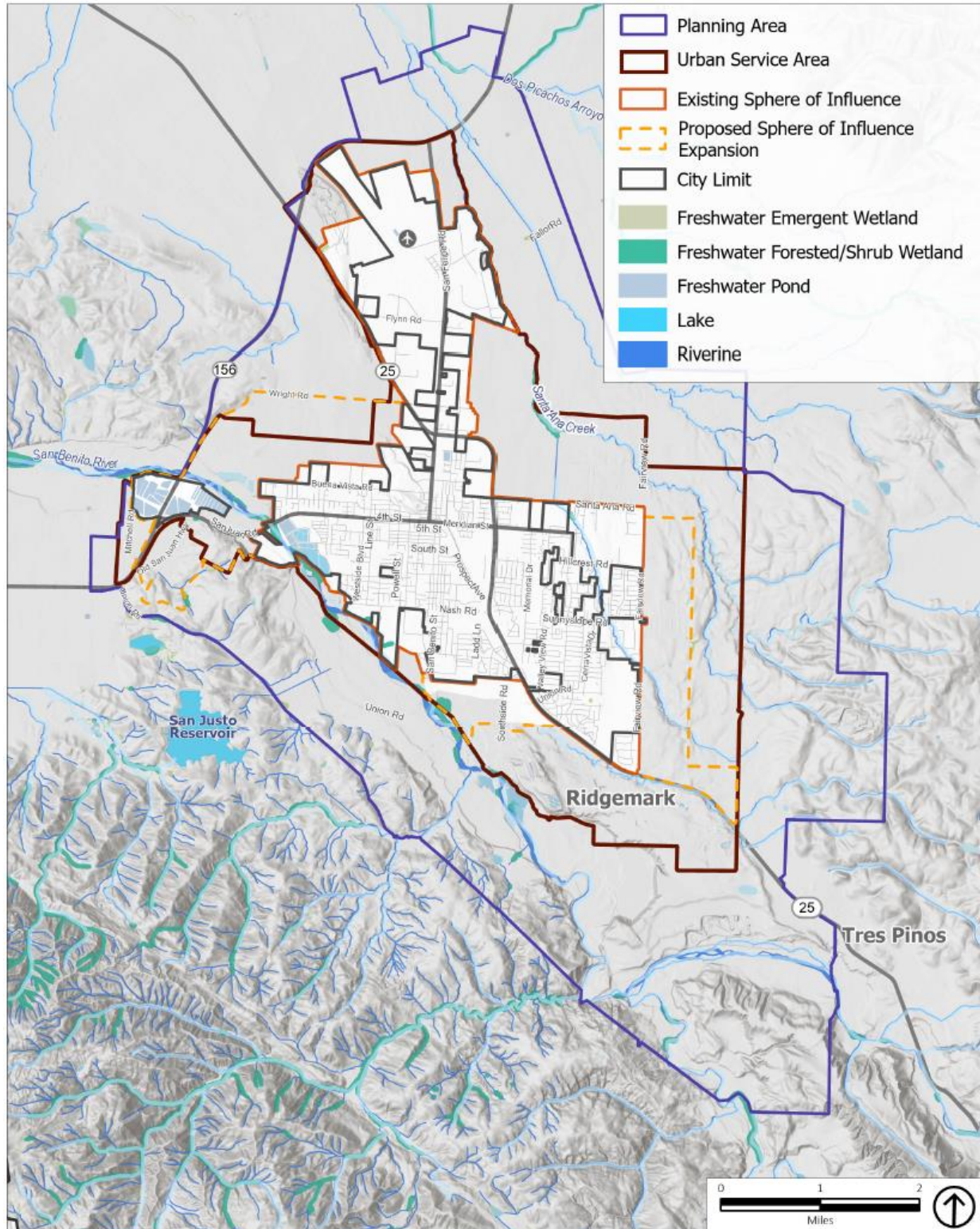
Jurisdictional Wetlands

State and federal agencies have regulatory authority over wetlands and unvegetated other waters that fall within their jurisdiction. Wetlands are generally considered to be areas that are periodically or permanently inundated by surface or groundwater and support vegetation adapted to life in saturated soil. Wetlands are fragile, natural resources subject to flooding, erosion, soil-bearing capacity limitations, and other hazards. In addition, they are resources of special significance due to the modulation of flood waters, water quality, and habitat functions they perform, and their importance for floodwater storage, floodwater passage, aquifer recharge, erosion control, pollution control, wildlife habitat, education, scientific study, open space, and recreation. Figure NRC-4 shows the extent of wetlands mapped in the Planning Area as part of the National Wetlands Inventory, as defined by the USFWS. Additional wetlands and other regulated waters may be present in other locations in the Planning Area and would require a formal wetland delineation to verify presence or absence.

7.1.1.4 HERITAGE TREES

Heritage trees are trees that provide special significance to the community based on historical, environmental, or aesthetic value. The preservation of heritage trees enhances the attractiveness of the city, protects against extreme temperatures, encourages quality development, and helps increase property values. Policies and regulations can control the removal and preservation of heritage trees in Hollister to ensure there is a sizable population of large, healthy trees for the long term.

Figure NRC-4 National Wetlands Inventory



Source: ESRI, 2020; PlaceWorks, 2023; San Benito County, 2020; USGS, 2019



Photo by Jenny Knerr

7.1.2 TRIBAL CULTURAL RESOURCES

Hollister is within the ancestral lands of the Ohlone (also known as Costanoan) people, which ranges from the Carquinez Strait to the southern border of Monterey Bay and extends 50 miles inland. Loosely united by related languages and histories, the Ohlone people have never constituted a single political or cultural entity. Prior to European settlement, Ohlone peoples spoke at least eight distinctive language dialects and were organized into roughly 50 documented villages and extended family groups.

Evidence suggests that the Ausaima Indians, who were part of the Ohlone linguistic group, have dwelt in the vicinity of the Planning Area since 5,000 B.C. Ohlones lived in tribelets, or autonomous territory-dependent political units, ranging from 50 to 500 people in size. Labor was divided between hunting and gathering based on gender; where women gathered a variety of nuts, seeds, and berries, while men hunted numerous creek, shore, and terrestrial species. Larger mammals were hunted with the bow and arrow and devised communal drives and nets for smaller game. Resources were distributed via trade networks, but Ohlone groups imported relatively few goods: pinyon nuts and obsidian. In exchange for these goods, Ohlone exported mussels, salt, olivella shells, abalone, and bows to the Sierra Miwok and Yokuts tribes.

Spanish colonials came to settle in the Bay Area and on the Central Coast during the seventeenth and eighteenth centuries, displacing the Ohlone people and their cultures. In 1797, Mission San Juan Bautista, one of the many missions constructed along the California coast during this time period, was established by Franciscan Missionaries who sought to convert indigenous peoples to Catholicism and eliminate traditional cultural practices and beliefs. During this period of Mexican and European colonization, cultural and spiritual traditions of the Ohlone people were forced into dormancy or secrecy.

In 1839, Rancho San Justo was established by a land grant from the Mexican government. Shortly after, in 1868, 50 farmers established the San Justo Homestead Association and used their joint power to purchase 21,000 acres of land from Colonel William Hollister, a sheep rancher. The San Justo Homestead Association subdivided the land into homesteads, setting aside 100 acres for a town site. The city was incorporated that same year.

Today, there is a diverse spectrum of culturally and politically active Ohlone families and tribes in the region. Tribal cultural resources often are less tangible than merely an object of the site itself. Sometimes, the importance is tied to views of or access to a sacred site. Therefore, consultation with culturally affiliated Native American tribes is key to identifying tribal cultural resources.

It is likely that there are undiscovered and unrecorded archaeological and tribal resources in Hollister's Sphere of Influence. The General Plan includes policy direction to support the tribal consultation process required by State law and requires preconstruction investigation of potential tribal cultural resources if they are found on development sites.

7.1.3 AIR QUALITY

Hollister is in the northwest sector of the North Central Coast Air Basin. Air pollutant emissions generated by stationary sources in Hollister are subject to the rules and regulations imposed by the Monterey Bay Air Resources District. The air quality monitoring station closest to the city is the Hollister-Fairview Road Monitoring Station, which monitors ozone, coarse particulates, and fine particulates pollution. The most current five years of data monitored at this station show recurring violations of both the state and federal ozone standards. Furthermore, exceptional events, like wildfires, can affect air quality in the North Central Coast Air Basin. Wildfires can temporarily elevate concentrations of particulate matter. When wildfires affect air quality, Monterey Bay Air Resources District monitors and provides information to the public about air quality levels.

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive receptors are facilities where sensitive population groups are likely to be located. These facilities include schools, retirement homes, convalescent homes, hospitals, and medical clinics. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. The California Air Resources Board provides recommendations on the location of sensitive land uses in proximity to freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities.

7.1.4 CLIMATE CHANGE

Climate is the long-term average of weather conditions, such as temperature and precipitation. While it is normal for Earth's climate system to experience long-term shifts in these average conditions, recent human activity is causing global climate change at an exponential rate. Figure NRC-5 shows the past and projected extreme heat days in Hollister. These activities, predominately the burning of fossil fuels, emit heat-trapping gases called greenhouse gases (GHGs) that build up in the atmosphere. As GHG levels increase, Earth's atmosphere traps more heat, triggering changes in the global climate system that may have serious and potentially catastrophic impacts on people, physical assets, and natural systems. The General Plan Sphere of Influence is susceptible to several climate-related hazards, which include flooding, extreme heat, drought, and wildfire.



Photo by Jenny Knerr

The City's Climate Action Plan identifies additional strategies to reduce GHG emissions to meet State reduction targets and help lessen the impacts of climate change. Climate action planning can also provide indirect benefits to the community by implementing GHG reduction strategies that are also aimed at improving resiliency. These benefits may include a healthier and more robust economy, cost savings from lower energy and resource use, improved public health, and greater community equity, among many others.

Figure NRC-5 Past and Projected Extreme Heat Days in Hollister

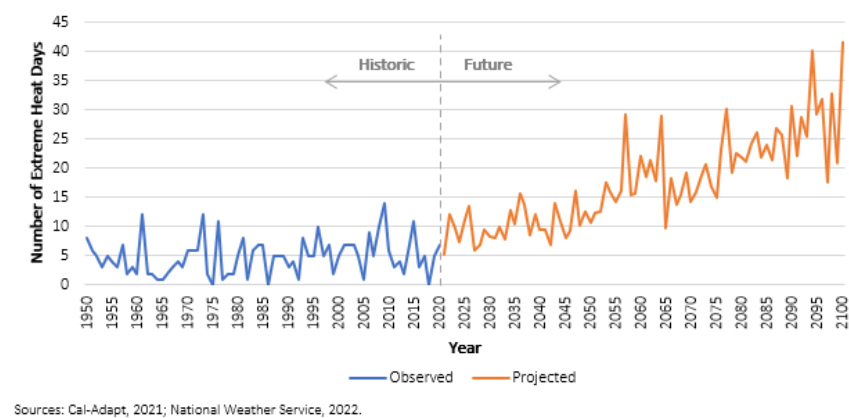


Photo by Jenny Knerr

7.1.5 WATER QUALITY AND WATER CONSERVATION

There are three significant surface water features in the Planning Area: the San Benito River, Santa Ana Creek, and an unnamed tributary of Santa Ana Creek, as shown on Figure NRC-6. The San Benito River flows from southeast to northwest in the southern portion of the Planning Area. Much of the Planning Area drains northerly to Santa Ana Creek and its unnamed tributary; Santa Ana Creek flows into San Felipe Lake, approximately seven miles north of the Hollister Municipal Airport. Annual rainfall, most of which takes place during the fall and winter, generally dictates the amount of surface water in local stream systems.

The Planning Area overlies the North San Benito Groundwater Basin. Groundwater recharge occurs mostly through infiltration from streams (mainly the San Benito River and Tres Pinos Creek south of Hollister).

Surface water quality is affected by point source and non-point source pollutants. Point source pollutants are those emitted at a specific point, such as a pipe, while non-point source pollutants are typically generated by surface runoff from diffuse sources, such as streets, paved areas, and landscaped areas. Non-point source pollution is caused by rainfall moving over and through the ground. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into bodies

of water. Best management practices are guidelines used to ensure that project design, construction, and maintenance are conducted to control urban runoff and minimize the impact on the surrounding environment.

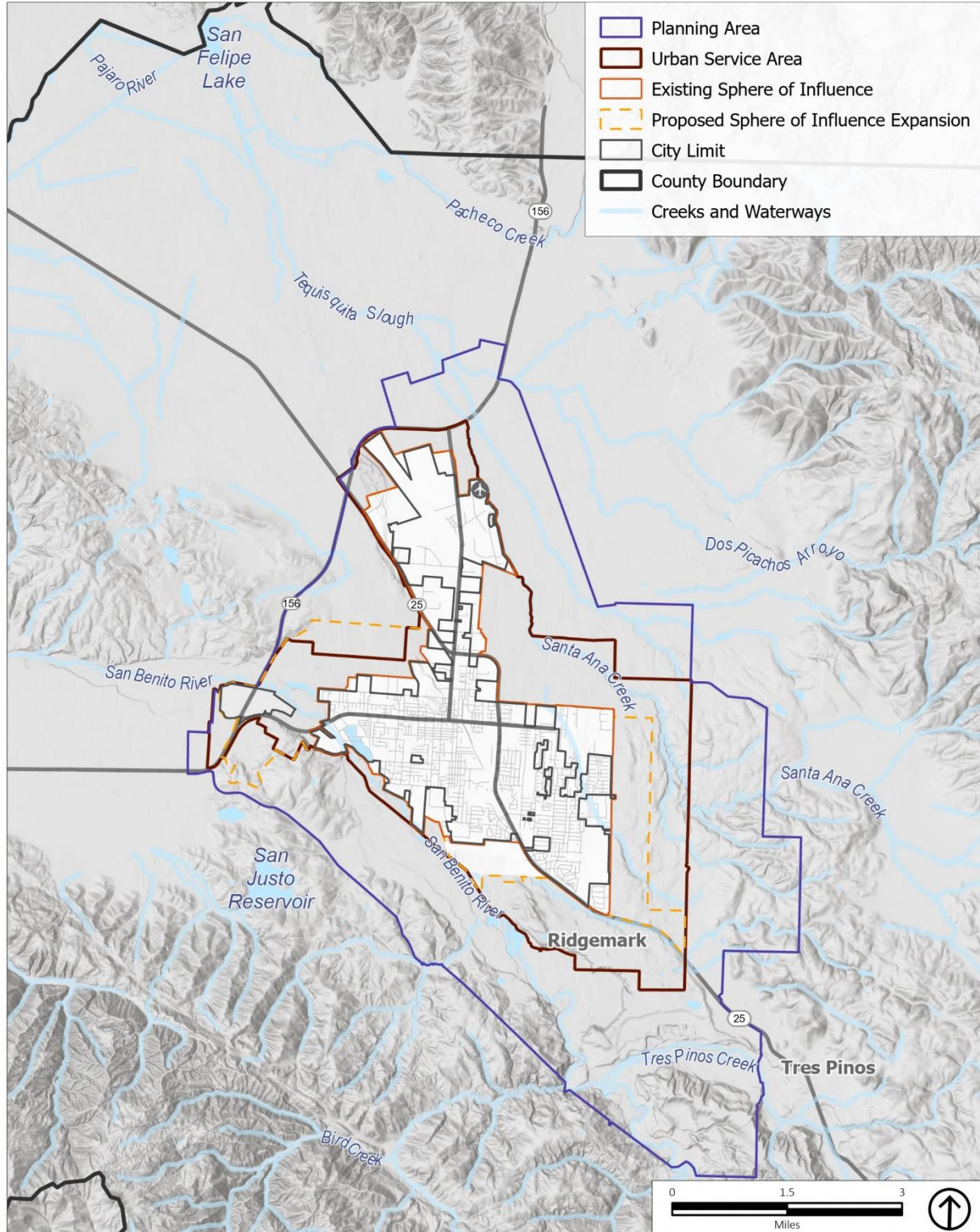
Maintaining and improving water quality is essential to protect public health, wildlife, and watersheds, and to ensure opportunities for public recreation and economic development in Hollister. Water pollution can be dramatically curbed through proactive efforts of residents and through City policies for stormwater management and public participation, education, and appropriately designed development. The City implements State law that requires the use of practices that enable water to percolate into the surrounding soil, instead of letting sediment, metals, pesticides, and chemicals flow directly into creeks or through the storm drain system. Improving the water quality in Hollister's creeks and groundwater is a priority. The City supports efforts to clean up existing areas and prevent further degradation.

Reuse and conservation of water throughout the year helps to provide a reliable source and reduces the need and cost of securing out-of-area supplies. Examples of water conservation measures include aerators for faucets and showerheads, low-flow toilets, irrigation system timers and monitors, drought-tolerant landscaping, and water-efficient dishwashers and washing machines. The City of Hollister also recycles most wastewater in the city with the exception of housing units that are treated by the Ridgemark Wastewater Treatment Plant. Customers who would like to use recycled water must obtain a Recycled Water Use Permit. The recycled water is primarily used for agricultural irrigation, though other approved uses include landscaping irrigation, nonstructural firefighting, and some construction-related activities.



Photo by Michael Grzan

Figure NRC-6 Waterways in the Hollister Planning Area



Source: ESRI, 2020; San Benito County, 2020; USGS, 2019; PlaceWorks, 2023

7.1.6 MINERAL RESOURCES

The State Mining and Geology Board (SMGB) has designated portions of the Hollister Planning Area as having construction aggregate deposits (sand, gravel, and crushed rock) of regional significance, which are shown on Figure NRC-7. The properties controlled by aggregate producers are also shown in the figure.

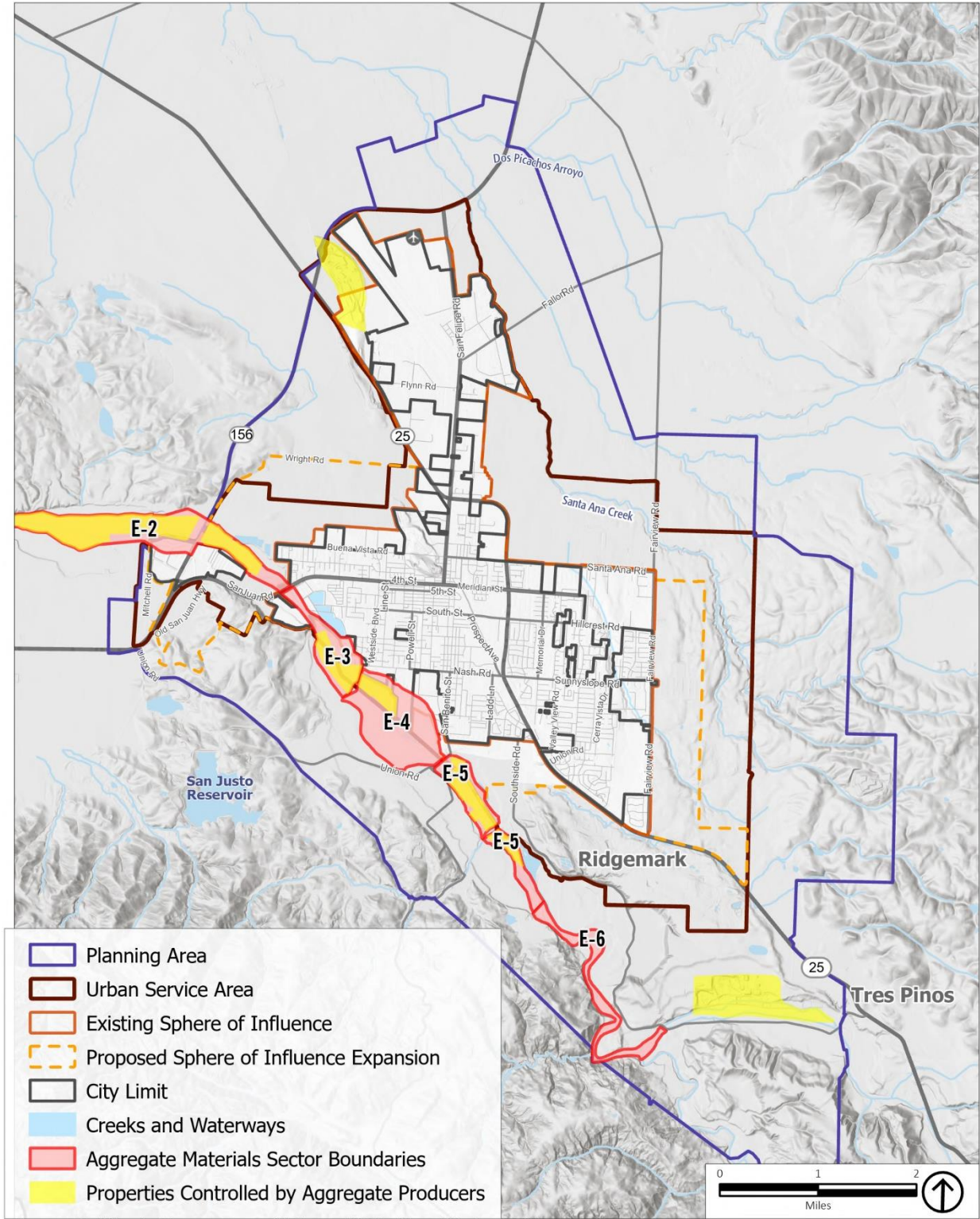
The SMGB divides aggregate resources into regions and sectors. The aggregate resource areas in or near Hollister are in Sector E of the Monterey Bay Region and include channel and floodplain mineral deposits along the San Benito River. These resources may be needed to meet future demands in the region.

SMGB policy states that land uses that require a high public or private investment in structures, land improvements, and landscaping, or that would otherwise prevent mining (i.e., high-density residential development, public facilities, intensive industrial and commercial uses) are inherently incompatible with the conservation and extraction of mineral resources. Those land uses that require a low public or private investment in structures, land improvements, and landscaping that would allow mining (i.e., extensive industrial, recreation, agricultural, and open space uses) may be compatible.



Photo by Jenny Knerr

Figure NRC-7 Regionally Significant Construction Aggregate Resource Areas



Source: California Department of Mines, 1999 ; PlaceWorks, 2023

7.2 NATURAL RESOURCES AND CONSERVATION ELEMENT GOALS, POLICIES, AND ACTIONS

The following section provides goals, policies, and actions relating to natural resources and conservation.

7.2.1 BIOLOGICAL RESOURCES

GOAL NRC-1 Ensure enhanced habitat for native plants and animals, and protection for culturally significant and special-status species.

POLICIES

Policy NRC-1.1 **Protection of Environmental Resources.** Protect or enhance environmental resources, such as wetlands, creeks and drainage-ways, sensitive natural communities, and habitat for special-status species.

Policy NRC-1.2 **Protection of Special-Status Species Habitat and Sensitive Natural Communities.** Identify and protect the habitats of special-status species and sensitive natural communities that may found in the Hollister Planning Area, in cooperation with the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, through the review of development proposals for compliance with regulations of these agencies and the California Environmental Quality Act.

Policy NRC-1.3 **Other Habitat Planning Measures.** Use regional planning concepts, such as mitigation banking, to offset the cumulative effects of piecemeal development on the habitat of special-status species.

Policy NRC-1.4 **Specialized Surveys for Special-Status Species and Sensitive Natural Communities.** Require that sites with suitable natural habitat, including creek corridors through urbanized areas, be surveyed for special-status species and sensitive natural communities prior to development approval as part of the environmental review process. Such surveys shall be conducted by a qualified biologist and occur prior to development-related vegetation removal. All surveys shall take place during appropriate seasons to determine presence or absence, including nesting or breeding occurrences, with a determination



Photo by Valera Key

on whether the project site contains suitable habitat for such species and sensitive natural community types. These results would inform the site assessment and environmental review process for proposed developments and other activities that could adversely affect special-status species.

Policy NRC-1.5 Biological Site Assessment. Require a biological resource assessment for proposed development on sites with natural habitat conditions that may support special-status species, sensitive natural communities, or regulated wetlands and waters. The assessment shall be prepared prior to project approval and conducted by a qualified biologist to determine the presence or absence of any sensitive resources that could be affected by proposed development, shall provide an assessment of the potential impacts, and shall define measures for protecting the resource and surrounding buffer habitat, in compliance with City policy and state and federal laws. An assessment shall not be necessary for locations where past and existing development have eliminated natural habitat and the potential for presence of sensitive biological resources and regulated waters.

Policy NRC-1.6 Mitigation of Potential Impacts on Special-Status Species and Sensitive Habitat Areas. Require that potential significant impacts on special-status species, occurrences of sensitive natural communities, or regulated wetlands and waters be minimized through adjustments and controls on the design, construction, and operations of a proposed project prior to project approval. Where impacts to these sensitive biological habitat areas are unavoidable, appropriate compensatory mitigation shall be required by the City. Such compensatory mitigation shall be developed and implemented in accordance with City policy and any relevant state and federal regulations. These may include on-site set asides, off-site acquisitions (conservation easements, deed restrictions, etc.), and specific restoration efforts that benefit the special-status species and sensitive habitat areas.

Policy NRC-1.7 **Preconstruction Surveys for the San Joaquin Kit Fox.** Require preconstruction surveys for the San Joaquin kit fox prior to project approval, in accordance with the U.S. Fish and Wildlife Service Guidelines for Preconstruction Surveys for the endangered San Joaquin kit fox, for new developments in the County-designated kit fox habitat area. Development in the habitat area boundaries shall be assessed an impact fee by the County for every home or acre developed.

Policy NRC-1.8 **California Red-Legged Frog and California Tiger Salamander Site Assessments.** Require site assessments by a qualified biologist to evaluate the potential for proposed projects in identified Critical Habitat areas for the California red-legged frog and/or California tiger salamander to have a negative effect on these species. Such assessments shall be prepared prior to project approval and identify any high-quality habitat for these species and shall be peer reviewed by a second qualified biologist. Protocol surveys may be warranted to confirm presence or absence of these species based on the results of the habitat assessment. Development in areas with identified high-quality occupied habitat shall be avoided. High-quality habitat includes sites known to be occupied by the species, breeding habitat, large areas of suitable habitat, and the absence of nearby development.

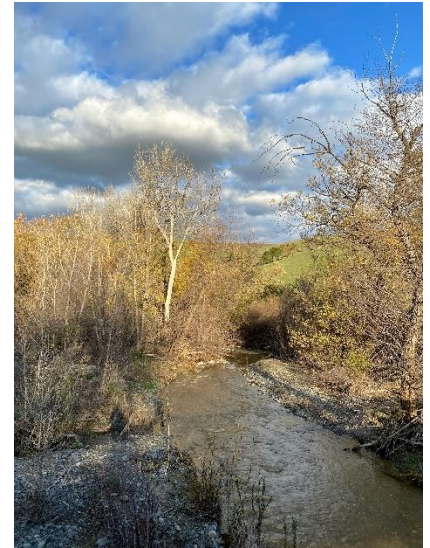


Photo by Jenny Knerr

Policy NRC-1.9 **Surveys and Mitigation for Burrowing Owls.** Require project applicants with proposed projects on grazing or fallow agricultural land to conduct a survey for burrowing owls in accordance with the latest guidelines of the California Department of Fish and Wildlife prior to project approval. Project applicants in the Fairview Road/Santa Ana Road area shall be required to develop and implement a mitigation plan to avoid or otherwise compensate for any disturbance to the burrowing owl colony in that area. This plan shall be developed in coordination with the California Department of Fish and Wildlife.

- Policy NRC-1.10** **Preconstruction Surveys for Nesting Birds.** Require preconstruction surveys for nesting native birds, to be conducted prior to site disturbance by a qualified biologist, for those projects that would affect on-site oaks or orchards, or which would involve vegetation removal and construction during the nesting season (February 1 to August 31). The City shall allow no construction activities that would result in the disturbance of an active native bird nest (including tree removal) to proceed until after it has been determined by a qualified biologist that the nest has been abandoned.
- Policy NRC-1.11** **Maintain a List of Species.** Maintain current California Natural Diversity Database digital (Geographic Information System) maps and data tables listing threatened, endangered, and special-status species in the Hollister Planning Area.
- Policy NRC-1.12** **Riparian Habitat.** Maintain existing riparian areas in their natural state to provide for wildlife habitat, groundwater percolation, water quality, aesthetic relief, and recreational uses that are environmentally compatible with wetland preservation.
- Policy NRC-1.13** **Wetland Preservation.** Require appropriate public and private wetlands preservation, restoration, and/or rehabilitation through compensatory mitigation in the development process for unavoidable impacts. Continue the City's practice of requiring mitigation for projects that would affect wetlands in conjunction with requirements of state and federal agencies.
- Policy NRC-1.14** **Wetlands Delineation.** Require a delineation of jurisdictional waters by a qualified wetland specialist at the outset of the project planning stage of any proposed development that may contain wetlands or other regulated waters. This delineation shall be verified and approved by the U.S. Army Corps of Engineers or the Regional Water Quality Control Board where federally regulated waters are absent prior to project approval.

- Policy NRC-1.15 Wetland Avoidance.** Encourage development projects, which may result in the disturbance of delineated seasonal wetlands and other regulated waters, to be redesigned to avoid such disturbance or to provide adequate compensatory mitigation where avoidance is not feasible.
- Policy NRC-1.16 Enhancement of Creeks and Drainageways.** Support enhancement of drainageways to improve their function as wildlife habitat, wildlife corridors, and storm drainage facilities. Require setbacks, creek enhancement, and associated riparian habitat restoration/creation for projects adjacent to creeks to maintain storm flows, reduce erosion and maintenance needs, and improve habitat values. Require all new structures and paved surfaces to be set back from wetlands and creeks. Exceptions may be granted under extenuating circumstances and if also approved by responsible resource agencies.
- Policy NRC-1.17 Tree Preservation.** Preserve and protect heritage trees and other trees of importance.
- Policy NRC-1.18 Replacement Planting.** Require replacement planting when heritage trees and trees of importance must be removed.
- Policy NRC-1.19 Tree Maintenance.** Allow routine maintenance and pruning of heritage trees only when the survival of the tree will not be compromised.
- Policy NRC-1.20 Construction Near Heritage Trees.** Require that construction activities avoid impacts to heritage trees through construction of barrier fencing, construction worker training from a qualified arborist, and construction monitoring by an arborist. Heritage tree protection measures shall be identified prior to issuance of a building permit for a new development project.
- Policy NRC-1.21 Street Trees.** Require new development provide street trees of various species along pedestrian corridors and require the installation of root barriers when planting new street trees.

Policy NRC-1.22 Native Trees and Riparian Habitat. Ensure protection of native trees and riparian habitat.

Policy NRC-1.23 Non-Native Plants. Prohibit the planting of invasive, non-native plant species in natural habitats that support special-status species.

ACTIONS

Action NRC-1.1 Riparian Habitat Setbacks. Amend the Zoning Code to establish setback requirements from wetlands and creeks.



Photo by Valera Key

Action NRC-1.2 Tree Preservation Ordinance. Adopt a Tree Preservation Ordinance that defines heritage trees and other trees of importance and provides for their replacement when removed as part of a new development project. The Tree Preservation Ordinance shall:

- Define the trees to be preserved.
- Establish mitigation requirements when removal of a heritage tree or tree of importance is approved.
- Require that a tree protection zone be established on a new development site that serves to protect heritage trees and trees of importance to prevent possible damage during construction activities.
- Require training for construction workers on best practices for avoiding damage and require monitoring by a qualified arborist during construction activities.
- Require City approval prior to the removal of street trees.
- Permit routine maintenance and pruning of heritage trees only when the survival of the tree will not be compromised.

Action NRC-1.3 Urban Forest Master Plan. Prepare an urban forest master plan for Hollister that includes quantified goals and tracking methods, including mapping the tree canopy.

Action NRC-1.4 List of Native Plant Species. Establish a list of native plant species for incorporation into the landscape design of proposed development projects.

7.2.2 TRIBAL CULTURAL RESOURCES

GOAL NRC-2 Protect and preserve the tribal cultural resources in the Hollister Sphere of Influence.

POLICIES

- Policy NRC-2.1 Tribal Cultural Resources.** The City shall acknowledge the importance of tribal cultural resources by taking concrete steps to preserve areas that have identifiable and important tribal cultural resources.
- Policy NRC-2.2 Tribal Consultation.** Support the tribal consultation process, relationship building, and respect for tribal cultural resources. Consult with Native American representatives, including through early coordination, to identify locations of importance to Native Americans, including archaeological sites, sacred sites, traditional cultural properties, and other types of tribal cultural resources. Respect tribal concerns if a tribe has a religious prohibition against revealing information about specific practices or locations.
- Policy NRC-2.3 Protection and Preservation of Archaeological Resources.** Require project applicants to comply with state and federal standards to evaluate and mitigate impacts to tribal resources prior to project approval. Continue to require that project areas found to contain significant archaeological resources be examined by a qualified consulting archaeologist with recommendations for protection and preservation.
- Policy NRC-2.4 Tribal Coordination During Project Construction.** Require the developer of a proposed project that could impact a tribal cultural resource to contact an appropriate tribal representative to train construction workers on appropriate avoidance and minimization measures, requirements for confidentiality and culturally appropriate treatment, other applicable regulations and consequences of violating State laws and regulations prior to construction.



Photo by Valera Key

- Policy NRC-2.5** **Preconstruction Investigations.** Require project applicants to prepare preconstruction investigations of potential tribal cultural resources and on-site mitigation for all developments prior to the issuance of building permits.

7.2.3 AIR QUALITY

GOAL NRC-3 Protect clean air resources.

POLICIES



Photo by Bob Rowlands

- Policy NRC-3.1** **State and Federal Standards for Air Quality.** Continue to comply with and strive to exceed state and federal standards for air quality.
- Policy NRC-3.2** **Consistency with Air Quality Management Plan.** Review all development proposals for consistency with the current Air Quality Management Plan of the Monterey Bay Air Resources District.
- Policy NRC-3.3** **Air Quality Consideration in Land Use Planning.** Promote land use compatibility for new development by using buffering techniques, such as landscaping, setbacks, and screening in areas where different land uses abut one another to help ensure excellent air quality and land use compatibility.
- Policy NRC-3.4** **Air Quality Planning and Coordination.** Integrate air quality considerations with the land use and transportation processes by mitigating air quality impacts through land use design measures, such as encouraging project design that will foster walking and biking.
- Policy NRC-3.5** **Circulation Projects to Reduce Impacts on Air Quality.** Promote circulation projects that reduce air pollution.
- Policy NRC-3.6** **Technical Assessments.** Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have

the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities.

Policy NRC-3.7 Air Quality Standards in Development Review. Require developers to implement strategies for air quality improvement through the development review process. Ensure that any proposed new sources of particulate matter use latest control technology (such as enclosures, paving unpaved areas, parking lot sweeping, and landscaping) and provide adequate buffer setbacks to protect existing or future sensitive receptors.

Policy NRC-3.8 Commercial and Industrial Projects Exceeding 10,000 Square Feet. Require new or expanded commercial and industrial projects exceeding 10,000 square feet of gross floor area, such as big-box stores, warehouses, distribution centers, and similar uses, to be zero-emissions operations, including the facilities themselves and the associated fleets. Require all necessary measures, such as the following, to achieve zero emissions:

- Provide adequate on-site parking for all anticipated truck traffic to prevent idling and off-site queuing.
- Provide electrified loading docks with receptacles allowing plug-in of refrigerated and other types of trailers that otherwise would receive power from the tractor unit.
- Use heavy-duty trucks that are model year 2014 or later.
- Use zero-emission or “clean fleet” for delivery vehicles.
- Use zero-emission forklifts, pallet trucks and jacks, stackers, and other yard equipment.
- Implement practices to control road dust, tire wear, brake dust, and other contaminants in paved areas.

Policy NRC-3.9 Acute Air Quality Pollution Impact. Require projects or businesses that create acute air quality pollution impacts to implement mitigation measures to protect the health of the community in the affected area.

Policy NRC-3.10 Idling of Diesel Engines. Prohibit idling of diesel engines citywide. Prohibit non-diesel truck, construction vehicle, and transit vehicle idling within 100 feet of sensitive receptors, such as homes, schools, playgrounds, sports fields, childcare centers, senior centers, and long-term health care facilities.

Policy NRC-3.11 Particulate Matter Pollution Reduction. Promote the reduction of particulate matter pollution from roads, parking lots, construction sites, agricultural lands, and other activities. This would include: (1) requiring the watering of exposed earth surfaces during excavation, grading, and construction activities; (2) requiring daily (or as needed based on actual circumstances) cleanup of mud and dust carried onto street surfaces by construction vehicles; and (3) requiring that appropriate measures be taken to reduce wind erosion during construction, such as watering of soil, replanting, and repaving.

Policy NRC-3.12 Air Quality Planning Coordination. Cooperate with the Monterey Bay Air Resources District and other agencies in their efforts to ensure compliance with existing air quality regulations.

Policy NRC-3.13 Air Quality Education Programs. Support and participate in air quality education programs.

Policy NRC-3.14 Construction Health Risk Assessment. Require project applicants of discretionary projects on sites greater than one acre, within 1,000 feet of sensitive land uses (e.g., residences, schools, day care facilities, and nursing homes, etc.), as measured from the property line of the project, that utilize off-road equipment of 50 horsepower or more, and that occur for more than 12 months of active construction (i.e., exclusive of interior renovations) to prepare a construction health risk assessment (HRA) in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and Monterey Bay Air Resources District (MBARD). If the construction HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD, require the project applicant to identify and demonstrate measures, such as those listed in the General Plan Environmental Impact Report, that can

reduce potential cancer and noncancer risks to an acceptable level. (new)

Policy NRC-3.15 Operational Health Risk Assessment. Require project applicants of discretionary projects to prepare an operational health risk assessment (HRA) for industrial or warehousing land uses and commercial land uses that would generate substantial diesel truck travel (i.e., 100 diesel trucks or 40 or more trucks with diesel-powered transport refrigeration units per day based on the California Air Resources Board recommendations for siting new sensitive land uses) prior to project approval. The operational HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Monterey Bay Air Resources District (MBARD). If the operational HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD, the City shall require the project applicant to identify and demonstrate measures, such as those listed in the General Plan Environmental Impact Report, that can reduce potential cancer and noncancer risks to an acceptable level.

Policy NRC-3.16 Odor Management Plan. Require project applicants to prepare an Odor Management Plan prior to project approval for projects with the potential to emit nuisance odors beyond the property line (landfills, rendering plants, chemical plants, wastewater treatment plants, and refineries). The Odor Management Plan shall identify control technologies that will be used to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms, to ensure compliance with Monterey Bay Air Resources District Rule 402.

ACTIONS

Action NRC-3.1 Idling Ordinance. Adopt an ordinance that matches or is more stringent than the State's maximum idling law, and coordinate with California Air Resources Board, Monterey Bay Air Resources District, and law enforcement to achieve compliance.

7.2.4 CLIMATE CHANGE

GOAL NRC-4 Reduce greenhouse gas emissions in Hollister to meet or exceed State targets.

POLICIES



Photo by Jenny Knerr

- Policy NRC-4.1** **Carbon Neutral.** Encourage efforts that help Hollister become a net carbon-neutral community by 2045.
- Policy NRC-4.2** **Greenhouse Gas Emission-Reduction Targets.** Maintain a greenhouse gas reduction trajectory that meets or exceeds the statewide greenhouse gas reduction targets of Executive Orders B-30-15 (40 percent below 1990 levels by 2030) and S-03-05 (80 percent below 1990 levels by 2050) to ensure the City is consistent with statewide efforts to reduce greenhouse gas emissions.
- Policy NRC-4.3** **Energy Use.** Reduce energy use through use of energy-efficient appliances, lighting, and materials in our homes, businesses, and City facilities and use education and incentives to promote and sustain energy-conserving design and practices.
- Policy NRC-4.4** **Climate Action Plan Implementation in City Work Plans.** Include Climate Action Plan implementation needs, including funding sources and staff time, in City department work plans.
- Policy NRC-4.5** **Infill and Mixed-Use Development.** Support the development of infill sites and compact mixed-use projects that reduce travel distances and promote alternative modes of transportation.
- Policy NRC-4.6** **Low-Emission/No-Carbon Transportation.** Encourage the transition to low- or no-carbon transportation systems, which could include installation of electric vehicle charging stations at public and private facilities, expansion of bicycle and pedestrian infrastructure, and conversion to zero-emission buses.
- Policy NRC-4.7** **Municipal Fleet Alternative Fuel Vehicles.** Shift municipal vehicle fleet from gasoline- and diesel-powered vehicles to zero-emission and low-carbon vehicles, to the extent possible.

Policy NRC-4.8 Carbon-Free Energy. Promote carbon-free energy sources in new and existing developments.

Policy NRC-4.9 Zero Waste Community. Reduce and ultimately eliminate single-use materials, like plastic cups, Styrofoam containers, and similar disposable items, from landfills, and support the reuse of materials and products, repair and sharing of items, and rely on sustainable materials to build homes and businesses.

ACTIONS

Action NRC-4.1 Greenhouse Gas Emissions Monitoring. Annually monitor and report on changes in community-wide emissions and progress toward greenhouse gas emission-reduction targets, and revise greenhouse gas reduction efforts as needed to progress toward net-carbon neutrality and other targets.

Action NRC-4.2 Building Standards Code Efficiency Amendments. Conduct a study to explore opportunities to amend the Hollister Building Standards Code to improve building energy efficiency, transition to carbon-free energy sources, increase renewable energy supplies, and promote greater electric vehicle adoption.

Action NRC-4.3 Zero-Waste Plan. Prepare a Zero-Waste Plan in partnership with the San Benito County Integrated Waste Management Regional Agency.

Action NRC-4.4 Community Energy-Efficiency Education Programs. Develop community education programs on energy efficiency and renewable energy, sustainable transportation options, waste reduction, and water conservation in partnership with regional agencies and community groups.

7.2.5 WATER QUALITY AND WATER CONSERVATION

GOAL NRC-5 Protect and improve water quality in and around Hollister.

POLICIES



Photo by Kent Rossi

Policy NRC-5.1 **Local, State, and Federal Standards for Water Quality.** Continue to comply with local, state, and federal standards for water quality.

Policy NRC-5.2 **Proper Disposal of Pollutants.** Continue to promote proper disposal of pollutants to the sanitary sewer or hazardous waste facilities rather than to the storm drainage system.

Policy NRC-5.3 **Water Quality at the Wastewater Treatment Plant.** Monitor the wastewater treatment plant to ensure that nitrate levels stay within legal limits.

Policy NRC-5.4 **Groundwater Quality.** Ensure groundwater quality is maintained at a satisfactory level.

ACTIONS

Action NRC-5.1 **Well and Ditch Tail Water Tests.** Develop procedures requiring developers to conduct well and ditch tail water tests and to implement appropriate actions to protect public health and safety associated with the presence of herbicides, pesticides, and other chemicals that have the potential to pollute groundwater and cause health risks.

Action NRC-5.2 **Pesticide and Fertilizer Management.** Encourage the appropriate reduction of pesticides and fertilizers to the maximum extent feasible on City property. Ensure that the application of pesticides on City property is accomplished in accordance with all applicable rules and regulations.

Action NRC-5.3 **Water Quality Source Control Program.** Develop guidelines for a water quality source control program that incorporates public education, planning, management, material use and disposal controls, spill prevention and cleanup, street sweeping, and sewer maintenance.

Action NRC-5.4 Water Quality Education Programs. Develop a public information and education program to enhance water quality. Such a program may include storm drain stenciling, presentations to schools and community groups, and watershed planning efforts.

Action NRC-5.5 Water Pollution Prevention Program. Develop an illicit discharge elimination program that will seek to eliminate illegal connections to the storm drain system and the illegal dumping of toxic materials into the storm drain system. Include requirements for contractors to comply with accepted stormwater pollution prevention planning practices for all projects subject to erosion potential, and continue to require the proper use, storage, and disposal of on-site materials.

7.2.6 MINERAL RESOURCES

GOAL NRC-6 Protect the current and future extraction of mineral resources in Hollister while minimizing impacts of this use on the public and the environment.

POLICIES

Policy NRC-6.1 Mineral Resource Conservation. Use land use controls and other appropriate measures to preserve regionally significant mineral resources in the Planning Area identified by the State Division of Mining and Geology.

Policy NRC-6.2 Mineral Resource Impact Review. Review impacts on mineral resources and other natural resources prior to the issuance of any building permit.

Policy NRC-6.3 Mineral Resource Management. Manage mineral resource extraction to ensure that this activity results in the fewest possible environmental impacts. Require preparation and assured implementation of a rehabilitation plan for mineral extraction sites as a condition of mining approval. The mineral resource extraction plan shall address the protection and restoration of biotic resources.



Photo by Kent Rossi

Policy NRC-6.4 **Expansion of Mining Sites.** New or expanded mining operations in the Hollister Planning Area shall adhere to the following guidelines:

- Demonstrate no significant adverse impacts from the mining operations on adjoining areas and uses, including, but not limited to, those associated with noise, dust, and vibration.
- Demonstrate no substantial increase in hazards to neighboring uses, water quality, air quality, agricultural resources, or biological resources.
- Demonstrate that the proposed plan complies with existing applicable County and State waste management standards.
- Incorporate sufficient buffering between mining operations and adjacent non-mining uses to minimize noise.
- Incorporate landscaping buffers and other measures to minimize visual impacts to the extent possible.

Policy NRC-6.5 **Land Use Compatibility.** Restrict permitted uses on lands containing important mineral resources to those compatible with mineral extraction, except in cases where such uses offer public benefits that outweigh those of resource extraction.

Policy NRC-6.6 **Reclamation of Mining Sites.** Reclaim former mining sites to a condition that is readily adaptable for alternative land uses, consistent with the Land Use Map and other applicable policies, in accordance with the California Surface Mining and Reclamation Act (SMARA).

Policy NRC-6.7 **Union Road Mineral Resources.** Preserve aggregate mineral resources in the Union Road Special Planning Area that are of known value to the region.

8. HEALTH AND SAFETY ELEMENT

8

This Health and Safety Element provides an overview of health and safety conditions in Hollister today and focuses on policies and actions for the City of Hollister to implement to improve community safety and mitigate natural and human-caused hazards. This section presents goals, policies, and actions for the following topics:

- 8.2.1 Overall Hazard Planning
- 8.2.2 Climate Change
- 8.2.3 Seismic and Geologic Hazards
- 8.2.4 Flood Hazards
- 8.2.5 Wildland and Urban Fire Hazards
- 8.2.6 Emergency Preparedness and Emergency Operations
- 8.2.7 Hazardous Materials
- 8.2.8 Noise
- 8.2.9 Airport Hazards

This section of the General Plan covers two of the eight State-mandated General Plan elements: Safety and Noise. The purpose of this Health and Safety Element is to identify and evaluate natural and human-caused hazards that could affect the City of Hollister's residents, businesses, and services. The Health and Safety Element establishes a framework that anticipates these hazards and prepares the community to mitigate exposure to these risks.

Safety issues have been required to be addressed as part of local general plans since 1971. The San Fernando earthquake of February 1971, which claimed 64 lives and resulted in over \$500 million in property damage, and the devastating wildland fires in September and October 1970, were largely responsible for prompting the Legislature to pass this requirement.

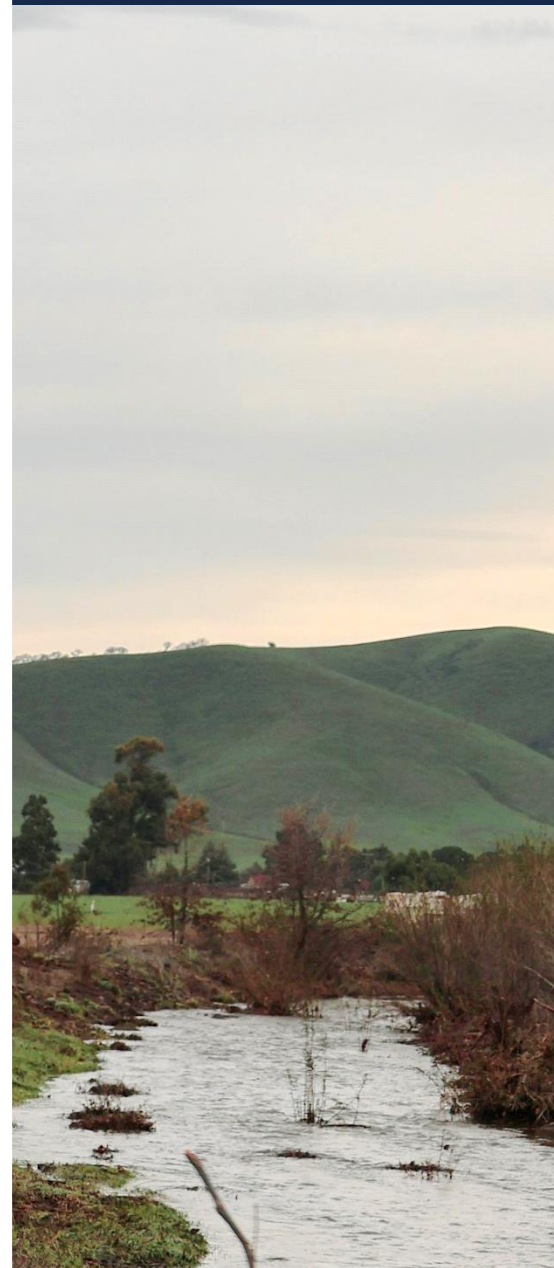


Photo by Jaquelyn Scimeca

California Government Code Section 65302(g) requires Safety Elements to address the following:

- Protect the community from risks associated with a variety of hazards, including seismic activity, landslides, flooding, and wildfire, as required by the California Government Code Section 65302(g)(1).
- Map and assess the risk associated with flood hazards, develop policies to minimize the flood risk to new development and essential public facilities, and establish effective working relationships among agencies with flood protection responsibilities, as required by California Government Code Section 65302(g)(2).
- Map and assess the risk associated with wildfire hazards, develop policies to reduce the wildfire risk to new land uses and essential facilities, ensure there is adequate road and water infrastructure to respond to wildfire emergencies, and establish cooperative relationships between wildfire protection agencies, as required by California Government Code Section 65302(g)(3).
- Assess the risks associated with climate change on local assets, populations, and resources. Note existing and planned development in at-risk areas and identify agencies responsible for providing public health and safety and environmental protection. Develop goals, policies, and objectives to reduce the risks associated with climate change impacts, including locating new public facilities outside of at-risk areas, providing adequate infrastructure in at-risk areas, and supporting natural infrastructure for climate adaptation, as required by California Government Code Section 65302(g)(4).
- Identify residential developments in any hazard area identified that do not have at least two emergency evacuation routes, as required by California Government Code Section 65302(g)(5).
- Upon the next update to the Local Hazard Mitigation Plan, identify evacuation routes and assess the capacity, safety, and viability of those routes and emergency shelters under a range of emergency scenarios, as required by California Government Code Section 65302.15(a).

The Health and Safety Element can meet some of the requirements of the California government through incorporation of the San Benito County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). The MJHMP identifies and profiles hazard conditions, analyzes risk to people and facilities, and develops mitigation actions to reduce or eliminate hazard risks in Hollister. The City prepared a Jurisdictional Annex to the MJHMP in accordance with the federal Disaster Mitigation Act of 2000 and the

Federal Emergency Management Agency's (FEMA's) Local Hazard Mitigation Plan guidance. The mitigation actions in the MJHMP include both short-term and long-term strategies, and involve planning, policy changes, programs, projects, and other activities. The MJHMP and Health and Safety Element address similar issues, but the Health and Safety Element provides a higher-level framework and set of policies, while the MJHMP focuses on more specific mitigation, often short-term actions. The MJHMP, as its name implies, focuses on mitigation-related actions, while the Health and Safety Element also includes policies related to emergency response, recovery, and preparation activities. The current MJHMP, certified by FEMA, is incorporated into this Health and Safety Element by reference, as permitted by California Government Code Section 65302.6. The MJHMP can be found on the City of Hollister's website at https://hollister.ca.gov/wp-content/uploads/2023/02/San_Benito_County_MJHMP_9.2022_FINAL.pdf

Various health and safety hazards are to be considered in planning the location, design, intensity, density, and type of land uses in and surrounding the city. Long-term costs to the City, such as maintenance, liability exposure, and emergency services, are greater where high hazards exist or are projected to worsen.

Information on health and safety issues contained in this element has been coordinated with the other elements of the City's General Plan, particularly Land Use and Community Design, Natural Resources and Conservation, and Open Space and Agriculture.

Noise issues are most closely associated with the Land Use and Community Design and Circulation Elements of the Hollister General Plan. Specific concerns addressed are: (1) establishment of noise-compatible land uses, (2) regulation of new development to limit noise impacts on noise-sensitive uses, (3) minimization of traffic noise, (4) enforcement of noise standards to protect the existing quality of life, and (5) insulation of residences exposed to excessive levels of noise.

8.1 HEALTH AND SAFETY CONDITIONS IN HOLLISTER TODAY

This section describes existing conditions related to health and safety issues in Hollister today. It provides the background information to support the goals, policies, and actions later in this element.

8.1.1 CLIMATE CHANGE

Changes to the global climate system are expected to affect future occurrences of natural hazards in and around Hollister. Many hazards are projected to become more frequent and intense in coming years and decades, and in some cases, these changes

have already begun. According to California's *Fourth Climate Change Assessment*,¹ Hollister can expect to experience various changes to climate-related hazard events.

- **Agricultural Pests and Diseases.** Agricultural pests and diseases can affect crop plants, vineyards, and livestock throughout and surrounding Hollister. These pests and diseases, such as the Asian citrus psyllid, European pine shoot moth, Japanese beetle, melon fruit fly, Mexican fruit fly, European corn borer, and glassy-winged sharpshooter, can slow the growth of plants and animals, damage them so that their products are less appealing and harder to sell, or even kill them. Though there are treatment options for many agricultural pests and diseases, some have no cure. Many pests and organisms that carry diseases are most active during warmer months, so the threat of infection or infestation is higher during that time of year. Projection trends show temperatures getting warmer earlier in the year and remaining warmer until later in the year due to increases in air temperature, which creates a wider activity window for pests and diseases.
- **Floods and Precipitation.** Although Hollister is likely to experience only a slight increase in overall annual precipitation levels from climate change, the region is also expected to see an increase in the number of extreme precipitation events. Floods are expected to occur more frequently because of climate change, affecting what the community understands as a "normal" flood. For example, what is currently considered a 100-year flood, or a flood that has a 1-percent chance of occurring annually, may occur with greater frequency (such as a 2- or 5-percent chance each year). Climate change is expected to also increase the frequency and severity of droughts that cause soil to dry out and condense. When precipitation does return, dry ground means that more water runs off the surface rather than being absorbed into the ground, which can lead to floods.
- **Drought.** A drought occurs when conditions are drier than normal for an extended period. Although a regular occurrence in California, climate change will lead to more frequent and severe droughts. Water supplies in Hollister rely heavily on water from the Central Valley Project, which obtains water from the snowpack in the Sierra Nevada. Snowpack levels in the Sierra Nevada dropped by 25 percent during the 2011 to 2016 drought, and average springtime snowpack is expected to drop 64 percent by 2100. In the 2021 water-year

¹ Thorne, James H., Joseph Wraithwall, Guido Franco. 2018. "California's Changing Climate 2018." *California's Fourth Climate Change Assessment*, California Natural Resources Agency. <https://climateassessment.ca.gov/>

(October 1, 2020, to September 30, 2021), the snowpack in the Northern Sierra was 70 percent of the average, and the precipitation was less than 50 percent of the annual average, making it the third-driest water year on record. During drought conditions, water stored in the Central Valley Project's primary reservoirs could decrease due to lack of rainfall and reduction in snowpack due to higher temperatures.

- **Extreme Heat Events:** Warmer temperatures are projected to cause an increase in extreme heat events. The number of extreme heat days, defined in Hollister as a day when the high temperature is at least 96.6 degrees Fahrenheit (°F), is expected to rise from a historical annual average of 4 days per year, to an annual average of 14 days per year by mid-century, and to an average of 24 days per year by the end of the century. In addition to the increases in extreme heat events, Hollister is expected to see an increase in the average daily high temperatures. Extreme heat poses a significant human health risk, especially to those with sensitive or compromised immune systems, persons living in mobile homes, low-resourced people of color, persons with chronic health conditions, and seniors. Some buildings and infrastructure systems may be damaged by very high temperatures, constraining their ability to meet community needs.
- **Infectious Diseases:** Climate change can increase the rates of infection for various diseases because many of the animals that carry diseases are more active during warmer weather. There are a number of diseases that are linked to climate change and can be harmful to the health of Hollister community members, such as hantavirus pulmonary syndrome, Lyme disease, and West Nile fever. Many of these diseases are carried by animals, such as mice and rats, ticks, and mosquitos, which are usually seen as pests even if they do not cause infections. Warmer temperatures earlier in the spring and later in the autumn can cause these animals to be active for longer periods, increasing the time that these diseases can be transmitted.
- **Severe Weather Events:** Severe weather events, such as windstorms, hail, and lightning, may become more frequent and intense due to climate change. Climate change is expected to cause an increase in intense rainfall, which is usually associated with strong storm systems. In San Benito County, most severe weather is linked to high winds. The types of dangers posed by severe weather vary widely and include injuries or deaths, damage to buildings and structures, fallen trees, roads blocked by debris, and fires sparked by lightning.

- **Wildfire:** Although the wildfire risk within the City Limits of Hollister is low, hotter, drier weather is expected to lead to an increase in wildfires in the surrounding area and across San Benito County. Across the region, more frequent and intense wildfires may increase severe smoke days in Hollister, creating a significant health risk for residents and visitors.

8.1.2 VULNERABILITY ASSESSMENT RESULTS

Under California law, the Safety Element is required to include a vulnerability assessment that looks at how people, buildings, infrastructure, and other key community assets may be affected by climate change. The City conducted a Climate Change Vulnerability Assessment in the fall of 2021 to analyze Hollister's susceptibility to climate-related hazards. The City of Hollister's vulnerability assessment, prepared in accordance with the most recent available guidance in the *California Adaptation Planning Guide*, assesses how seven different climate-related hazards (agriculture and ecosystem pests and diseases, drought, extreme heat and warm nights, flooding, human health hazards, severe storms, and wildfire and smoke) may affect 59 different population groups and community assets. Each population or asset received a score of low, medium, or high for each climate-related hazard. The City assessed 286 different pairings for vulnerability, 99 of which scored as highly vulnerable. The Climate Change Vulnerability Assessment indicates that Hollister's populations and assets are most vulnerable to wildfire and smoke, severe storms, and extreme heat and warm nights.

Populations in Hollister tend to be vulnerable to extreme heat, flooding, human health hazards, severe storms, and wildfire smoke, which directly affect health outcomes. The most vulnerable communities include people experiencing homelessness, seniors, persons with chronic health conditions or access and functional needs, outdoor workers, households in poverty, immigrant communities, and low-resourced people of color.

Citywide, energy delivery is vulnerable to multiple hazards, including severe storms, such as high winds that could disrupt energy service due to public safety power shutoff (PSPS) events. These conditions can damage communication infrastructure, decreasing network capacity. There may be a higher demand for communication services during severe weather, potentially putting stress on the network and increasing the risk of service interruptions. Furthermore, electricity delivery services are subject to harm during extreme heat events. Extreme heat can lead to power outages by causing mechanical failure of grid equipment, heat damage to power lines, and by creating a high demand for electricity to power air conditioners, all of which place stress on the network. This is likely to lead to greater service disruptions. Other highly

vulnerable buildings and infrastructure include bridges, homes, and major roads, which can be damaged or become unusable due to flooding events.

The agriculture industry, which the City and surrounding areas depend on for economic activity, is highly vulnerable to all hazards. Crops, vineyards, and livestock can be harmed or strained by extreme heat and drought conditions, which can prevent agricultural operations from effectively controlling agricultural pests and diseases. These conditions may also make it more difficult for the agriculture industry to recover from flooding, severe storms, and wildfire events. Outdoor workers in this industry can face negative health outcomes due to human health hazards and smoke from wildfires, further harming the agriculture economy.

The Health and Safety Element includes goals, policies, and actions to increase community resilience and help lower vulnerability, particularly for the populations and assets that scored as highly vulnerable in the Vulnerability Assessment. A full list of the Vulnerability Assessment results can be found in **Appendix A** to this General Plan.

8.1.3 SEISMIC AND GEOLOGIC HAZARDS

Seismic and geologic hazards are risks caused by the movement of different parts of the Earth's crust, or surface. Seismic hazards include earthquakes and hazardous events caused by them. Geologic hazards are other hazards involving land movements that are not linked to seismic activity and are capable of inflicting harm on people or property.

8.1.3.1 SEISMIC HAZARDS

Seismic activity occurs along boundaries in the Earth's crust, called faults. Pressure along the faults build over time and is ultimately released, resulting in ground shaking that we refer to as an earthquake. Earthquakes can also trigger other hazards, including surface rupture (cracks in the ground surface), liquefaction (causing loose soil to lose its strength), landslides, subsidence (sinking of the ground surface), and seiches (the oscillation of water in an enclosed body of water, typically due to ground shaking). Earthquakes and other seismic hazards often damage or destroy property and public infrastructure, including utility lines, and cause falling objects or structures, which pose a risk of injury or death.

While Hollister is at risk from many natural and human-caused hazards, the event with the greatest potential for loss of life or property and economic damage is an earthquake. This is true for most of California, since damaging earthquakes affect widespread areas and trigger many secondary effects that can overwhelm the ability of local jurisdictions to respond. In Hollister, earthquake effects include ground shaking, fault rupture, liquefaction, subsidence, and seiches. Earthquakes can also

cause human-caused hazards such as urban fires, dam failures, and toxic chemical releases.

Earthquake risk is very high in northern San Benito County, including the City of Hollister, due to the presence of several active faults in the region, including the San Andreas Fault, Tres Pinos Fault, Calaveras Fault, Quien Sabe Fault, and Sargent Fault. These faults are all capable of producing earthquakes in the magnitude 5.5 to 8+ range. However, the four active faults that could potentially cause serious damage to the city are the San Andreas Fault, Calaveras Fault, Quien Sabe Fault, and Sargent Fault. A major earthquake along any of these four faults could result in substantial casualties and damage resulting from collapsed buildings, damaged roads and bridges, fires, flooding, and other threats to life and property.

Historically, several earthquakes have affected the City of Hollister, including the following:

- 1906 San Francisco Earthquake approximately 84 miles to the north with a magnitude of 7.9 moment magnitude (Mw).
- 1927 Lompoc Earthquake approximately 160 miles to the south with a magnitude of 7.3 Mw.
- 1929 Santa Barbara Earthquake approximately 190 miles to the south with a magnitude of 6.8 Mw.
- 1989 Loma Prieta Earthquake approximately 30 miles to the northwest with a magnitude of 6.9 Mw.
- 2003 San Simeon Earthquake approximately 85 miles to the southwest with a magnitude of 6.6 Mw.

Most loss of life and injuries from earthquakes are due to damage and collapse of buildings and structures. Building codes for new construction have generally been made more stringent following damaging earthquakes. However, in Hollister, structures built prior to the enactment of these improved building codes have generally not been upgraded to current standards and are vulnerable during an earthquake. Comprehensive hazard mitigation programs that include the identification and mapping of hazards, prudent planning and enforcement of building codes, and expedient retrofitting and rehabilitation of weak structures can significantly reduce the scope of an earthquake disaster. Given Hollister's large inventory of historic buildings, structural collapse of unreinforced buildings poses a significant threat to the community.

Earthquake shaking at a particular site is a function of both distance to the fault and site geology. Hollister has a high potential for ground failure, including liquefaction due to the close proximity of the San Benito River, Pacheco Creek, and Santa Ana Creek. The City could suffer ground shaking strong enough to cause severe structural damage from several faults that run directly through the city. Most of these events have been attributed to the San Andreas and Sargent Faults, located within two miles of the city boundaries to the west and north, respectively. The Calaveras Fault, a branch of the San Andreas Fault Zone, experiences fault creep of approximately seven millimeters per year. Fault creep is when faults continuously move, instead of only moving during a major earthquake. In Hollister, this has caused cracks and the offset of infrastructure and buildings, such as sidewalks, walls, streets, and alleys. Figure HS-1 shows fault lines in and surrounding the city.

In the event of an earthquake, the location of the epicenter, as well as the time of day and season of the year, would have a profound effect on the number of deaths, injuries, and property damage. There are a number of small-scale earthquakes that happen weekly, but larger-scale or catastrophic shaking is less likely. Property and human life in Hollister are at risk from a significant earthquake causing catastrophic damage and strains on response and recovery resources.

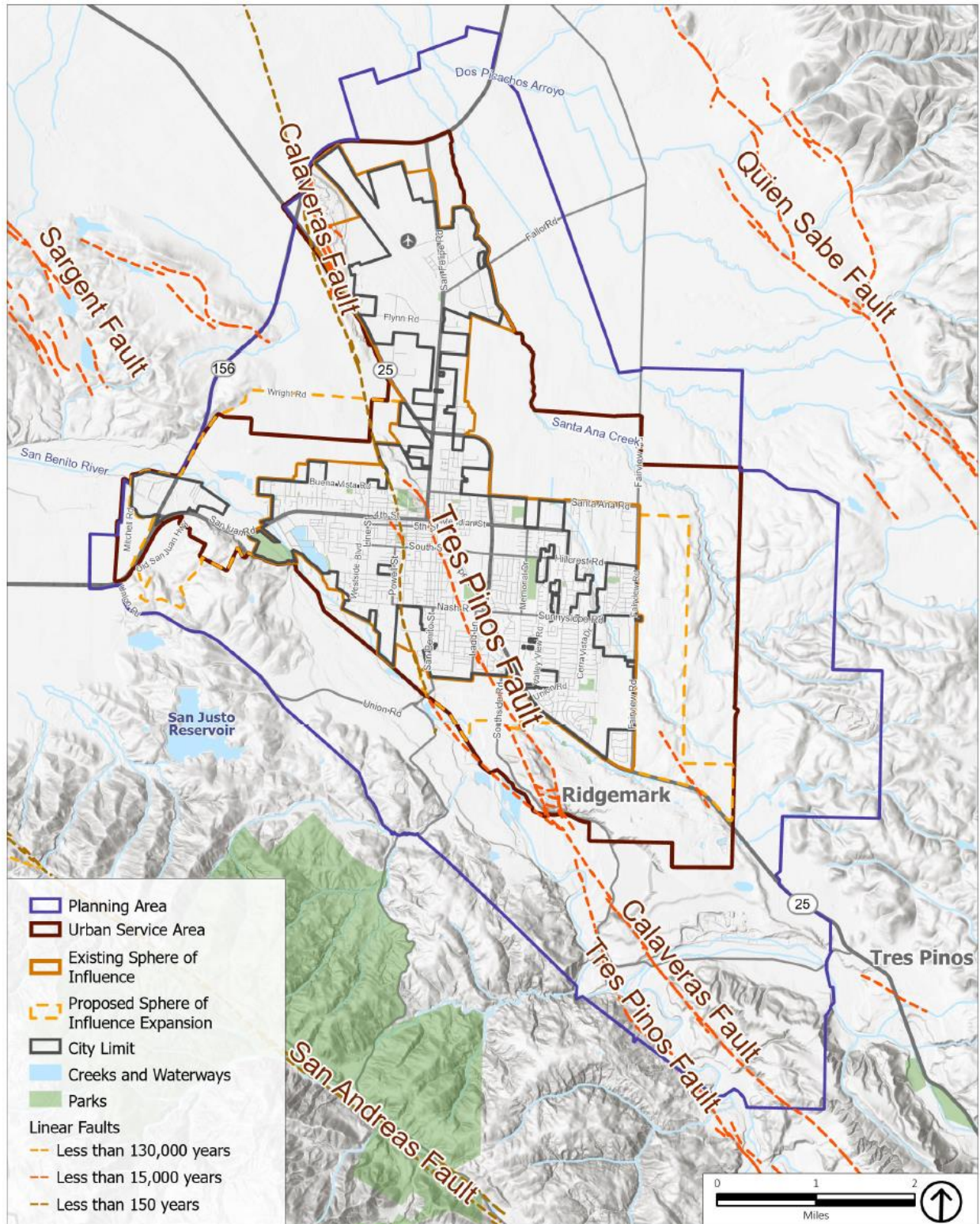
Portions of the city are susceptible to liquefaction, which is a potentially destructive secondary effect of strong seismic shaking. Liquefaction occurs primarily in saturated, loose, fine- to medium-grained soils in areas where the groundwater table is within approximately 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks and can result in a water-soil slurry flowing onto the ground surface. This subsurface process can lead to near-surface or surface ground failure that can result in property damage and structural failure. Figure HS-2 shows liquefaction susceptibility in and surrounding the city. The areas most susceptible to liquefaction include areas along the San Benito River and the northern portion of Hollister.

Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping. Site-specific geotechnical studies are the only practical and reliable way of determining the specific liquefaction potential of a site; however, a determination of general risk potential can be provided based on soil type and depth of groundwater. In most cases, proper design and construction of subgrade soils and building foundations provides a mechanism to mitigate the risk of seismic hazards to an acceptable level in conformance with the California Building Code. The designation of areas having a liquefaction potential is only intended as notification to seek further site-specific information and analysis of this potential hazard as part of

future site development. It should not be solely relied on without site-specific information and analysis for design or decision-making purposes.

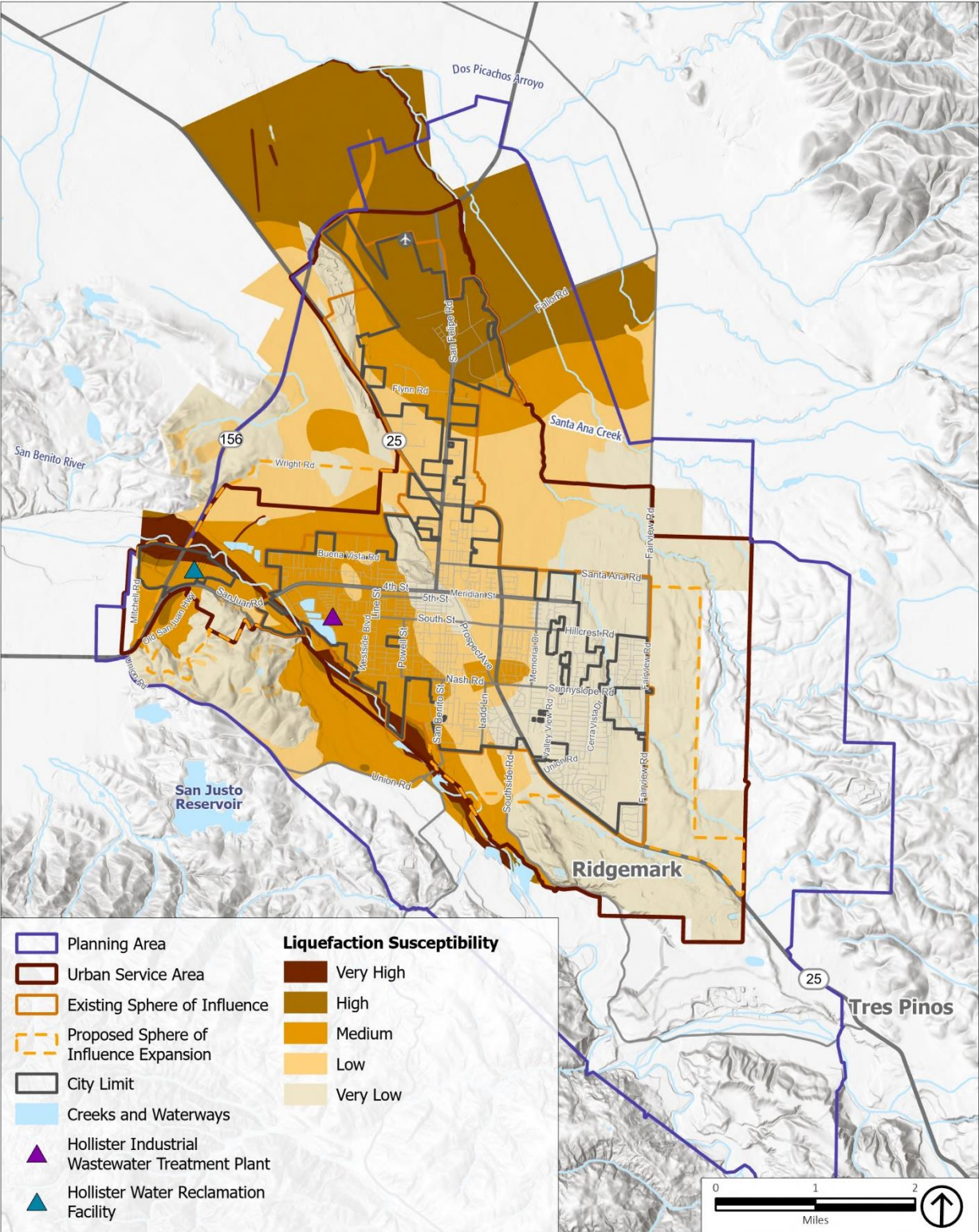
Seismic seiches are waves that can occur in a body of water as a result of seismic shaking. A seiche has been known to occur in storage tanks and reservoirs near a fault. In extreme cases, such waves can rupture a water tank or damage dams holding back reservoirs. Hollister has a wastewater treatment facility in its City Limits that could be damaged and/or shutdown during a seiche event, although this is considered unlikely. A seiche may also occur at the nearby San Justo Reservoir.

Figure HS-1 Fault Lines



Source: ESRI, 2020; PlaceWorks, 2023; San Benito County, 2020; USGS, 2019

Figure HS-2 Liquefaction Susceptibility



Source: ESRI, 2020; PlaceWorks, 2023; San Benito County, 2020; USGS, 2019

8.1.3.2 GEOLOGIC HAZARDS

Geologic hazards, such as landslides and subsidence, depend on the geologic composition of the area. Landslides may occur in sloped areas in the southwest and southeast portion of the Planning Area, especially areas on hillsides, and usually in areas of loose and fragmented soil. Landslides and mudflows occur continuously on all slopes; some processes act very slowly, while others occur very suddenly, often with disastrous results. They often occur as a consequence of seismic activity or heavy rainfall, either of which may cause slopes to lose structural integrity and slide. There are predictable relationships between local geology and landslides and mudflows. Slope stability depends on many factors and interrelationships, including rock type, pore water pressure, slope steepness, and natural or human-made undercutting. Due to the level or nearly level terrain within the City Limits, there are few areas in Hollister vulnerable to earthquake-induced landslides. These areas are concentrated in the southeast and southwest portions of the Planning Area.

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including groundwater pumping, sinkholes, or drainage and decomposition of organic soils. Most of the early documented cases of subsidence affected only agricultural land or open space. As urban areas have expanded, so too have the impacts of subsidence on structures for human occupancy. Although there is no data currently available documenting the precise areas where subsidence could occur, it is most likely to occur over the North San Benito Groundwater Basin.

8.1.3.3 CLIMATE CHANGE AND SEISMIC AND GEOLOGIC HAZARDS

There is no evidence of a link between climate change and seismic activity, so climate change is not expected to change the frequency or intensity of hazards associated with seismic activity. However, drought conditions and heavier reliance on groundwater can increase subsidence surrounding the city. An increase in heavy precipitation events due to climate change could lead to an increase in moisture-induced landslides.

8.1.4 FLOOD HAZARDS

Flooding is the rising and overflowing of a body of water onto normally dry land. Floods are among the costliest natural disasters in terms of human hardship and economic loss nationwide, causing substantial damage to structures, landscapes, and utilities, as well as life-safety issues. Flooding can be extremely dangerous, and even six inches of moving water can knock a person over given a strong current. Other hazards created by flooding include ground saturation that leads to instability or collapse of buildings and infrastructure; standing water that can damage foundations



Photo by Jaquelyn Scimeca

and electrical circuits; as well as erosion, sedimentation, degradation of water quality, losses of environmental resources, and certain health hazards.

In the past 18 years, there have been four notable flood events in Hollister. The following list summarizes these events:

- **2004:** A storm event brought 4 inches of rain to San Benito County and winds up to 10 miles per hour, causing flooding along East and Second Streets.
- **2010:** A storm overwhelmed the storm drain system, flooding San Benito Street near Nash Road.
- **2014:** A large storm brought 3.8 inches of rain to San Benito County, causing flooding, mudslides, and knocking over trees. Landslides and flooding caused Southside School to close along Southside Road.
- **2017:** A storm brought 2.37 inches of rain over a week-long period, causing flooding along Pacheco Creek. Approximately 59 people evacuated from their homes and a state of emergency was declared in San Benito County.

As shown in Figure HS-3, several areas in and surrounding Hollister are in the 100-year and 500-year floodplain, which have an elevated risk of flooding. A 100-year flood zone has a 1-percent chance of experiencing a major flood in any given year and a 500-year flood zone has a 0.2-percent chance of flooding in any given year. Few areas in the City Limits are in a flood zone; however, areas adjacent to the San Benito River, Pacheco Creek, and Santa Ana Creek are in the 100-year flood zone. During heavy rainfall events, the city is subject to flooding of the airport, commercial areas, agricultural areas, and few residential areas.

Agencies responsible for flood control in Hollister include FEMA, the Federal Insurance Administration (FIA), and the Department of Water Resources (DWR).

- **FEMA:** FEMA manages the National Flood Insurance Program (NFIP), providing insurance to the public in communities that participate in the program. FEMA is the main federal government agency contact during natural disasters and publishes the Flood Insurance Rate Maps (FIRM), which identify the extent of flood potential in flood-prone communities based on a 100-year flood (or base flood) event.
- **FIA:** FIA is the primary agency that delineates potential flood hazard areas and floodways through the FIRMs and the Flood Boundary and Floodway Map. Flood insurance is required of all homeowners who have federally subsidized loans.

- **DWR:** DWR is responsible for managing and protecting California's water. DWR works with other agencies to benefit the state's people, and to protect, restore, and enhance the natural and human environments. DWR also works to prevent and respond to floods, droughts, and catastrophic events that would threaten public safety, water resources and management systems, the environment, and property.

The design standards for flood protection are established by FEMA, which the City has adopted in the Hollister Municipal Code. FEMA standards regulate development in designated floodways and the 100-year floodplains, which are considered areas that have a 1-in-100 chance of flooding in any given year. The City will support efforts to minimize public and private losses due to flood conditions.

8.1.4.1 CLIMATE CHANGE AND FLOODING

Although climate change may not change average precipitation levels significantly, scientists expect that it will cause more years with extreme precipitation events. This means that more years are likely to see intense storm systems that drop precipitation over a short enough period that overwhelms storm drain systems and flood protection infrastructure. Many of these storms are more likely to occur in the form of atmospheric rivers, which are channels of moist air high in the atmosphere.

Because of this, floods are expected to occur more often in Hollister and climate change may expand the parts of the city that are considered prone to flood. Although there are no specific flooding projections for the city, flood events are expected to become more frequent, and it is possible that the areas subject to flooding will expand. There are some indirect effects of climate change that may also increase flooding in the city. Climate change is expected to increase the frequency and severity of droughts that cause soil to dry out and compact. When precipitation does return, more water runs off the surface than is absorbed into the ground, which can increase flooding.

While the risk and associated short- and long-term impacts of climate change are uncertain, experts in this field tend to agree that among the most significant impacts include those resulting from increased heat and precipitation events that cause increased frequency and magnitude of flooding. Increases in damaging flood events will cause greater property damage, public health and safety concerns, displacement, and loss of life. Displacement of residents can include both temporary and long-term displacement, increase in home and renters' insurance rates, or restriction of insurance coverage in vulnerable areas.

8.1.5 WILDLAND AND URBAN FIRE HAZARDS

Wildfires burn in many types of vegetation—forest, woodland, scrub (including chaparral and sage scrub), and grassland. The Planning Area is in the Hollister Valley, a largely flat region abutting the Diablo and Gabilan Ranges to the west and southwest, respectively. Vegetation, wind, temperature, humidity, and slope are all factors that affect how these fires spread. Although the topography of the Planning Area is relatively flat, the neighboring foothills, rangelands, and generally dry vegetation conditions pose a threat of wildfire.

As shown in Figure HS-4, the City of Hollister is not in a fire hazard severity zone. However, the Planning Area contains land in the State Responsibility Area, designated as Moderate and High Fire Hazard Severity. Due to the close proximity to forested lands with moderate to high fire hazard severity zones, the city is considered to be within the wildland-urban interface and at risk of wildfires, as shown in Figure HS-5. The wildland-urban interface is an area where buildings and infrastructure mix with areas of flammable wildland vegetation. Development in the wildland-urban interface can exacerbate the ignition and spread of fires, potentially straining firefighting resources to protect lives and buildings before containing the wildfire.

Since the 1950s, 28 wildfires have occurred in San Benito County. While historic wildfires have not burned through the City Limits, the 1981 Herbert Fire burned through a small portion of the Sphere of Influence. Most recently, the 2020 Coyote Fire burned 1,500 acres, approximately 20 miles southeast of Hollister. These fires created indirect effects, such as poor air quality from smoke and ash, which caused illnesses for vulnerable populations, including outdoor workers, seniors, people with chronic health conditions, and children.

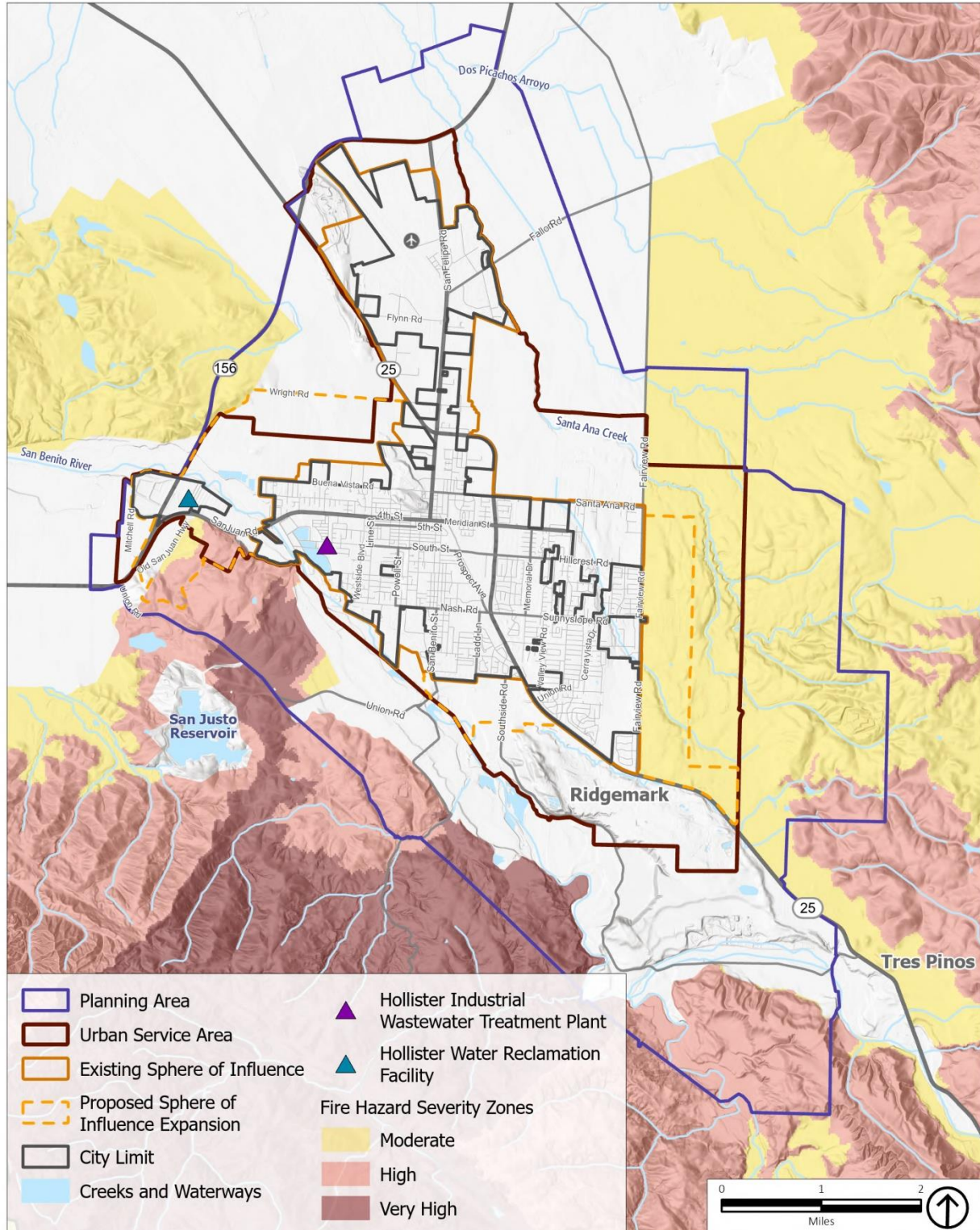
Additional recent wildfires in other regions of California that have affected air quality in Hollister include the following:

- 2018 Camp Fire in Butte County
- 2020 CZU Lighting Complex in Santa Cruz County
- 2020 SCU Lighting Complex in Santa Clara County
- 2021 Dixie Fire in Plumas National Forest, Lassen National Forest, Lassen Volcanic National Park



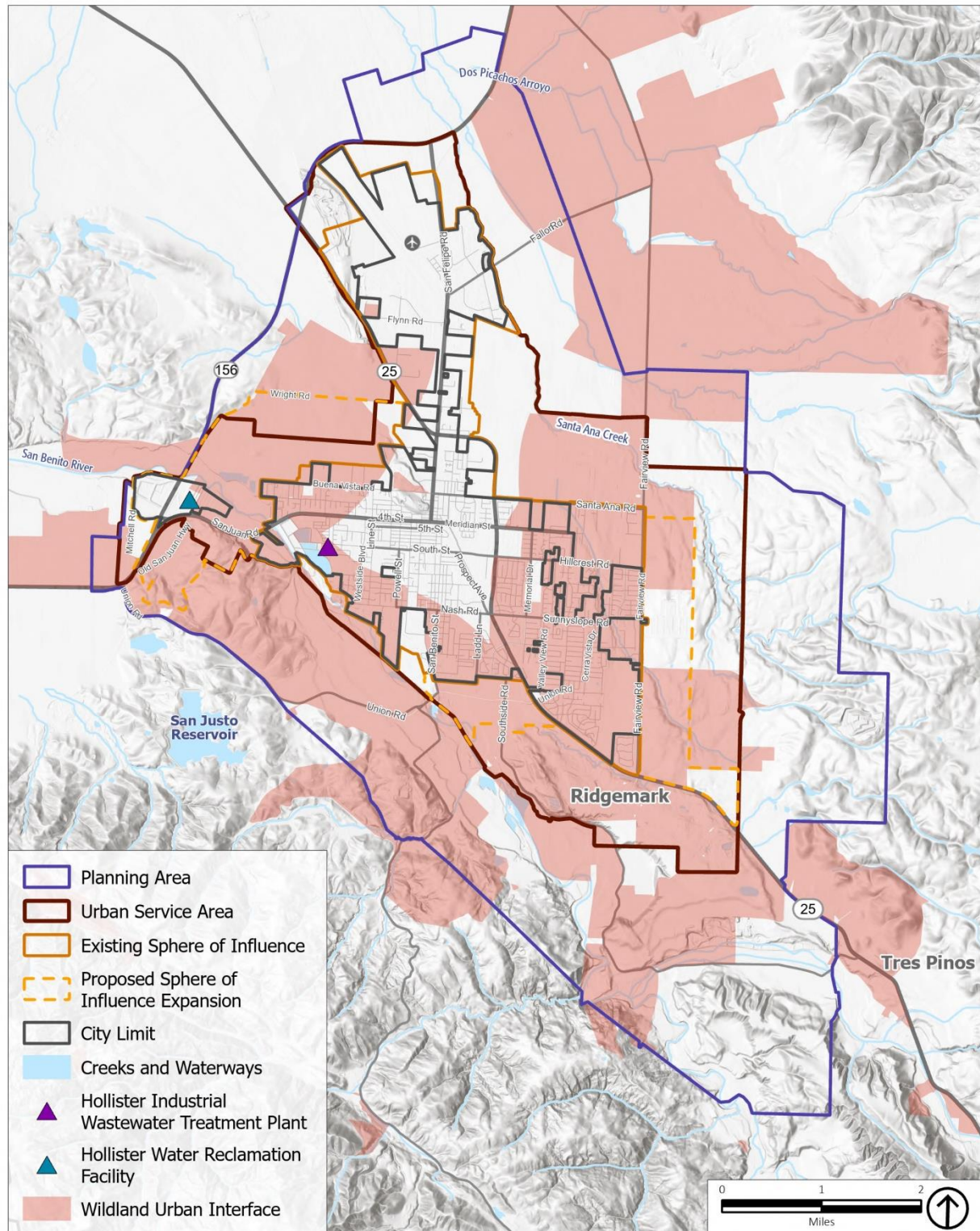
Photo by David Mirrione

Figure HS-4 Fire Hazard Severity Zones



Source: CalFire, 2024; ESRI, 2020; PlaceWorks, 2023; San Benito County, 2020; USGS, 2019

Figure HS-5 Wildland-Urban Interface Areas



Source: CAL FIRE, 2020; ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019

The primary risk in the City of Hollister is from urban fires, which occur in built-up environments, destroying buildings and other human-made structures. These disasters are often due to faulty wiring or mechanical equipment, combustible construction materials, or the absence of fire alarms and fire sprinkler systems. Structural fires are largely from human accidents, although deliberate fires (arson) may be a cause of some events. Older buildings that lack modern fire safety features may face greater risk of damage from fires. To minimize fire damage and loss, the City's Fire and Building Codes, based on the California Fire and Building Codes, sets standards for building and construction. It requires the provision of adequate water supply for firefighting, fire-retardant construction, and minimum street widths, among other things.

8.1.6 EMERGENCY PREPAREDNESS AND EMERGENCY OPERATIONS

8.1.6.1 EMERGENCY MANAGEMENT

The Hollister Fire Department and Hollister Police Department conduct emergency preparedness and response activities in Hollister. The City is prepared to meet emergency situations, such as fire, medical, or hazardous events.

The Emergency Operations Center (EOC) provides a centralized focus of emergency management in the event of a major emergency or disaster in the city. The EOC operations are directed by the County of San Benito, Hollister Police and Fire Departments, emergency management staff (City department heads), and representatives from organizations who are assigned emergency responsibilities (Red Cross, schools, hospitals, etc.). The EOC is equipped with essential administrative supplies to sustain operations for an extended period. In addition, all necessary forms, i.e., communications message forms, separate journals for each emergency service, shelter registration cards, volunteer registration forms, emergency requisition forms, and damage assessment survey sheets for all possible contingencies are stocked in the EOC.

The City of Hollister uses Nixle, a mass notification system, to notify the community and distribute emergency information and instructions before, during, and after a disaster. The San Benito County Office of Emergency Services also uses CodeRed to alert residents of emergency events in both San Benito and Santa Cruz Counties. This system alerts about disasters, major emergencies, and other urgent information via text messages, email, phone, landline, and other means of communication.

Other emergency alert systems include the Emergency Alert Systems (EAS) and the Emergency Digital Information System (EDIS). The EAS is a national public warning system commonly used by state and local authorities to deliver important emergency information, such as weather and AMBER alerts, to affected communities. EAS

participants – radio and television broadcasters, cable systems, satellite radio and television providers, and wireline video providers. FEMA, the Federal Communications System, and the National Oceanic and Atmospheric Administration's (NOAA's) National Weather Service work collaboratively to maintain the EAS and Wireless Emergency Alerts, which are the two main components of the national public warning system and enable authorities at all levels of government to send urgent emergency information to the public. The EDIS is a wireless emergency and disaster information service operated by the State of California Governor's Office of Emergency Services and is an enhancement to the EAS. These systems are available in multiple languages.

8.1.6.2 EVACUATION NEEDS

With advanced warning, evacuation can be effective in reducing injury and loss of life during a catastrophic event. Figure HS-6 shows residential parcels with evacuation constraints. All parcels with an evacuation constraint are in at least one hazard-prone area and may have only one emergency evacuation route. The lack of multiple emergency access points limits roadway access for these properties, which may create difficulties if there is a need to evacuate.

Figure HS-7 shows the evacuation routes throughout the city. Primary emergency access and evacuation routes include State Route (SR-) 25, SR-156, and SR-156B, which generally intersect the city from north to south; Buena Vista Road, Santa Ana Road, Meridian Street, Sunnyslope Road, Nash Road, and Union Road (east-west roadways); and San Benito Street, Westside Boulevard, and Fairview Road (north-south roadways). All evacuation routes in Hollister face a potential disruption from a flood, wildfire, or earthquake event, which may block roadways, damage the roadway surface, or collapse bridges and overpasses. In the event of widespread disruption to local evacuation routes, remaining evacuation routes may become congested, slowing down evacuation of the community or specific neighborhoods. This issue may be compounded since evacuation routes for Hollister will also likely serve as evacuation routes for surrounding communities, such as Tres Pinos and San Juan Bautista, so potential disruptions may have regional effects.

8.1.6.3 FIRE PROTECTION

Fire protection in the Hollister Planning Area is provided by the Hollister Fire Department (HFD). HFD provides fire protection, emergency medical services, rescue, and fire prevention services in City Limits, as well as providing services to the City of San Juan Bautista. HFD contracts with the County of San Benito to provide firefighting services to the unincorporated areas of the county.

Figure HS-6 Evacuation-Constrained Areas

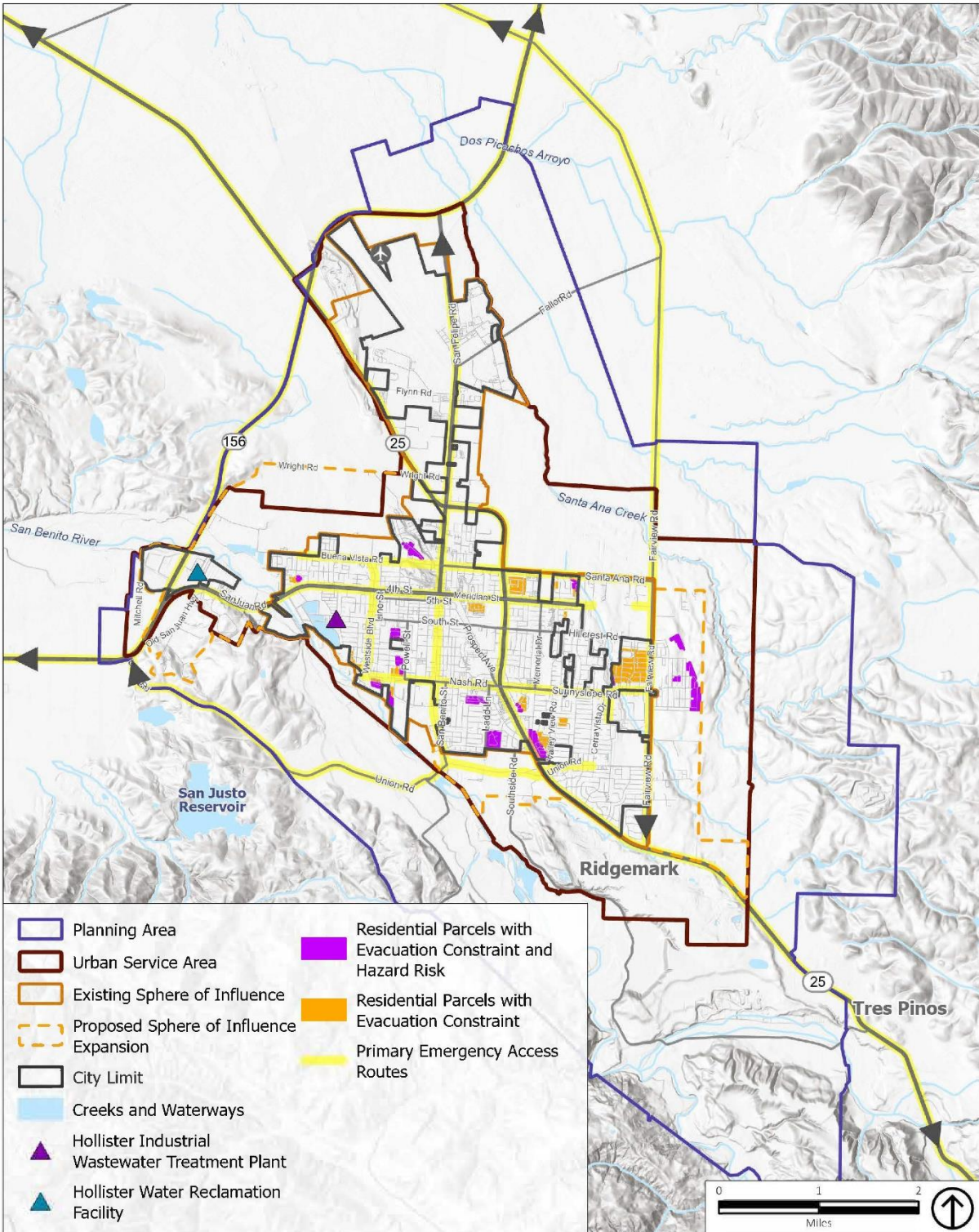
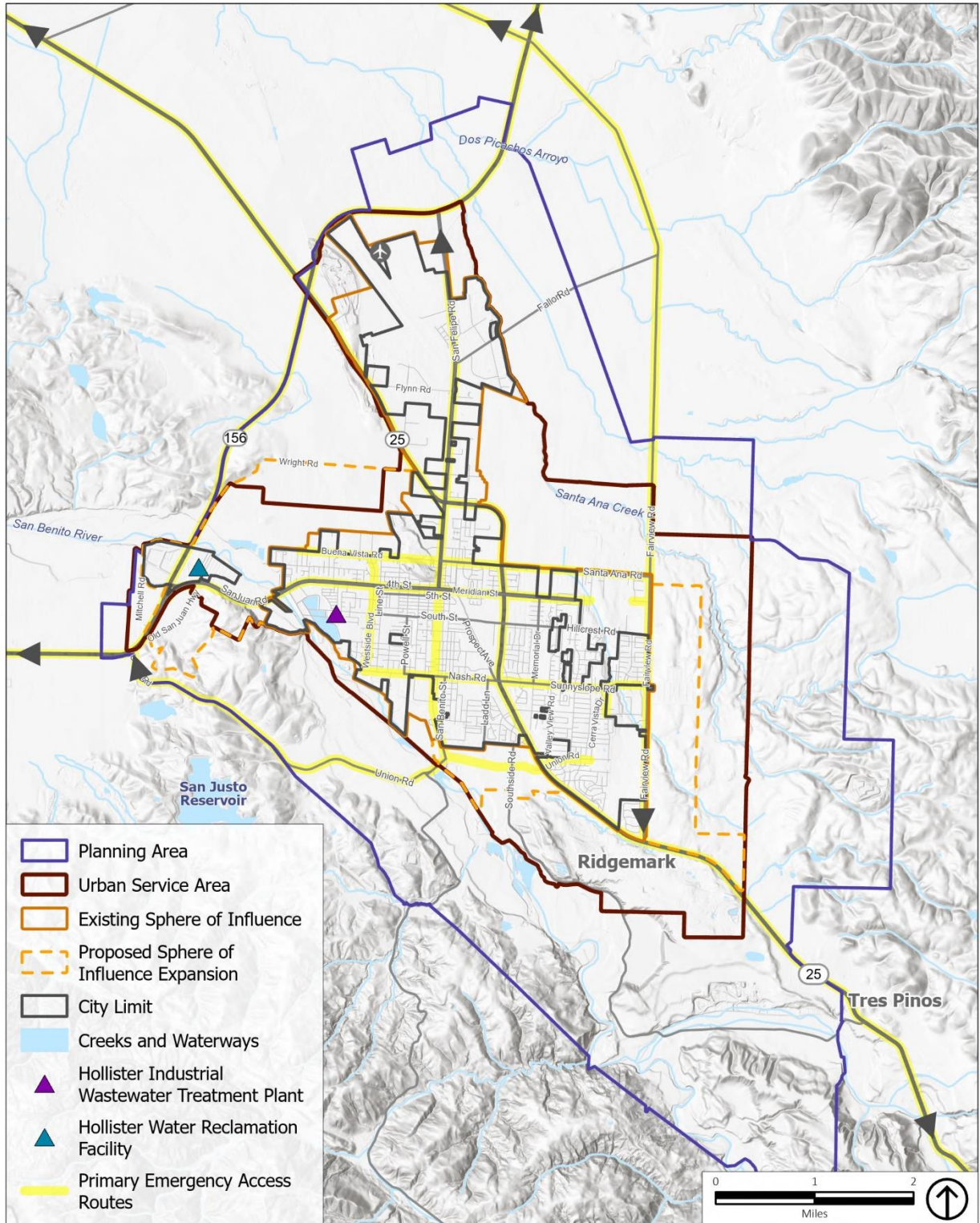


Figure HS-7 Evacuation Routes



Source: ESRI, 2022; San Benito County, 2022; PlaceWorks, 2023

HFD has two automatic-aid agreements with the South Santa Clara County Fire District and Aromas Tri-County Fire District. Both organizations have contracted with CAL FIRE for service, and both automatic-aid agreements encompass reciprocal responses with each agency. Agencies in California must provide mutual-aid assistance to each other when requested and available.

In addition, the HFD and CAL FIRE San Benito-Monterey Unit (BEU), which services the State Responsibility Areas in San Benito and Monterey Counties, have an established Annual Operating Plan that delegates operation responsibilities, relationships, and expectations at the field unit level. CAL FIRE BEU does not operate year-round, and typically operates from late spring to late fall during wildfire season, so the Annual Operating Plan clearly designates both agencies' service responsibilities and fire operations in San Benito County. During operation, CAL FIRE BEU has responsibility for the State Responsibility Areas for wildland fires, and HFD has responsibility for the Local Response Area. State Responsibility Areas are areas where the State is responsible for wildland fire protection and prevention, and in San Benito County includes lands owned or regulated by State agencies and most of the unincorporated area. Alternatively, Local Responsibility Areas include lands where local agencies are responsible for fire protection and prevention, including land in incorporated cities such as Hollister. When CAL FIRE BEU is not in operation, HFD assumes full responsibility of fire protection services in San Benito County.

8.1.7 HAZARDOUS MATERIALS

Some businesses and activities in the city involve the transport, storage, or use of toxic or hazardous chemicals, which are carefully regulated by State and federal agencies. Hazardous materials that pose a potential threat to human health include paint solvents, refrigerants, gasoline, pesticides, and household cleaning products, which can be transported on SR-25 and local roadways. The City seeks to protect citizens as much as possible from hazardous materials by reducing the potential for incidence or damage in the event of accidents or spills and ensuring that the appropriate agencies are adequately prepared to deal with a hazardous material emergency.

Hazardous materials and waste in Hollister are managed by the Certified Unified Program Agency (CUPA), a local administrative agency in the San Benito County Health and Human Services Agency. The CUPA consolidates, coordinates, and makes consistent the regulatory activities of several hazardous materials and hazardous waste programs, including Hazardous Materials Unit Programs and the California Accidental Release Program. The San Benito County Resource Management Agency provides hazardous waste disposal programs for Hollister and the greater county region.

If a hazardous material spill poses an imminent public health threat, the City will support local regulating agencies in notifying the public. The transport of hazardous materials/wastes and explosives through the city is regulated by the California Department of Transportation (Caltrans). SR-25 is open to vehicles carrying hazardous materials/wastes. Transporters of hazardous waste are required to be certified by the United States Department of Transportation (DOT) and manifests are required to track the hazardous waste during transport. The danger of hazardous materials/waste spills during transport does exist and will potentially increase as transportation of these materials increase on SR-25. The HFD and San Benito County Fire Department are responsible for hazardous materials accidents at all locations in the city.

8.1.8 NOISE

A Noise Element has been required as part of local General Plans since 1971. The State Legislature adopted the California Noise Control Act of 1973, which defined the following findings and policy:

1. Excessive noise is a serious hazard to the public health and welfare.
2. Exposure to certain levels of noise can result in physiological, psychological, and economic damage.
3. There is a continuous and increasing bombardment of noise in urban, suburban, and rural areas.
4. Government has, by and large, not taken the steps necessary to provide for the control, abatement, and prevention of unwanted and hazardous noise.
5. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

To implement this policy, Section 65302(f) of the California Government Code requires each city to have a Noise Element as part of its General Plan. The Government Code states that the Noise Element should be prepared according to guidelines established by the State Department of Health Services, Office of Noise Control.

Primary noise sources in the Hollister Sphere of Influence include traffic from surrounding highways, major roadways, residential streets, Hollister Municipal Airport, local railroad activity, and outdoor recreational uses, as shown in Figure HS-8 and Figure HS-9. Some of these land uses and transportation activities can produce noise levels that may disturb sensitive receptors in close proximity. Homes, schools, hospitals, and individuals living near railroad crossings may be vulnerable to the noise. While on-road vehicles represent the most prominent source of noise in Hollister, as shown in Figure HS-8 and Figure HS-9, commercial and retail areas with truck loading docks can also be a significant noise source.

Figure HS-8 Existing Transportation Noise Contours

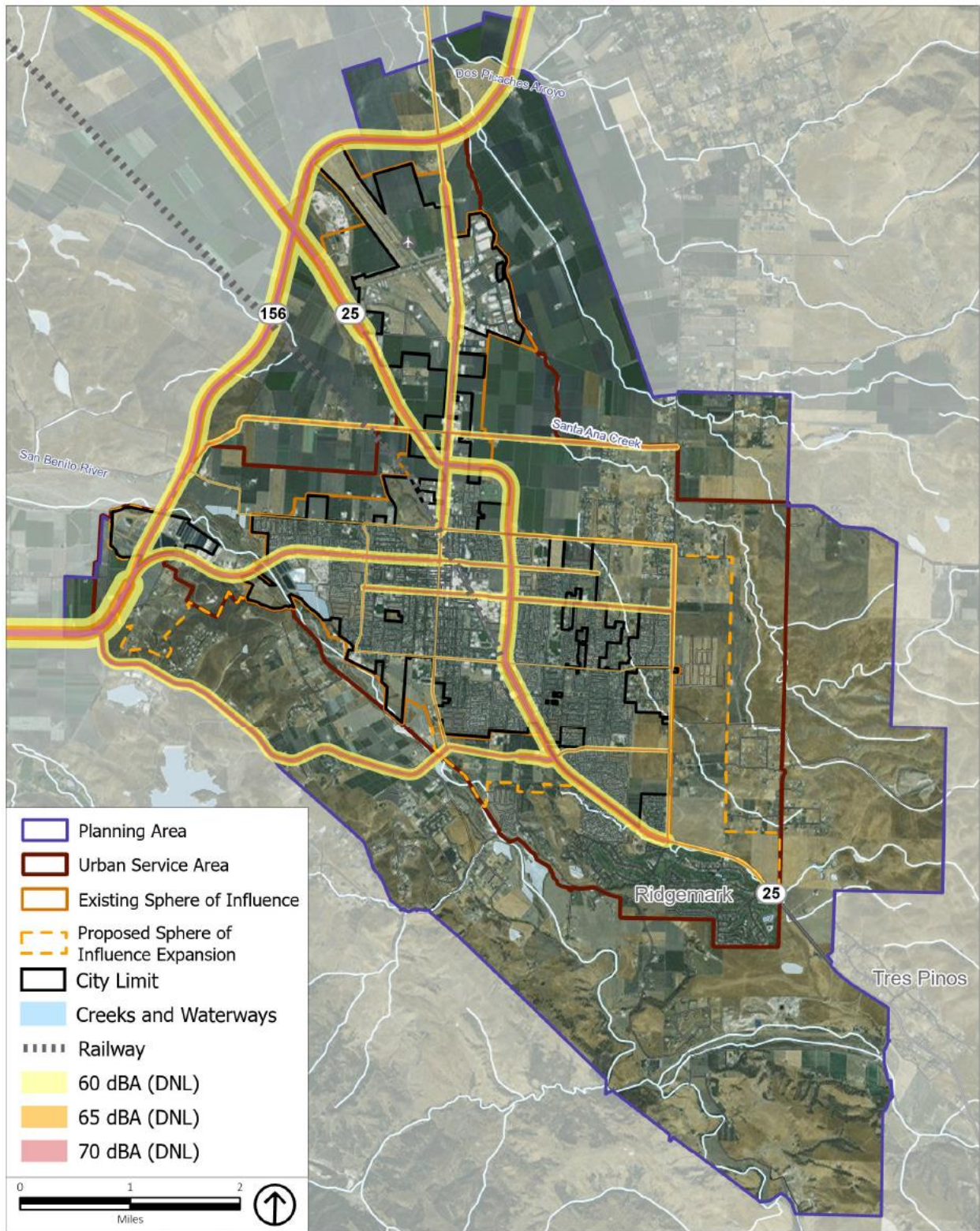
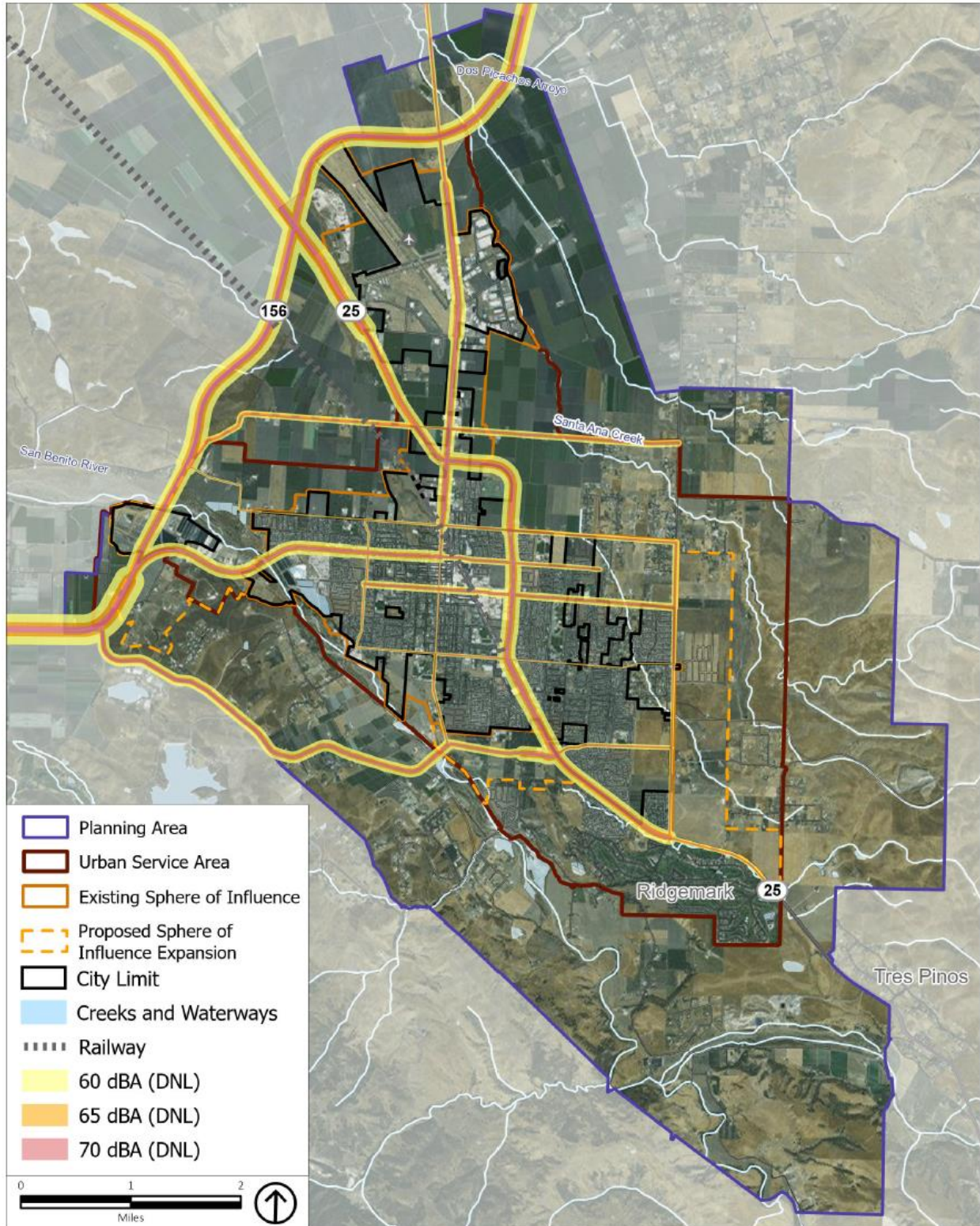


Figure HS-9 2040 Transportation Noise Contours



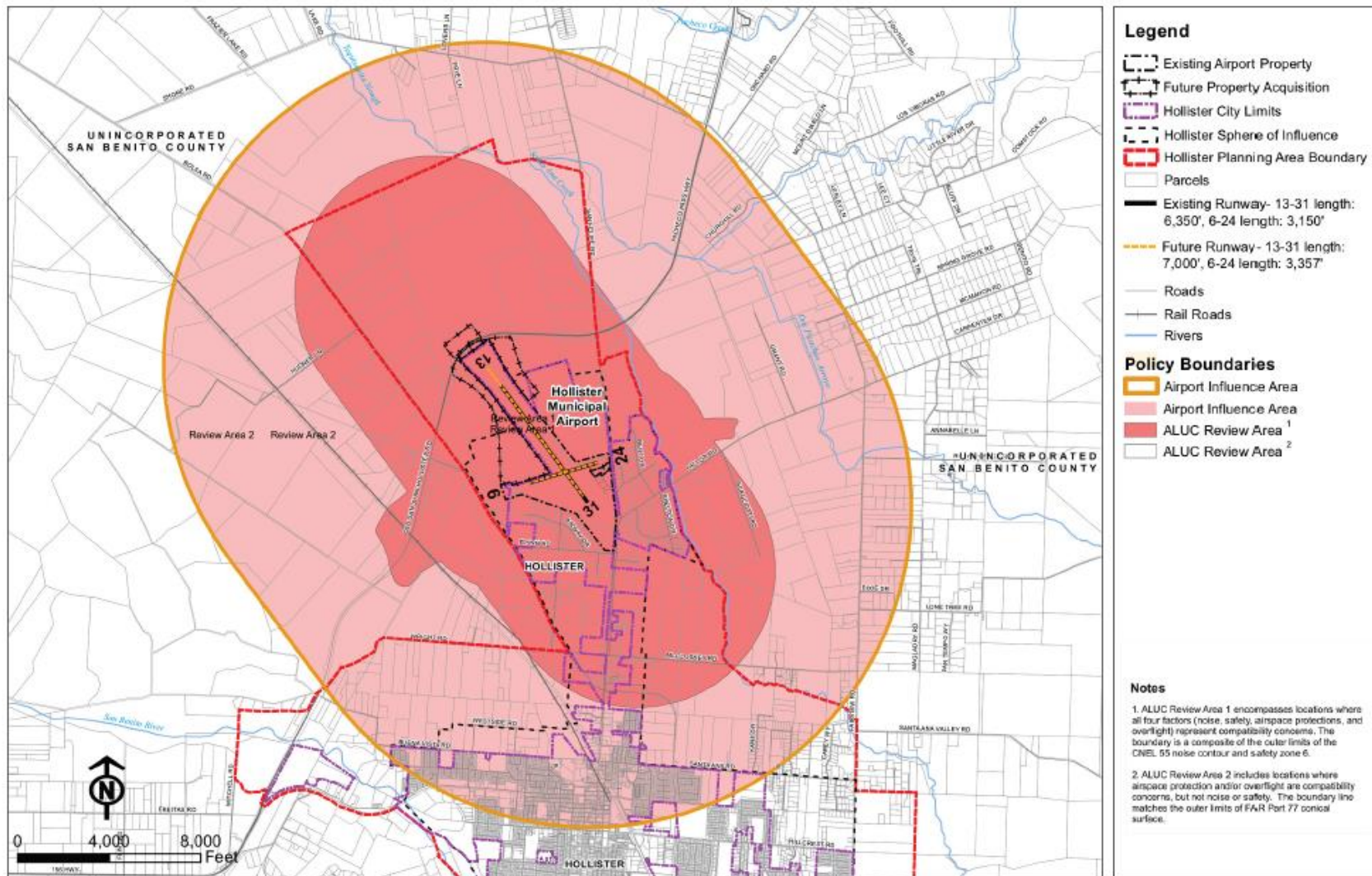
Source: ESRI, 2020; PlaceWorks, 2024; San Benito County, 2020; USGS, 2019

8.1.9 AIRPORT HAZARDS

A portion of Hollister and its Sphere of Influence extends into the Airport Influence Area (AIA) of the Hollister Municipal Airport (HMA), as shown on Figure HS-10. The airport is operated by the City of Hollister, and is used for general aviation, which includes all aviation activities other than commercial passenger flights, commuter/air taxi, and military uses. General aviation activity typically includes single-engine and small twin-engine aircrafts holding six or fewer people.

The AIA includes all areas surrounding the airport that are affected by noise, height, and safety considerations. All development projects in the AIA must be reviewed by the San Benito County Airport Land Use Commission (ALUC) to ensure consistency with the Hollister Municipal Airport Land Use Compatibility Plan (ALUCP). The ALUCP establishes height restrictions for structures in the portion of the Hollister City Limits and Sphere of Influence that extends into the AIA.

Figure HS-10 Airport Influence Areas



Source: San Benito County Airport Land Use Commission,
Hollister Municipal Airport Land Use Compatibility Plan, June 21, 2012, page 2-51.

**8.2 Health and Safety Element
Goals, Policies, and Actions**

The following section provides goals, policies, and actions relating to health and safety.

8.2.1 OVERALL HAZARD PLANNING

GOAL HS-1 Protect community health and safety from natural and human-caused hazards.

POLICIES

- Policy HS-1.1** **Location of Future Development.** Permit development only in areas where potential danger to the health, safety, and welfare of the community can be adequately mitigated. This includes prohibiting development that would be subject to severe flood damage or geological hazard because of its location and/or design and that cannot be mitigated to safe levels.
- Development shall also be prohibited where emergency services, including fire protection, cannot be provided.
- Policy HS-1.2** **Safety Considerations in Development Review.** Require project applicants to prepare appropriate studies to assess identified hazards and ensure that impacts are adequately mitigated prior to project approval.
- Policy HS-1.3** **Coordination with the County of San Benito and Other Agencies on Safety Matters.** Cooperate with the County of San Benito and other government agencies in all matters related to safety, hazardous waste management, and emergency planning.
- Policy HS-1.4** **Airport Safety.** Avoid residential dwellings in the Aircraft Flight Zones and establish compatible land use zones around the airport consistent with the Hollister Municipal Airport Land Use Compatibility Plan.
- Policy HS-1.5** **Undergrounding Utilities.** Require the undergrounding of utility lines in existing and new development, where feasible.

ACTIONS

- Action HS-1.1** **Geologic, Flooding, Fire, and Other Hazard Mapping.** Upon each update of the Safety Element, update hazard maps for use in development review. Use this mapping data to inform decisions about existing risk and future land uses throughout the city.
- Action HS-1.2** **Development Review for Compatibility with the Hollister Municipal Airport Land Use Compatibility Plan.** Review all development proposals in the Airport Influence Area to verify that the proposed development would not conflict with the land use guidelines established in the Hollister Municipal Airport Land Use Compatibility Plan or subsequent updates.
- Action HS-1.3** **Coordination with Pacific Gas and Electric Company (PG&E).** Coordinate with PG&E to prepare and implement a program to underground existing electrical transmission lines throughout the city.
- Action HS-1.4** **Undergrounding Utilities in New Development.** Review and amend the Hollister Municipal Code to include undergrounding utility requirements for new development to underground electric utilities.

8.2.2 CLIMATE CHANGE

GOAL HS-2 Develop a resilient community with the ability to adapt to climate change hazards.

POLICIES

- Policy HS-2.1** **Climate Change Collaboration.** Collaborate with local governments and special districts in San Benito County and the Central Coast Climate Collaborative to develop and implement regional climate change adaptation and resilience initiatives.
- Policy HS-2.2** **Water Agencies.** Coordinate with the Sunnyslope County Water District and San Benito County Water District to prepare for a reduced, long-term water supply resulting from more frequent and severe drought events. Implement extensive water conservation measures to ensure sustainable water supply.

- Policy HS-2.3** **Public Transit.** Coordinate with San Benito County Express to increase shading and heat-mitigating materials on pedestrian walkways and transit stops.
- Policy HS-2.4** **Hazard Data.** Use the reported data and findings of applicable local, regional, or state documents or plans pertaining to climate-related hazards that could impact the City of Hollister, including the California Climate Change Assessment, the California Adaptation Planning Guide, and the Safeguarding California Plan, in the development review, capital improvement program, and decision-making processes.
- Policy HS-2.5** **Sustainability Features.** Encourage new developments and existing property owners to incorporate sustainable, energy-efficient, and environmentally regenerative features into their facilities, landscapes, and structures to reduce energy demands and improve on-site resilience. Support financing efforts to increase community access to these features.
- Policy HS-2.6** **Drought-Tolerant Native Landscaping.** Promote and expand the use of drought-tolerant green infrastructure, including native vegetation, street trees, and landscaped areas, as part of cooling strategies in public and private spaces.
- Policy HS-2.7** **Natural Infrastructure.** Use and protect natural resources and infrastructure to absorb the impacts of climate-related hazards and associated natural hazards, as feasible.
- Policy HS-2.8** **Homelessness.** Support regional efforts to ensure that persons experiencing homelessness in the Hollister Planning Area have access to temporary and/or emergency housing, food, and other essential living materials to keep them safe during hazard events.
- Policy HS-2.9** **Weatherization.** Ensure that lower-income households have access to information about low-cost programs (e.g., subsidies for the National Flood Insurance Program, air-conditioning, low-cost weatherization) to protect their homes and well-being from climate change hazards, including flooding, extreme heat, and severe wind.

- Policy HS-2.10 Resilience Hubs.** Develop equitably located Community Resilience Hubs throughout Hollister, outside of any areas of elevated hazard risk to the greatest extent possible, that can serve as shelters and resource centers during and after hazard events (e.g., flood inundation, wildfire and wildfire smoke, extreme heat days). Such facilities should be in easily accessible locations and available to all community members, as needed. Resilience hubs consist of well-used, existing community-serving facilities that are upgraded to provide local communities with shelter and water.
- Policy HS-2.11 Vector-Borne Diseases.** Work with healthcare providers to support free or reduced-cost vaccinations for vector-borne diseases that are widely available for Hollister residents.
- Policy HS-2.12 Outdoor Workers.** Look for opportunities to ensure that employers and workers in outdoor industries have the training and resources to be adequately protected from environmental hazards, including extreme heat, poor air quality, and diseases.
- Policy HS-2.13 Tree Planting.** Promote tree planting and preserve existing tree canopy to increase the tree canopy cover and help shade and cool the community.
- Policy HS-2.14 Medical Providers.** Coordinate with local medical providers and the San Benito County Public Health Services to prepare for disasters and health emergencies and minimize disruptions to medical services and reduce impacts to medical facilities in Hollister.

ACTIONS

- Action HS-2.1 Climate Change Vulnerability Assessment.** Update the Climate Change Vulnerability Assessment with new climate projections and data from Cal-Adapt and the California Climate Change Assessment during each update to the Health and Safety Element.

8.2.3 SEISMIC AND GEOLOGIC HAZARDS

GOAL HS-3 Protect the community from seismic and geologic hazards.

POLICIES

- Policy HS-3.1** **Seismic Hazards.** Ensure existing and new structures are designed to protect people and property from seismic hazards. Review all development proposals for compliance with the Alquist-Priolo Earthquake Fault Zoning Act and the Uniform Building Code as a way to reduce the risk of exposure to seismic hazards for those who will be living and working in the Hollister Planning Area.
- Policy HS-3.2** **Geotechnical and Geologic Review.** Require all geologic hazards to be adequately addressed and mitigated prior to the issuance of certificate of occupancy through project development. Development proposed in areas of potential geological hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties.
- Policy HS-3.3** **Engineering Tests for Geologic Conditions.** Require engineering tests prior to issuance of building permits for those development projects that may be exposed to impacts associated with expansive soils, so that building foundation footings, utility lines, roadways, and sidewalks can be designed to accept the estimated degree of soil contraction, expansion, and settlement, according to the standards of the Uniform Building Code.
- Policy HS-3.4** **High-Occupancy Structures.** High-occupancy structures (such as schools, hospitals, office buildings, and multifamily housing) or critical emergency facilities (such as fire and police stations, emergency relief storage facilities, and water storage tanks) should not be located in an active fault's "zone of potential surface deformation." In addition, high-occupancy structures should be designed or redesigned to protect human life to the highest degree possible during the "maximum probable event" of seismic activity. Existing and new high-occupancy structures should also have emergency plans approved by the City.

Policy HS-3.5 **Design of Safe Structures and Utilities.** Require new roads, bridges, and utility lines be constructed to accommodate possible fault movement and withstand the expected ground motion induced during an earthquake.

ACTIONS

Action HS-3.1 **Building Code Updates.** Regularly adopt updates to the Building Code and other essential codes as necessary to address earthquake, fire, and other hazards and support programs for the identification, abatement, or mitigation of existing hazardous structures.

Action HS-3.2 **Unreinforced Masonry Building Improvements.** Continue to implement actions to address safety issues related to Unreinforced Masonry Buildings and other buildings as conditions are discovered.

8.2.4 FLOOD HAZARDS

GOAL HS-4 **Protect the community from flood hazards.**

POLICIES

Policy HS-4.1 **Flood Hazards.** Review all development proposals to verify that either no portion of the proposed development lies in the 100-year floodplain or that the applicant has taken adequate measures to eliminate the risk of flood damage in a 100-year storm consistent with the City of Hollister Flood Damage Prevention Regulations as amended from time to time.

Policy HS-4.2 **Floodplain Uses.** Encourage developers to dedicate identified lands in floodplains that are unsuitable for development to the City for use as parks or for preservation as open space, consistent with the City of Hollister Parks and Recreation Master Plan or other infrastructure plan developed for a given area. Development of these identified lands as community recreation amenities should be economically feasible to build and maintain.

Policy HS-4.3 **Flood Control Coordination.** Coordinate with the San Benito County Water District and other State agencies to maintain flood-control infrastructure to minimize flood damage.

ACTIONS

- Action HS-4.1** **Flood Control Requirements in New Development.** Update and apply flood control requirements to regulate construction in flood zones.
- Action HS-4.2** **Areas of Poor Drainage.** Identify areas of poor drainage and install new or upgrade existing drainage systems to accommodate drainage needs. Use natural infrastructure to the extent feasible.
- Action HS-4.3** **Floodplain Use Assessment.** Identify those areas with natural hazards that are unsuitable for development, but which may be suitable for public recreational uses.

8.2.5 WILDLAND AND URBAN FIRE HAZARDS

GOAL HS-5 Maintain adequate fire and life safety protection from wildland and urban fires.

POLICIES

- Policy HS-5.1** **Wildland-Urban Interface.** Coordinate between the Building and Fire Departments to ensure that new development in the wildland-urban interface is in full compliance with all applicable sections of the Building Code.
- Policy HS-5.2** **Firefighting Infrastructure.** Ensure adequate firefighting infrastructure, including water supply pressure, road and building clearance for firefighting vehicles, and clear and legible street signage are available throughout the community.
- Policy HS-5.3** **Fire Protection Master Plan.** Ensure that all new development will be adequately designed to minimize risks to life and property through the implementation of the Fire Protection Master Plan.
- Policy HS-5.4** **Fire Safety Requirements.** Require new development to be protected from fire hazards through the provision of peak load water supply systems capable of providing the flow required for fire suppression, the design of roads with adequate widths and turning radii, and adequate separation between buildings, prior to project approval.

- Policy HS-5.5** **Facilities Planning.** Place all new public facilities outside of identified fire hazard risk areas as feasible. Appropriately retrofit or, if necessary, relocate existing public facilities outside of identified fire hazard areas.
- Policy HS-5.6** **Land Use Management for Fire Risks.** Maintain all City-owned public lands to clear them of fuel loads, establish appropriately placed fire breaks, and educate all property owners in the city on proper landscape maintenance and fire-scaping standards to reduce the risk of fire hazards.
- Policy HS-5.7** **Retrofitting of Existing Buildings.** Encourage the retrofitting of older buildings to current safety standards in coordination with proposed major remodeling or additions.
- Policy HS-5.8** **Mutual-Aid Agreements.** Maintain inter-jurisdictional cooperation and coordination, including automatic-aid agreements with fire protection/suppression agencies in San Benito County.

ACTIONS

- Action HS-5.1** **Requirements for Development in High Fire Hazard Areas.** Require project-level development in the High Fire Hazard Zone in the Planning Area to occur in accordance with the California Building Standards Code to provide needed safeguards and facilities to control the spread of fire in any fire hazardous area. Provisions may include, but are not limited to, the following: (a) require spark arresters for any chimney; (b) prohibit open-flame devices; (c) clear brush or vegetative growth 30 feet from structures; and (d) clear brush 10 feet from roadways.
- Action HS-5.2** **Tree Trimming.** Trim all public trees and other vegetation in Hollister on a regular basis to clear them of any loose branches or debris that could serve as fuel in a fire event.
- Action HS-5.3** **Pilot Clean Air Center Program.** Implement the State's Wildfire Smoke Clean Air Centers for Vulnerable Populations Incentive Pilot Program and apply for grants to retrofit ventilation systems at certain public buildings to provide refuge for residents during

periods of unhealthy air quality caused by excessive smoke from wildfires.

Action HS-5.4 **Fire Safety Education.** Develop new and expand existing public fire safety education programs (including disaster preparedness) and continue to be proactive in public safety education.

8.2.6 EMERGENCY PREPAREDNESS AND EMERGENCY OPERATIONS

GOAL HS-6 Minimize potential damage to life, environment, and property through timely, well-prepared, and well-coordinated emergency preparedness response plans and programs.

POLICIES

Policy HS-6.1 **Emergency Planning Document Coordination.** Integrate the City’s safety and emergency management documents, including this Health and Safety Element, the San Benito County Multi-Jurisdictional Hazard Mitigation Plan, and other related documents.

Policy HS-6.2 **San Benito County Multi-Jurisdictional Hazard Mitigation Plan.** Incorporate the current San Benito County Multi-Jurisdictional Hazard Mitigation Plan into this Safety Element by reference, as permitted by California Government Code Section 65302.6 to ensure that emergency response and evacuation routes are accessible throughout the city.

Policy HS-6.3 **Emergency Infrastructure and Equipment.** Ensure the emergency operations center maintains a full functional state of readiness.

Policy HS-6.4 **Neighborhood Disaster Preparedness.** Locate volunteer centers for emergency coordination in neighborhoods with potential for being isolated due to road closures or Public Safety Power Shutoff events.

- Policy HS-6.5** **Local Utility Cooperation.** Work with local utility operators to identify if and when a Public Safety Power Shutoff event may be necessary to reduce hazard risks in Hollister and/or the surrounding area and provide due notice and resources to residents in the city to help them prepare.
- Policy HS-6.6** **Disaster Recovery.** Ensure that the City government continues to operate during and after hazard events and is able to provide resources and guidance to people and institutions in Hollister to aid them in recovery and reconstruction following the end of the hazard event.
- Policy HS-6.7** **Access for Emergency Vehicles.** Provide adequate access for emergency vehicles and equipment, including providing a second means of ingress and egress to all development.
- Policy HS-6.8** **Emergency Management Coordination.** Coordinate and share experience and strategies with other emergency management agencies and the private sector in State or regional efforts on disaster preparedness coordination and disaster response procedures.
- Policy HS-6.9** **Emergency Alerts.** Continue to work with the County of San Benito to participate in providing alerts about potential, developing, and ongoing emergency situations through extensive early-warning and notification systems that convey information to all residents, in multiple languages and formats, to ensure it is widely accessible.
- Policy HS-6.10** **Communication Systems.** Ensure that communication systems used by emergency responders and key City staff have sufficient redundancy and resiliency to meet City needs during and after a hazard event.
- Policy HS-6.11** **Energy Backups.** As feasible, install solar energy and battery backup systems at critical public and private facilities to ensure continuation of services if the power grid is disrupted.

Policy HS-6.12 **Public Information on Safety and Emergency Preparedness Issues.** Support public education programs for the public and City staff in emergency preparedness and disaster response in cooperation with the County of San Benito.

ACTIONS

Action HS-6.1 **Regular Updates.** Update the Health and Safety Element and any other documents as necessary with each Housing Element update, or every eight years, whichever comes first.

Action HS-6.2 **Resilient Power Systems.** Explore the feasibility of microgrids and portable batteries to provide localized energy supplies to neighborhood blocks to reduce reliance on regional power infrastructure in case of a hazard-caused power outage.

Action HS-6.3 **Emergency Evacuation Routes.** Conduct education and outreach in conjunction with the County of San Benito, through multiple formats and media, to make evacuation routes known to the public.

Action HS-6.4 **County Emergency Plan Update.** Coordinate with the County of San Benito to prepare a Hollister Emergency Operations Plan as an annex to the County's Emergency Operations Plan, and coordinate updates no less than every five years.

Action HS-6.5 **Periodic Emergency Preparedness Exercises.** Participate with the County of San Benito in disaster preparedness planning and exercises. Continue providing emergency preparedness trainings to maintain and expand existing Community Emergency Response Teams (CERTs).

Action HS-6.6 **Emergency Centers.** Collaborate with property owners of privately owned community gathering places (e.g., meeting houses, lodges, faith-based buildings, community centers) to evaluate which of these facilities could become cooling centers, resilience hubs, or emergency shelters that provide safe places for residents during hazard events or emergency conditions. Cooling centers and emergency shelters shall remain operational both during and after the hazard event, as needed.

- Action HS-6.7** **Emergency Operations Center.** Maintain the local government's emergency operations center in a full functional state of readiness.
- Action HS-6.8** **Back-up Emergency Operations Center.** Designate a back-up Emergency Operations Center with communications redundancies.
- Action HS-6.9** **Emergency Infrastructure.** Ensure that traffic lights at major intersections continue to function in the event of localized power outage. Repair any damaged sets of infrastructure or equipment as needed to continue City operations.
- Action HS-6.10** **Disaster Preparedness Training and Planning.** Continue to provide essential emergency public services during natural catastrophes. Undertake disaster preparedness training and planning in cooperation with other public agencies and appropriate public-interest organizations, ensuring that all training is provided in English, Spanish, and other relevant languages in the community.
- Action HS-6.11** **Hazard Awareness.** Publicize disaster plans and promote resident awareness and caution regarding hazards, including soil instability, earthquakes, flooding, and fire.
- Action HS-6.12** **Funding Energy Backups.** Seek grants and other funding sources for the installation of backup energy systems at critical facilities.

8.2.7 HAZARDOUS MATERIALS

GOAL HS-7 Protect the community's health, safety, and welfare relating to the use, storage, transport, and disposal of hazardous materials.

POLICIES

- Policy HS-7.1** **Hazardous Waste Management.** Support measures to responsibly manage hazardous waste to protect public health, safety, and the environment, and support State and federal safety legislation to strengthen requirements for hazardous materials transport.

- Policy HS-7.2** **Hazardous Materials Storage and Disposal.** Require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal. Provide the public, industry, agriculture, and local government with the available information needed to enable them to take rational and cost-effective actions to minimize, recycle, treat, dispose of, or otherwise manage hazardous wastes in the Hollister Planning Area.
- Policy HS-7.3** **Potential Hazardous Soils Conditions.** Evaluate new development prior to development approvals on sites that may contain hazardous materials.
- Policy HS-7.4** **Clean-up of Sites with Hazardous Soils.** Require clean-up of sites in Hollister that are contaminated with hazardous substances be cleaned through decontamination of soils and filtration of groundwater.

ACTIONS

- Action HS-7.1** **San Benito County on Hazardous Waste Management Planning Coordination.** Cooperate with the County of San Benito in implementation of the Hazardous Waste Management Plan.
- Action HS-7.2** **Travel Routes for Hazardous Materials.** Establish, in coordination with the County of San Benito and other government agencies, designated travel routes through Hollister for vehicles transporting hazardous materials, in accordance with State and federal regulations.

8.2.8 NOISE

GOAL HS-8 Achieve noise levels consistent with acceptable standards and reduce or eliminate objectionable noise sources.

POLICIES

- Policy HS-8.1** **Protect Noise Sensitive Areas from Unacceptable Traffic Noise Levels.** Protect the noise environment in existing residential areas by requiring mitigation measures be identified prior to project approval for the operational phase of projects under the following circumstances: (a) the project would cause the day-night average sound level (Ldn) to increase 5 dB(A) where ambient noise is below 60 dB(A); (b) the project would cause the Ldn to increase 3 dB(A) where ambient noise is between 60 dB(A) and 70 dB(A); or (c) the project would cause the Ldn to increase 1.5 dB(A) where ambient noise is 70 dB(A) or greater.
- Policy HS-8.2** **Noise Source Control.** Work with property owners to control noise at its source, maintaining existing noise levels and ensuring that noise levels do not exceed acceptable noise standards as established in the Hollister Noise Ordinance.
- Policy HS-8.3** **Construction Noise.** Regulate construction activity to reduce noise as established in the Hollister Noise Ordinance.
- Policy HS-8.4** **Vehicle Noise.** Strive to reduce traffic noise levels, especially as they impact residential areas, and continue enforcement of vehicle noise standards through noise readings and enforcement actions. In particular, strive to minimize truck traffic in residential areas and ensure enforcement of Vehicle Code provisions that prohibit alteration of vehicular exhaust systems in a way that increases noise emissions.
- Policy HS-8.5** **Site Planning and Design.** Require attention to site planning and design techniques other than sound walls to reduce noise impacts, including: (a) installing earth berms; (b) increasing the distance between the noise source and the receiver; (c) using non-sensitive structures, such as parking lots, utility areas, and garages to shield noise-sensitive areas; (d) orienting buildings to

shield outdoor spaces from the noise source; and (e) minimizing the noise at its source.

Policy HS-8.6 **Airport Noise.** Review all proposed development in the Airport Influence Area to ensure that it will be compatible with operations at the Hollister Municipal Airport and applicable noise standards and regulations.

Policy HS-8.7 **Techniques to Reduce Traffic Noise.** Use roadway design, traffic signalization, and other traffic planning techniques (such as limiting truck traffic in residential areas and installing rubberized asphalt) to reduce noise caused by speed or acceleration of vehicles. Work with the State to address noise impacts from highway traffic.

Policy HS-8.8 **Noise Standards Enforcement.** Administer the noise policies identified in the Health and Safety Element and comply with State requirements for certain other noise-control programs through specific local enforcement programs.

ACTIONS

Action HS-8.1 **Review New Development for Potential Noise Impacts.** Require review of all development proposals prior to project approval to verify that the proposed development would not increase noise beyond the City's established thresholds and that it would not generate noise that would be incompatible with existing uses in the vicinity of the proposed development.

Action HS-8.2 **Periodic Noise Monitoring.** Amend the Noise Ordinance to require periodic monitoring of residential noise generators. The Noise Ordinance shall identify who is responsible for the noise monitoring and require property owners to develop noise reduction and abatement measures that can be applied to limit noise, phasing in appropriate mitigation measures.

Action HS-8.3 **Public Awareness and Education about Noise Issues.** Provide publicity regarding the Noise Ordinance, encouraging residents to be aware of noise issues and to do their part towards creating a quiet ambience in Hollister's neighborhoods.

- Action HS-8.4** **Noise Complaint Enforcement.** Develop capabilities to compile data as part of the Code Enforcement/police records on noise-related complaints.
- Action HS-8.5** **Traffic Noise Mitigation.** Continue to enforce City Ordinances, which restrict through truck traffic to approved truck routes only and prohibit the parking and maintenance of trucks in residential districts.
- Action HS-8.6** **Periodic Updates to Noise Ordinance.** Require the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan and to develop a procedure for handling noise complaints.
- Action HS-8.7** **Staff Training on Noise Enforcement.** Train Police, Public Works, and Development Services Department personnel as needed in the use of noise measurement equipment to enforce the Noise Ordinance and vehicular noise standards, and to monitor noise levels throughout the city.
- Action HS-8.8** **Noise and Vibration Thresholds.** Require the adoption of the noise and vibration thresholds applied in the General Plan Environmental Impact Report into the Noise Ordinance. For noise thresholds, this shall include the Federal Transit Administration's (FTA) criteria for acceptable levels of construction noise as well as Construction Equipment Noise Emission Levels based on a distance of 50 feet between the equipment and noise receptor.
- For vibration thresholds, this shall include FTA criteria for acceptable levels of groundborne vibration during operation of commercial or industrial uses and groundborne vibration for various types of construction equipment. If vibration levels exceed the FTA limits for construction, alternative methods/equipment shall be used.
- Action HS-8.9** **Construction Best Management Practices.** Require the adoption of the construction best management practices outlined in the General Plan Environmental Impact Report to be incorporated into the Noise Ordinance to minimize construction noise to the extent feasible.

8.2.9 AIRPORT HAZARDS

GOAL HS-9 Protect the public’s health and safety and ensure compatible land uses with Hollister Municipal Airport operations.

- Policy HS-9.1** **Airport Land Use Compatibility Plan.** Work closely with appropriate agencies, including the San Benito County Airport Land Use Commission, to ensure compatibility of land uses with airport facilities and operations.
- Policy HS-9.2** **Airspace Protection.** Limit building heights for airspace protection in accordance with Federal Aviation Regulations Part 77.

9. OPEN SPACE AND AGRICULTURE ELEMENT

9

This Open Space and Agriculture Element describes open space and agricultural resources in Hollister today and focuses on policies and actions for the City of Hollister to implement in support of the preservation and enhancement of open space and agriculture. This section presents goals, policies, and actions for the following topics:

9.2.1 Open Space Preservation

9.2.2 Agriculture Preservation

9.1 HOLLISTER TODAY

Preservation of open space and the natural environment has been a priority for Hollister residents for many years. Recognizing the importance of agriculture to the community, the City will protect agricultural lands by maintaining parcels large enough to sustain agricultural production, preventing conversion to nonagricultural uses, and prohibiting uses that are incompatible with long-term agricultural production.

9.1.1 TOPOGRAPHY

The Hollister Planning Area generally slopes upward from north to south, with elevations of approximately 210 feet near the Hollister Municipal Airport, 290 feet near City Hall, and 500 feet near the intersection of Fairview Road and Airline Highway (State Route 25). Although the topography is relatively flat in most areas, the terrain is hilly near the San Benito River, west of the Southern Pacific Railroad line northwest of Hollister and in the eastern portion of the Planning Area.

9.1.2 OPEN SPACE

Open space areas in Hollister include public and privately owned lands used for low-intensity, open space activities such as hiking, walking, or picnicking. Environmentally sensitive areas, such as rivers and creeks, plant and animal habitats, City parks, and recreation facilities are also considered open space.

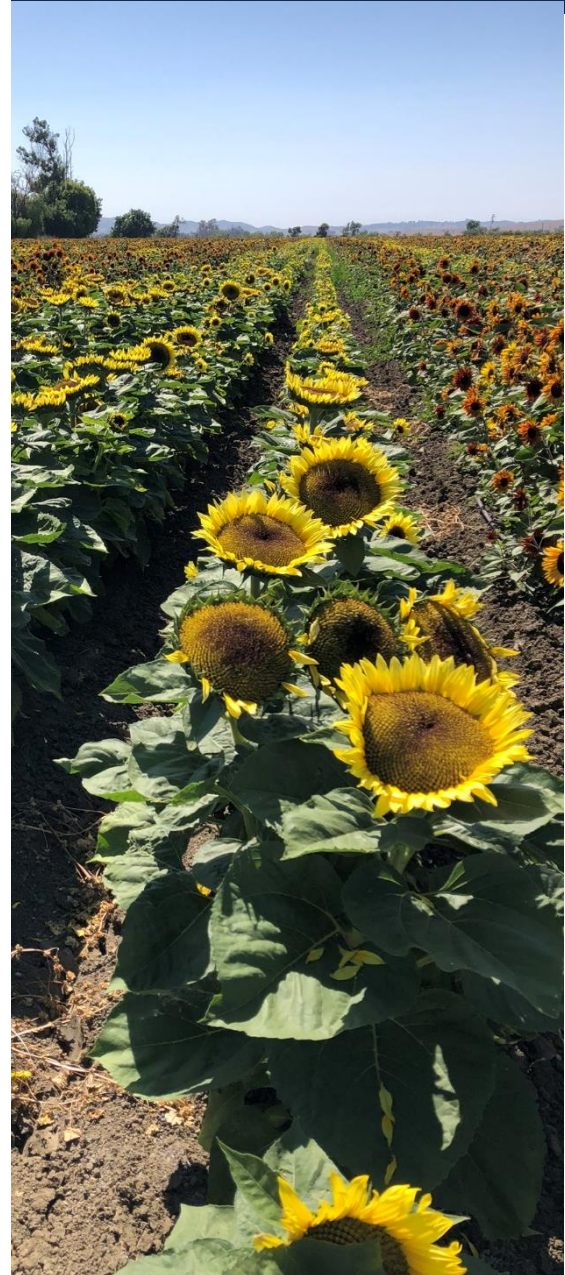


Photo by Sabrina Stark



Photo by Sabrina Stark

9.1.3 AGRICULTURAL LAND

When the State of California evaluates agricultural land, areas are designated as Prime Farmland when they are found to have the best combination of physical and chemical characteristics for crop production, and have the soil quality, growing season, and moisture supply needed to produce sustained yields of crops when treated and managed. Lands identified as Prime Farmland must have been used for the production of irrigated crops in the last three years. Areas designated as Farmland of Statewide Importance represent land other than Prime Farmland that has a good combination of physical and chemical characteristics for the production of crops. As in the case of Prime Farmland, these areas must have been used for the production of irrigated crops in the last three years. Lands identified as Unique Farmland consists of lesser-quality soils used for agricultural production.

The San Benito Valley, which includes the City of Hollister, is generally considered a prime agricultural area due to its favorable soil types and climate. There is a significant amount of agricultural land both inside and outside of the General Plan Planning Area. As seen in Figure OS-1, the Planning Area includes Prime Farmland, Farmland of Statewide Importance, and Unique Farmland, as classified by the State Department of Conservation, and as protected by the California Environmental Quality Act.

The City has an Agriculture land use designation that encompasses lands with continuing commercial agriculture potential. The intent of this category is to retain primary agricultural use to the greatest extent practical. These areas should be kept free of any urban-type development and annexations. Allowed uses include orchards, row crops, nurseries, grazing lands, open space, farm services, and parks.

The most prevalent type of agriculture in San Benito County is vegetable and irrigated row crops, largely spinach, lettuce, wine grapes, broccoli, celery, and tomatoes, which are arranged in rows. Common orchard crops in San Benito County include apples, walnuts, cherries, and apricot trees. Wine grapes are also plentiful and profitable. Standard field crops include grains, hay, nursery plants, and seeds that cover the entire field in which the crops are planted.

Agricultural operations are an important source of local farm-fresh food in San Benito County and are transported throughout the United States and to several other countries on most continents, including South America, Europe, Asia, Africa, and Australia.

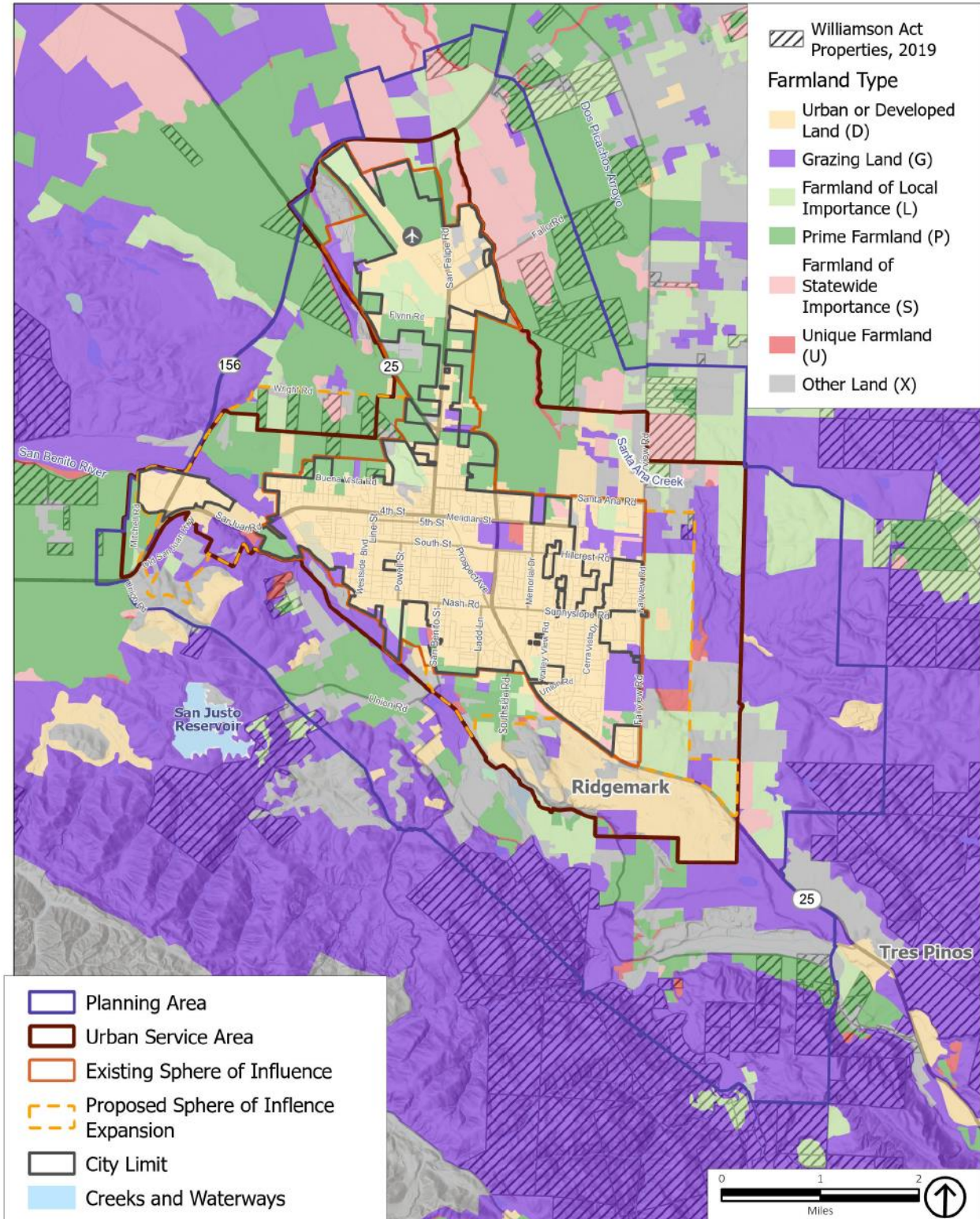
There are three soil associations in the Hollister Planning Area under the classification system of the Natural Resources Conservation Service of the U.S. Department of Agriculture:

- Soils of the Sorrento-Yolo Mocho association consist of nearly level to sloping soils that formed in very deep alluvium derived from sedimentary rocks and underlie the central and western portions of the Planning Area. The dominant soils in this association are very deep and well drained and include some of the most productive soils in the country.
- Soils of the Rincon-Antioch-Cropley association consist of nearly level to strongly sloping soils on fans and terraces and underlie the southeastern quadrant of the Planning Area. These soils are very well drained, although erosion is a problem on the more sloping soils.
- Soils of the Clear Lake-Pacheco-Willows association consist of nearly level and gently sloping soils that formed in alluvium derived from sedimentary rocks and underlie the northern portion of the Planning Area. For these soils to support agricultural activity, drainage is needed in most areas, and reclamation may be necessary in those areas affected by salts and alkali.



Photo by Nicole Larusso

Figure OS-1: Important Farmland and Williamson Act Contracts



9.2 OPEN SPACE AND AGRICULTURE ELEMENT GOALS, POLICIES, AND ACTIONS

The following section provides goals, policies, and actions relating to open space and agriculture in Hollister.

9.2.1 OPEN SPACE PRESERVATION

GOAL OS-1 Preserve and protect open space and the natural environment for all to enjoy.

POLICIES

Policy OS-1.1 **Open Space Preservation.** Retain and protect open space areas through the protection of prime farmlands, the prevention of new development in areas subject to natural and human-caused hazards, that serve as wildlife habitat or as visual assets for the community, and where the development of additional parks and trails is possible. Open space areas can also function as connections between neighborhoods, for example with the creation of pedestrian pathways in environmentally appropriate areas.

Policy OS-1.2 **Access to Open Space.** Encourage access to open space areas in the design of adjacent development. Secure access paths as part of subdivision approvals and design access paths to avoid or minimize neighborhood and user conflicts with sensitive wildlife habitat areas.

Policy OS-1.3 **Cluster Development.** Wherever feasible, encourage those proposing development to cluster planned residential development, leaving open space buffers in proposed site plans, particularly on the borders of development facing agricultural uses and State Routes 25 and 156. This will diminish the potential for land use conflicts and improve opportunities for visual harmonization between agricultural and urban activities.

Policy OS-1.4 **Utilities in Open Space.** Discourage utilities in open space areas. Necessary utilities in open space should be located and designed to minimize harm to the area's environmental and visual quality.



Photo by Jaquelyn Scimeca



Photo by Kent Rossi

Policy OS-1.5

Open Space Use. Protect and preserve the natural value of open space and wildlife habitat areas while permitting educational and recreational uses compatible with these resources. Uses of open space areas shall be secondary to open space preservation.

Policy OS-1.6

Site Planning to Preserve Open Space. Consider the use of creative site planning in a way that is responsive to open space values. Require those proposing new development to design open spaces to minimize paved areas and to maximize landscaping to reduce outdoor air temperatures around buildings in warm weather.

Policy OS-1.7

Coordination with Other Jurisdictions. Coordinate Hollister's open space preservation and enhancement with other County of San Benito, regional, and state open space preservation efforts.

Policy OS-1.8

Private Open Space Uses. In designating open space as part of a development project or with the dedication of land for open space, identify limitations to uses in those areas, such as restrictions on ornamental landscaping, structures, and fences.

ACTIONS

Action OS-1.1

Open Space Management Plan(s). Prepare one or more Open Space Management Plan(s) and zoning amendments that address the following:

- Use and ongoing maintenance of open space areas.
- Appropriate access points, parking areas, public information signage, and trail extensions.
- Restoration of erosion and other degraded areas.
- Guidelines for the location of amenities, such as picnic tables and benches.
- Activities harmful to the open space environment, including illegal camping and campfires and disease control, urban/wildlife interface, recreation, and other uses.
- Vegetation management and protection issues.

This work should be accomplished with guidance by a committee with representatives from neighborhood associations, environmental organizations, user groups, and other stakeholders.

9.2.2 AGRICULTURE PRESERVATION

GOAL OS-2 Preserve viable agricultural activities and lands.

POLICIES

Policy OS-2.1 **Offsets for Loss of Agricultural Land.** Require that all new developments that convert agricultural land to urban uses provide for preservation of the same amount of agricultural land in perpetuity.

Policy OS-2.2 **Agricultural Buffers.** Require that developers of all new developments adjoining agricultural land provide a 200-foot buffer to ensure that agricultural practices will not be adversely affected, and that developers also pay a fee adequate to allow the City to maintain this buffer land.

Policy OS-2.3 **San Benito County Future Development Areas.** Encourage the County of San Benito to focus future development in the areas identified for development in this City of Hollister General Plan, so as to help protect agricultural lands and preserve open space areas in the other portions of the Hollister Planning Area.

Policy OS-2.4 **Coordinate with San Benito County to Preserve Important Farmlands.** Coordinate with the County of San Benito in efforts to maintain prime farmlands, unique farmlands, and farmlands of statewide significance in active agricultural use and in all efforts to maintain the continued economic viability of agriculture in the Hollister Planning Area.

Policy OS-2.5 **Residential Development Near Agricultural Areas.** Require developers to inform potential buyers of homes near agricultural areas of the possible hazards associated with the application of pesticides/herbicides and nuisances from other cultivation practices. In those cases where the County of San Benito's Right-to-Farm Ordinance applies to the City review of projects,



Photo by Jenny Knerr



Photo by Sabrina Stark

homeowners shall also be informed of this ordinance by developers.

ACTIONS

Action OS-2.1 **Offsets for Agricultural Land Conversion.** Require the creation and adoption of an agricultural preservation program to address the conversion of land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City Limits and Sphere of Influence to nonagricultural uses.

Action OS-2.2 **Agricultural Buffer Ordinance.** Adopt a zoning program that requires developers of new projects adjoining agricultural land to provide, fund, and maintain a 200-foot buffer to ensure that agricultural practices will not be adversely affected.

The ordinance shall include agricultural buffer guidelines, including, but not limited to, the following:

- Buffers shall be on the parcel for which a permit is sought and shall protect the maximum amount of farmable land.
- Buffers shall be physically and biologically designed to avoid conflicts between agriculture and nonagricultural uses.
- Appropriate types of land use for buffers include compatible agriculture, open space, landscaping, and recreational uses, such as parks, industrial uses, and cemeteries.
- The buffer may include spatial separations (e.g., greenbelts, open space setbacks), fencing, and/or berming.
- The City or County will condition the approval of a project on the ongoing maintenance of buffers.
- A homeowner's association, agricultural land trusts, or other appropriate entity shall be required to maintain buffers to control litter, fire hazards, pests, and other maintenance problems.
- Buffer restrictions may be removed if agricultural uses on all adjacent parcels have permanently ceased.

Action OS-2.3 **Urban Growth Boundary.** Work with the County of San Benito and the City of San Juan Bautista to establish and maintain an Urban Growth Boundary that delineates future urbanization from areas in which urbanization will not occur, so as to protect agricultural and open space uses. Lands outside of the Urban Growth Boundary shall only be designated for agriculture, park, open space, public facility, and utility uses. When establishing the Urban Growth Boundary, the following qualities should be taken into consideration: access to infrastructure, public services, transit, healthcare, and commercial uses; preserving farmland; and establishing a buffer between urban and rural uses.



Photo by Sabrina Stark

Action OS-2.4 **Agricultural Community Disclosure Ordinance.** Develop, adopt, and enforce an Agricultural Community Disclosure Ordinance (similar to the County of San Benito's Right-to-Farm Ordinance No. 577) that applies to all future subdivisions adjacent to or incorporating agricultural operations.

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10. ARTS AND CULTURE ELEMENT

10

The Arts and Culture Element describes arts and culture in Hollister and focuses on policies and actions for the City of Hollister to foster and support arts and cultural programming in the city. This section presents goals, policies, and actions for the following topics:

- 10.2.1 Arts Leadership
- 10.2.2 Cultural Environment
- 10.2.3 Arts Every Day
- 10.2.4 Place
- 10.2.5 Art Facilities
- 10.2.6 Destination Identity
- 10.2.7 Arts Ecosystem
- 10.2.8 Sustainable Resources

10.1 HOLLISTER TODAY

Hollister's cultural life is rooted in the traditions, interests, and practices of the community. Almost every creative activity imaginable – visual art, music, dance, performance, poetry, fabric arts – can be found here. These art forms embody the ways that people tell their stories, sustain their culture, do their everyday work, and strive for a better future. People in Hollister have a thirst for learning about and participating in the arts – in their schools, in classes, in informal organizations, and in community activities.

Hollister's fundamental goal for arts and culture is to sustain this cultural framework as the heart and soul of the community for generations to come. In addition, Hollister aspires to build on this foundation, particularly by expanding the presence of art throughout the city and by cultivating creative activities that can draw visitors to the city.



Photo by San Benito County Arts Council

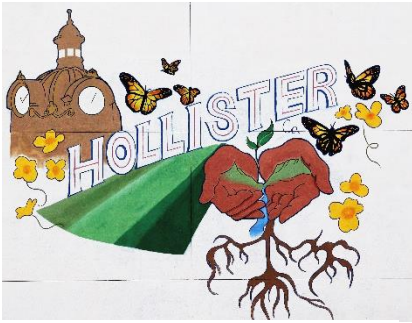


Photo by Jaquelyn Scimeca



Photo by San Benito County Arts Council

Hollister has the following core components of an arts and culture ecosystem:

- The San Benito County Arts Council (SBCAC) is a focused but nimble nonprofit organization that provides leadership, services, and programming to the entire county, with the main arts hubs being Hollister, Aromas, and San Juan Bautista. SBCAC does not receive any City or County funding; its income comes from the State, foundations, and contracted services, primarily with the local school districts.
- SBCAC provides and coordinates a range of programming, including mini-grants for artists and arts organizations, general arts classes for youth and adults, special art classes for at-risk youth, professional development classes for teachers, and exhibitions in its gallery. Events include an arts month, dance week, and open studio tours. SBCAC has also coordinated public art installations in Dunne Park and on bus shelters.
- Hollister's Arts and Culture Commission, established by City Council in 2021, advises Council on matters related to arts and culture in the city. The Arts and Culture Commission subsumed the City's Public Art Review Committee (PARC), which was established in 2016 to promote public art and advise the City on public art projects.
- Hollister adopted a Public Art Policy in 2016. The policy outlines the process by which the City, under the guidance of PARC, can acquire, install, maintain, and de-accession artworks on public property.
- The Hollister School District, in collaboration with SBCAC, has made innovative commitments to art education and Gavilan College, the local community college, which provides access to art history and studio art courses.

Hollister also has a rich cross-section of practicing artists as well as community arts activities, both organized and informal:



Photo by Jaquelyn Scimeca

- Cultural forms traditional to the Mexican community, such as *ballet folklórico* and *mariachi*, are especially popular. Narratives related to Hollister's agricultural history and efforts to organize agricultural workers are common.
- There are also people who cross over between car, motorcycle, and cruising culture, including people who work in related businesses, such as detailing and body work, and art forms such as muralism, sculpture, and clothing design. Motorcycle culture is also a common theme of murals.
- Public art ranges from small-scale sculpture and community murals to the artistic glass canopy of the San Benito County Superior Court building.

Hollister has been a niche tourist destination for many decades, particularly because of its association with motorcycle and car culture. This dates back to the motorcycle tours that made their way to Hollister in the 1930s and were later popularized in the film *The Wild Ones*. With the increasing popularity of agritourism and the designation of nearby Pinnacles National Park in 2013, Hollister now has the opportunity to expand its tourist base in hopes that its unique cultural life can be part of what attracts visitors.

This General Plan seeks to ensure that arts and culture will be a fundamental contributor to the well-being of Hollister’s residents and to the city overall – supporting people’s unique forms of self-expression, forging connections throughout the community and across time, making Hollister a desirable place to live and work, and strengthening its attraction to visitors.



Photo by PlaceWorks

10.2 ARTS AND CULTURE ELEMENT GOALS, POLICIES, AND ACTIONS

10.2.1 ARTS LEADERSHIP

GOAL AC-1 Establish and maintain strong and cooperative civic arts leadership in government, education, businesses, and nonprofit organizations.

POLICIES

Policy AC-1.1 **Arts and Culture Commission.** Use the City’s Arts and Culture Commission as the primary advisor to the City Council on priorities for arts and culture planning, public art, programming, and investments.

Policy AC-1.2 **Partnerships with Regional Artists.** Support regional artists, arts organizations, and arts leaders through partnerships with City events, programs, and projects.

ACTIONS

Action AC-1.1 **Arts and Culture Staff Liaison.** Designate a City staff member to serve as a liaison to arts and culture organizations and creative enterprises, focusing on matters such as funding, event coordination, and promotion.



Photo by San Benito County Arts Council

Action AC-1.2 **Implementation of Projects Related to Arts and Culture.** Implement arts and culture projects through agreements or partnerships with experienced artists, arts professionals, or arts organizations in the city.

10.2.2 CULTURAL ENVIRONMENT

GOAL AC-2 Recognize and support the diverse creative voices and practices of people and organizations in Hollister.

POLICIES

- Policy AC-2.1** **City-Supported Arts and Culture Activities.** Structure City-supported arts and culture activities, such as programs and public art projects, to reflect the full breadth of the community's traditional cultural practices and creative enterprises.
- Policy AC-2.2** **Cultural Diversity and Creative Practices.** Cultivate arts and culture leadership (individual, business, organizational) that is reflective of the city's cultural diversity and creative practices.
- Policy AC-2.3** **Public Art Projects.** Organize public art projects and calls to artists so that they are open to creative practices that are not traditional for public art, such as poetry and fabric arts.
- Policy AC-2.4** **Permitting and Funding for Arts and Culture.** Support exhibitions, presentations, and performances that highlight Hollister's creative community in the city's public spaces through permitting and funding.

10.2.3 ARTS EVERY DAY

GOAL AC-3 Enable all Hollister residents to have broad access to the arts, and to participate in artistic activities.

POLICIES

Policy AC-3.1 **City Operations that Support Arts and Culture.** Include public art, placemaking, cultural programming, and festival production in basic City operations to sustain Hollister's creative life and its cultural resources, including artists, businesses, and organizations.

ACTION

Action AC-3.1 **Mini-Grants for Small-Scale Creative Activations.** Establish a program to provide mini-grants for small-scale creative activations, such as presentations and performances in public spaces and murals and exhibitions in indoor spaces that are open to the general public (such as libraries, parks, recreation centers, and coffee shops).

10.2.4 PLACE

GOAL AC-4 Pursue physical planning and design strategies that support and give visual presence to the city's creative life.

POLICIES

- Policy AC-4.1** **Art in Public Space and City Infrastructure.** Incorporate public art into City infrastructure and public space projects, including small-scale enhancements of existing infrastructure.
- Policy AC-4.2** **Art as Part of Downtown Revitalization.** Incorporate art and culture actions into downtown revitalization efforts.
- Policy AC-4.3** **Public Art in Major Private Developments.** Incorporate public art into major new private development, especially downtown projects and civic/institutional projects elsewhere in the city.
- Policy AC-4.4** **Temporary Art Projects.** Encourage community-initiated temporary art projects in public spaces.
- Policy AC-4.5** **Management of City-Owned Public Art.** Develop strategies for managing public art that the City owns, including documentation, interpretation, maintenance, and conservation.
- Policy AC-4.6** **Public Art Funding.** Consider funding for public art in capital budgets and grant requests for public projects, such as parks, recreation facilities, and streetscapes.
- Policy AC-4.7** **Maintenance and Conservation Assessment.** Ensure that a maintenance and conservation assessment is conducted before new artworks are commissioned, acquired, or accepted as donations.



Photo by PlaceWorks



Photo by San Benito County Arts Council

ACTIONS

- Action AC-4.1** **Placemaking Plan.** Create a “placemaking” plan for arts and culture-related programming and physical investments in Hollister; involve the breadth of the city’s creative community and focus on how art and design can leverage the city’s diverse cultural and historic resources and its unique urban–rural economy.
- Action AC-4.2** **Public Art Fee.** Prepare a study that evaluates and compares potential public art fee programs to be paid by new development that establish new publicly accessible art.
- Action AC-4.3** **Incentives for Art in New Private Development.** Conduct a study to explore incentives that would encourage new private development to incorporate public art or similar creative enhancements.
- Action AC-4.4** **Community-Initiated Temporary Art Installations.** Develop guidelines for proposing, reviewing, and approving community-initiated temporary art installations on public property.

10.2.5 ART FACILITIES

GOAL AC-5 Ensure there are adequate facilities for the creation, presentation, and sale of art in the city.

POLICIES

- Policy AC-5.1** **Shared-Use Arts and Culture Arrangements.** Encourage shared-use arrangements between arts and culture entities with a need for space, and public agencies, nonprofits, and private entities with space that is available for use.
- Policy AC-5.2** **Adaptive Reuse for Creative Enterprises.** Support the adaptive reuse of historic buildings for arts, culture, and creative enterprises.

ACTIONS

- Action AC-5.1** **Arts and Culture Facilities Needs Assessment.** Retain a cultural facilities planning consultant to conduct a study of the need for arts and culture facilities and the opportunities for providing such facilities. Include an assessment of the need for a community arts center, including an evaluation of the center’s potential mission, audience, function/facility requirements, operating structure, and funding, so as to determine whether to move forward. Consider the potential for the arts center to include historical displays and exhibits.
- Action AC-5.2** **Art in Historical Resources.** Assess, on an as-needed and case-by-case basis, how Hollister’s historical assets can be repurposed for arts, culture, and creative enterprises.
- Action AC-5.3** **Live/Work Units for Artists.** Conduct a study to assess the need, opportunities, and strategies for creating artist living and working space.



Photo by San Benito County Arts Council

10.2.6 DESTINATION IDENTITY

GOAL AC-6 Develop Hollister’s identity as a regional destination for arts, culture, and creative enterprises in the greater San Jose region and the San Benito, Santa Cruz, and Monterey County sub-region.

POLICIES

- Policy AC-6.1** **Arts and Culture Strategies.** Pursue strategies that raise Hollister’s creative profile – building on its arts, culture, and historic preservation assets – and strengthen Hollister as a destination for visitors.
- Policy AC-6.2** **Programs for Arts and Culture.** Support programs that promote Hollister’s artists, creative traditions, and historic resources, including events and interpretive materials.



Photo by San Benito County Arts Council

ACTIONS

- Action AC-6.1** **Annual Arts Festival.** Establish an annual arts festival that highlights Hollister’s culture and creativity.
- Action AC-6.2** **Arts and Culture District Study.** Conduct a study to evaluate the potential for an arts and culture district in Hollister, building consensus on location, needs, goals, and actions; consider both a downtown destination-oriented district and a broader “naturally occurring cultural district” that supports the traditional cultural practices of Hollister’s residents.

10.2.7 ARTS ECOSYSTEM

GOAL AC-7 Expand Hollister’s “ecosystem” of artists, creative business, and organizations through strategic public and private actions.

POLICIES

- Policy AC-7.1** **Murals on Private Property.** Continue to allow free expression through murals on private property, while prohibiting murals for advertising.
- Policy AC-7.2** **Placemaking, Creativity, and Activities.** Support placemaking, creative enterprises, and destination arts and culture activities.

ACTION

- Action AC-7.1** **Development Process Study.** Conduct a study to identify, explore, and resolve permitting zoning, and licensing issues that affect arts, culture, and entertainment activities downtown; including indoor and outdoor business spaces, public spaces, vacant spaces, artist living and work spaces, and pop-up activities.



Photo by PlaceWorks

10.2.8 SUSTAINABLE RESOURCES

GOAL AC-8 Develop ongoing funding streams for arts and culture programming and for long-term capital investments related to arts and culture.

POLICIES

Policy AC-8.1 **Sustainable Funding for Arts and Culture.** Support efforts to develop sustainable funding streams for arts and culture activities in Hollister.

ACTIONS

Action AC-8.1 **Public and Private Funding Sources.** Conduct a study to identify public and private funding sources, including impact and permit fees, that can fund arts and culture activities (such as events and programs) and long-term cultural investments (such as facilities).

Action AC-8.2 **Collaboration with Arts and Culture Organizations.** Assign staff to work collaboratively with arts and culture organizations to seek support from regional, state, and national funders for strategic arts and culture programs and projects.



Photo by San Benito County Arts Council

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11. ENVIRONMENTAL JUSTICE ELEMENT

11

The Environmental Justice Element describes impacted communities and current environmental justice conditions in Hollister and sets policy direction to minimize effects of environmental hazards on impacted communities, with an emphasis on improving food and healthcare access, physical activity, and healthy neighborhoods. This section presents goals, policies, and actions for the following topics:

- 11.2.1 Healthy Neighborhoods
- 11.2.2 Healthy Homes
- 11.2.3 Physical Activity
- 11.2.4 Access to Healthy Food
- 11.2.5 Safe and Sustainable Transportation System
- 11.2.6 Just and Equitable Public Facilities
- 11.2.7 Just and Equitable Parks and Recreation Access
- 11.2.8 Air Quality in Impacted Communities
- 11.2.9 Access to Healthcare
- 11.2.10 Civic Engagement in Impacted Communities

11.1 HOLLISTER TODAY

Throughout California and the United States, low-income communities and communities of color have experienced a combination of historic discrimination, negligence, and political and economic disempowerment. Today, these communities are struggling with both a disproportionate burden of pollution and health impacts as well as disproportionate social and economic disadvantages, such as poverty or housing instability. The City of Hollister seeks to minimize these effects in the entire community through the goals, policies, and actions called out in this Environmental Justice Element.



Photo by Jenny Knerr

11.1.1 OVERVIEW OF ENVIRONMENTAL JUSTICE

Environmental justice is defined in California law as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice includes, but is not limited to, the following:

- The availability of a healthy environment for all people.
- The deterrence, reduction, and elimination of pollution burdens for populations and communities experiencing the adverse effects of that pollution, so that the effects of the pollution are not disproportionately borne by those populations and communities.
- Governmental entities engaging and providing technical assistance to populations and communities most impacted by pollution to promote their meaningful participation in all phases of the environmental and land use decision-making process.
- The meaningful consideration of recommendations from populations and communities most impacted by pollution in making environmental and land use decisions.

Environmental justice issues often emerge from structural or geographic inequities that negatively affect disadvantaged communities. “Impacted communities” are low-income areas that are disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. Structural inequity arises from a neighborhood’s ongoing lack of representation and participation in the City’s decision-making process, despite direct impacts on their neighborhood. This embeds bias in the decision-making process and marginalizes the neighborhoods that must overcome barriers to entry. Geographic inequities may arise in neighborhoods with higher percentages of racial or ethnic minority households and lower-income households when those residents bear a disproportionate burden of the region’s environmental hazards and corollary health conditions.

An Environmental Justice Element must address public health risks, focusing on minimizing the burdens disproportionately borne by impacted communities. Environmental justice goals, policies, and objectives must do the following:

- Reduce the unique or compounded health risks in impacted communities by reducing pollution exposure and promoting public improvements, public services, community amenities, food access, safe and sanitary homes, and physical activity.

- Promote civic engagement in the public decision-making process.
- Prioritize improvements and programs that address the needs of impacted communities.

State law allows environmental justice issues to be incorporated in a stand-alone Environmental Justice Element, or in the various elements of a General Plan. The City of Hollister has elected to emphasize the importance of environmental justice by preparing a separate element rather than integrating environmental justice policies into existing General Plan elements. Other General Plan elements also contain policies and actions that support environmental justice, for example by supporting the creation of walkable communities to ensure that all needed services are in close proximity to residents in all neighborhoods and by minimizing exposure to hazardous materials.

11.1.2 IMPACTED COMMUNITIES IN HOLLISTER

Senate Bill (SB) 1000 takes its definition of impacted communities from Health and Safety Code Section 39711 and allows the use of the State's CalEnviroScreen tool as the primary screening method for identifying impacted communities. CalEnviroScreen quantifies a range of factors related to the combination of pollution burden and population characteristics (such as poverty, educational attainment, or age) and arrives at a score for every census tract. In general, the higher the score, the more impacted a community is. Census tracts in the highest quartile of scores (75 to 100) are considered to be impacted communities under SB 1000. In Hollister, no Census tracts are categorized by CalEnviroScreen 4.0 as impacted communities based on their cumulative score as shown in Figure EJ-1.

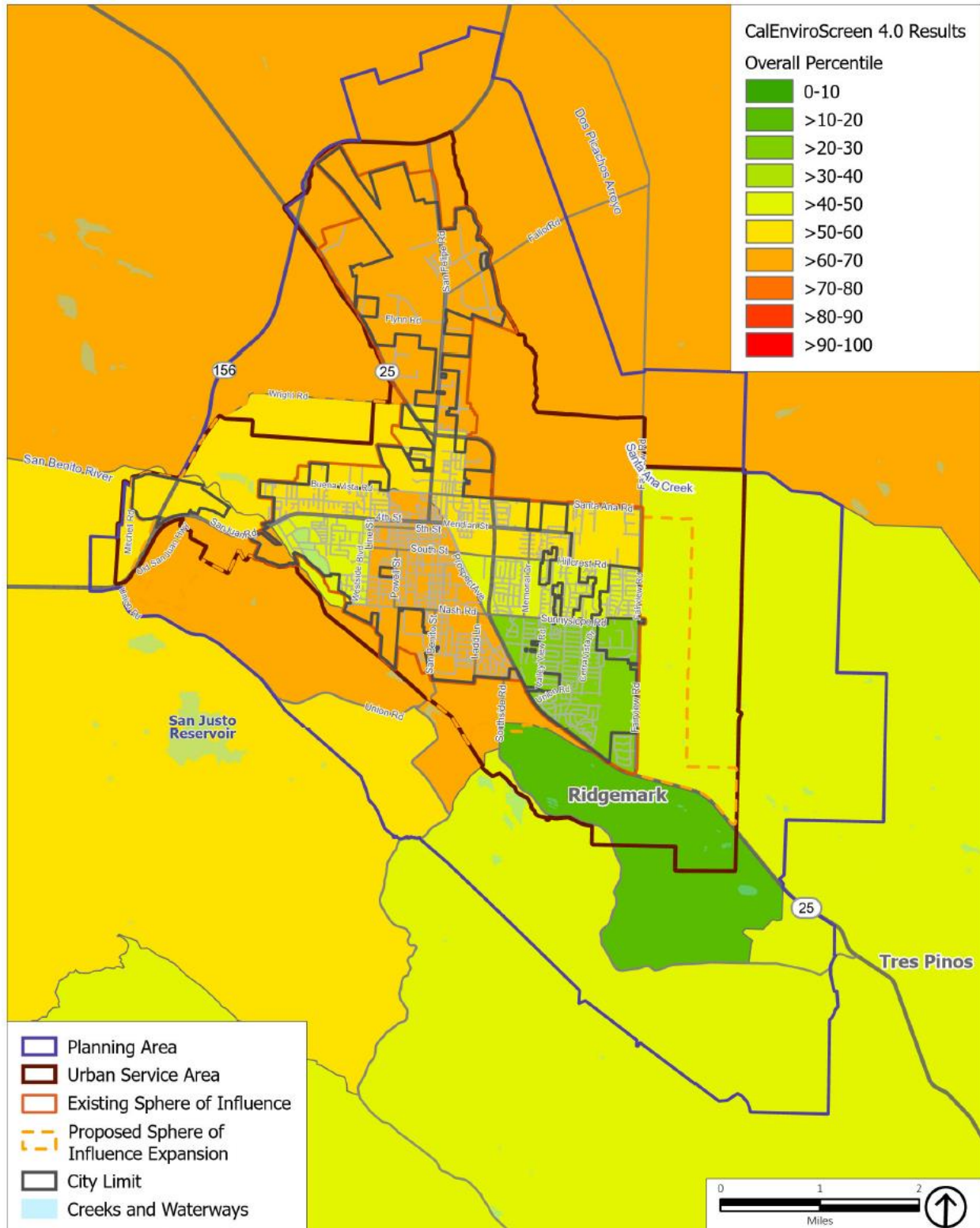
However, there are three census tracts in the city, mapped in Figure EJ-2, that have a CalEnviroScreen 4.0 "population characteristic score" over 75 percent. The population characteristic score is a relative percentile score of the eight health and socioeconomic indicator scores that appear in the CalEnviroScreen model: asthma, cardiovascular disease, low birth weight, poverty, housing burden, unemployment, educational attainment, and linguistic isolation. Thus, the population characteristic score omits the pollution exposure indicators (which is included in the overall CalEnviroScreen analysis) because there were no areas in the city that had a pollution burden score over 75 percent, but it considers all of the sensitive and socioeconomic population metrics that are included in CalEnviroScreen. The three census tracts in Hollister with a population characteristic score over 75 percent are:

- Buena Visa Road Corridor (Census Tract 6069000300) Score: 84 percent
- South of San Juan Hollister Road (Census Tract 6069000701) Score: 82 percent
- Old Town/Downtown Hollister (Census Tract 6069000400) Score: 79 percent



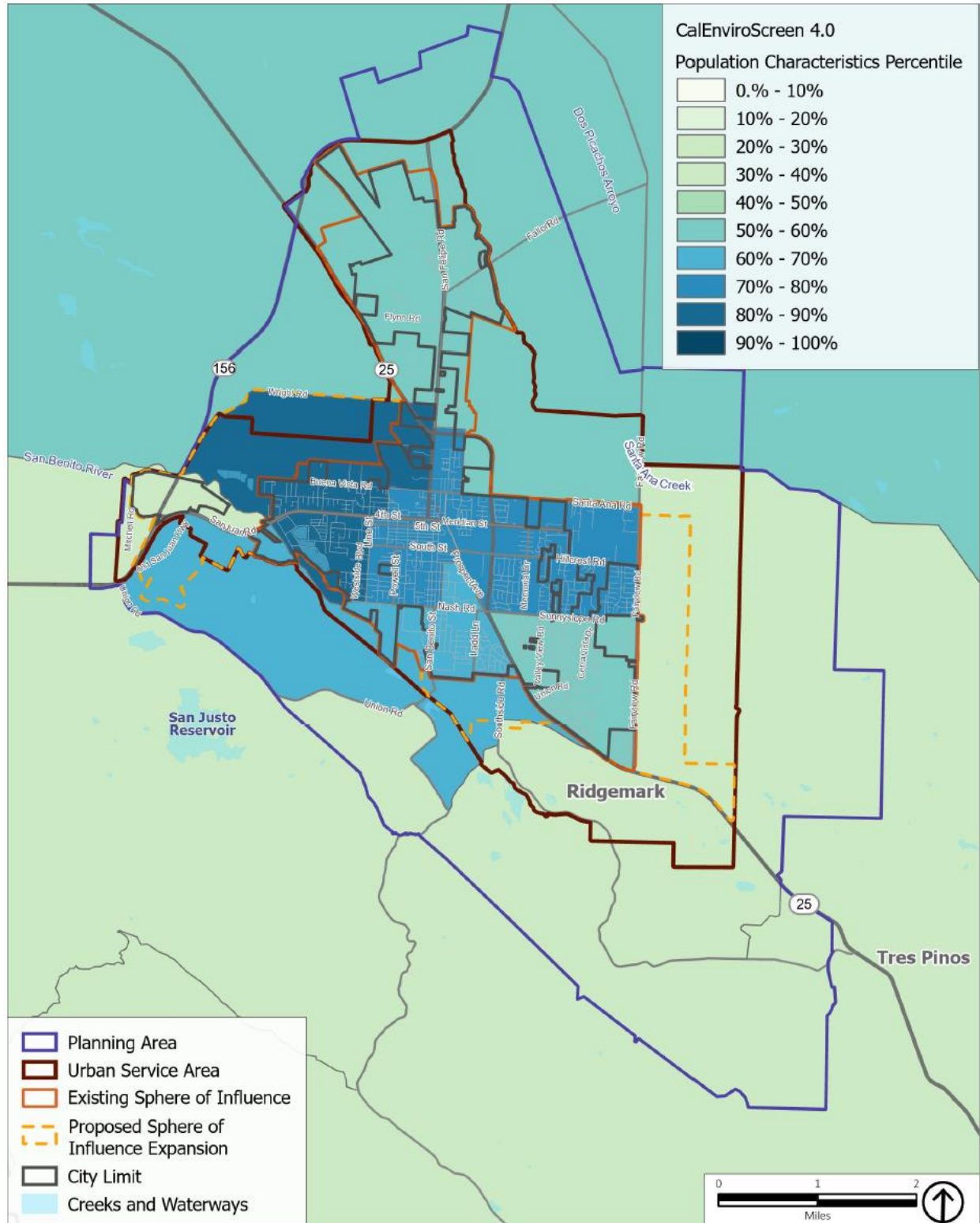
Photo by San Benito County Arts Council

Figure EJ-1 CalEnviroScreen 4.0 Overall Percentiles



Source: ESRI, 2020; PlaceWorks, 2023; San Benito County, 2020; OEHHA 2021

Figure EJ-2 CalEnviroScreen 4.0 Population Characteristics



Source: ESRI, 2020; PlaceWorks, 2023; San Benito County, 2020; OEHHA 2021

As shown in Table EJ-1, the Buena Vista Road Corridor has a high score for low birth weight, cardiovascular disease, education, and unemployment. The area south of San Juan Hollister Road has a high score for cardiovascular disease, unemployment, education, and linguistic isolation. The Old Town/Downtown Hollister area has a high score for cardiovascular disease and education. All census tracts in Hollister ranked at 94 percent or higher for cardiovascular disease, meaning that the entire city has a concentration of cardiovascular disease that is worse than at least 94 percent of the state.

TABLE EJ-1 CALENVIROSCREEN POPULATION CHARACTERISTICS SCORES BY FACTOR			
CalEnviroScreen Factor	Corridor along Buena Vista Road	Area south of San Juan Hollister Road	Old Town/ Downtown Hollister
Asthma	73	73	73
Low Birth Weight	90	31	37
Cardiovascular	98	98	98
Educational Attainment	90	86	76
Linguistic Isolation	49	80	73
Poverty	44	66	68
Unemployment	87	98	65
Housing Burden	22	51	64
Percentile	84	82	79

Source: CalEnviroScreen 4.0 Population Characteristics Indicator Map, April 2022.



Photo by Hollister Parks and Recreation Staff

Although the City of Hollister is not required to prepare an Environmental Justice Element per SB 1000 (since there are no census tracts in the city that exceed the 75 percent cumulative CalEnviroScreen threshold), the City would like to ensure that this General Plan gives appropriate consideration to any impacted community in Hollister. This Environmental Justice Element has been prepared to help improve the socioeconomic and sensitive population indicators identified in the three census tracts with population characteristic scores of 75 or higher. Therefore, this element includes policy direction for:

- Healthy neighborhoods
- Healthy homes
- Physical activity
- Access to healthy food
- Safe and sustainable transportation system

- Just and equitable public facilities
- Just and equitable parks and recreation access
- Air quality in impacted communities
- Access to healthcare
- Civic engagement in impacted communities

11.2 ENVIRONMENTAL JUSTICE ELEMENT GOALS, POLICIES, AND ACTIONS

The following section provides goals, policies, and actions relating to environmental justice.

11.2.1 HEALTHY NEIGHBORHOODS

GOAL EJ-1 Ensure impacted communities are not disproportionately burdened by environmental pollution or other hazards.

POLICIES

Policy EJ-1.1 **Exposure to Pollutants.** Reduce exposure to pollutants in impacted communities by prohibiting the co-location of incompatible land uses.

Policy EJ-1.2 **Community Benefits Agreements.** Pursue community benefits agreements (CBAs) for projects negatively affecting an impacted community, negotiated with input from both the community and the project applicant. The primary objective of these CBAs is to mitigate project impacts to the greatest extent possible, which could include mitigations exceeding the requirements of the California Environmental Quality Act. Secondly, to compensate for impacts that cannot be fully mitigated, these CBAs should secure community benefits that exceed the value of the project impacts and support the community vision.

Policy EJ-1.3

New Developments. To support the findings necessary to approve all residential developments greater than 40 units and nonresidential development greater than 10,000 square feet, require applicants to submit documentation demonstrating how the project will promote environmental justice and health, including how the project will ensure the following:

- It will not adversely impact the community or place undue burden of development impacts on the community;
- It will provide benefits that support the community goals, as expressed directly by the community;
- It will provide economic opportunities for the community, for example if the project requires prevailing wage, hires locally, creates high-quality jobs, adds tax revenue, etc.;
- It will provide infrastructure necessary to support the population increase;
- It will neither directly nor indirectly cause unwelcome, permanent displacement of existing residents or businesses in the community; and
- It will avoid direct and indirect negative impacts on health and the quality of life and health of residents in the community.

ACTIONS

Action EJ-1.1

Community Benefits Agreements Process. Establish the process to implement a community benefits program.

Action EJ-1.2

Project Review Criteria. With input from residents of impacted communities, develop criteria to be used in the project review process to evaluate how new development supports the City's environmental justice and health goals.

Action EJ-1.3

CalEnviroScreen Review. Review CalEnviroScreen upon each update to determine if there are impacted communities in Hollister. If CalEnviroScreen identifies new impacted communities, this element shall be updated accordingly.

11.2.2 HEALTHY HOMES

GOAL EJ-2 Provide universal access to safe and sanitary homes.

POLICIES

Policy EJ-2.1 **No Net Loss of Affordable Housing.** Ensure that future improvements in impacted communities will not result in a net loss of affordable housing or significant displacement of residents.

Policy EJ-2.2 **Housing Repair and Rehabilitation.** Expand efforts to prompt repair and rehabilitation of all substandard housing in impacted communities.

Policy EJ-2.3 **Affordable and Transitional Housing.** Coordinate with residents of impacted communities, Housing Authority of the County of Santa Cruz, affordable housing developers, and other organizations to transition vacant, unentitled land in impacted communities into affordable and transitional housing and shared equity models, which could include many types of innovative housing products. This should include homeownership opportunities to help residents build intergenerational wealth.



Photo by David Mirrione

ACTION

Action EJ-2.1 **First-Time Homebuyer Program.** Expand the City's first-time homebuyer program to provide more information and assistance, prioritizing outreach in impacted communities to spread awareness of the program.

11.2.3 PHYSICAL ACTIVITY

GOAL EJ-3 Create safe, welcoming neighborhoods that support physical activity and a healthy environment for residents of all physical capabilities.

POLICIES

Policy EJ-3.1 **Physical Activity.** Support safe and well-maintained neighborhood fitness centers, open spaces, and parks to encourage residents to participate in fitness activities.

Policy EJ-3.2

Health Fairs. Support health fairs and other events that promote active living, healthy habits, and physical activity.

ACTIONS

Action EJ-3.1

Accessible Design. Update the project review process to require principles of universal and barrier-free design so that people of all physical abilities can enjoy mobility and accessibility in their communities.

Action EJ-3.2

City-Supported Fitness Programs. Identify ways the City can support fitness programs, such as subsidized City recreation program fees, providing free childcare at City recreation programs, etc.

11.2.4 ACCESS TO HEALTHY FOOD

GOAL EJ-4

Expand convenient access to fresh, healthy, and affordable food and related resources to reduce food insecurity.

POLICIES

Policy EJ-4.1

Affordable and Nutritious Food. Promote projects that would improve access to affordable and nutritious food by allowing and encouraging local food production, micro agriculture, edible landscapes in public and private areas, rooftop gardens, community gardens, urban farms, farmers' markets, food banks/pantries, and community kitchens on vacant or underutilized lands, including City-owned land.

Policy EJ-4.2

Food Access. Maximize multimodal access to fresh food in Hollister, prioritizing bicycle and pedestrian access, by encouraging grocery stores, healthy corner stores, community gardens, and outdoor markets at locations throughout Hollister.

ACTIONS

Action EJ-4.1

Food Resources Inventory. Inventory and map food resources in the city. As part of the inventory, account for walking, bicycling, and transit access.



Photo by PlaceWorks

- Action EJ-4.2** **Food Deserts.** Identify food deserts in Hollister and establish incentives to locate food markets and related uses in these areas.
- Action EJ-4.3** **Streamlined Permitting Process.** Update the Zoning Code to streamline permitting of grocery stores and markets.
- Action EJ-4.4** **Urban Gardening Ordinance.** Establish an urban gardening ordinance that identifies where commercial and private urban gardening are allowed in Hollister and the allowed agricultural uses permitted to occur in these areas.

11.2.5 SAFE AND SUSTAINABLE TRANSPORTATION SYSTEM

GOAL EJ-5 Create a transportation system that accommodates and encourages active, safe, reliable, comfortable, convenient, affordable, and resilient multi-modal travel options for all city residents, businesses, and visitors.

POLICIES

- Policy EJ-5.1** **Truck Routes.** Reduce exposure to pollutants in impacted communities by restricting truck routes in these communities where feasible.
- Policy EJ-5.2** **Transportation Improvements.** Prioritize transportation projects and programming, especially traffic-calming measures, in areas where they will be most impactful.
- Policy EJ-5.3** **Energy-Efficient Street Lighting.** Prioritize provision of energy-efficient street lighting for traveler safety and comfort in impacted communities, consistent with community desires.
- Policy EJ-5.4** **Safe Transportation to School.** Work with school districts, neighborhood groups, and the County's Safe Routes to School Program to prioritize safe and active modes of transportation to schools and related facilities in impacted communities.

ACTIONS

- Action EJ-5.1** **Maintenance of Transit Facilities.** Develop a system to allow residents, particularly in impacted communities, to notify the City and other responsible agencies when transit shelters and amenities, other transportation infrastructure, and street furniture (i.e., benches, garbage cans, and water fountains) are in a state of disrepair. Encourage and promote use of this reporting program in impacted communities.
- Action EJ-5.2** **Citywide Transit Shelter Program.** Develop a uniform citywide transit shelter program in collaboration with transit providers, including maintenance and best practices in accessibility.
- Action EJ-5.3** **Accessible Transit.** Pursue funding and other resources to implement plans or initiatives that expand the hours of operation, operational boundaries, convenience, and quality of accessible transit to improve mobility for seniors, people with disabilities, and other vulnerable populations.

11.2.6 JUST AND EQUITABLE PUBLIC FACILITIES

GOAL EJ-6 Build and maintain public facilities, infrastructure, and services that meet the needs of, and are accessible to, residents of impacted communities.

POLICIES

- Policy EJ-6.1** **Public Facilities for All Users.** Ensure facilities and services meet the needs of all users.
- Policy EJ-6.2** **Prioritization of Infrastructure Improvements and Recreational Programs.** Systematically prioritize infrastructure improvements that serve impacted communities and respond to the needs identified by those communities.
- Policy EJ-6.3** **Code Enforcement and Building Maintenance.** Prioritize code enforcement resources to keep impacted communities safe and clean, emphasizing enforcement actions on issues identified by the community.



Photo by Hollister Parks and Recreation Staff

- Policy EJ-6.4** **Safe Neighborhoods.** Undertake community planning efforts that improve personal and property safety in impacted communities.
- Policy EJ-6.5** **Coordination with Service Providers.** Advocate for and coordinate with various service providers (e.g., water, sewer, transit, and recreation districts) for proper planning, maintenance, and implementation of services and infrastructure to ensure efficient and effective service delivery in impacted communities.
- Policy EJ-6.6** **Urban Greening in Public Projects.** Seek opportunities for urban greening and green infrastructure in public projects, including sustainable/green street projects in impacted communities that support the community's goals.
- Policy EJ-6.7** **Community Clean-Up.** Partner with community organizations and solid waste franchise collection haulers to maximize participation in community clean-up days and residential on-call garbage pick-ups in impacted communities. Encourage community participation by holding these events in conjunction with other community events.

ACTIONS

- Action EJ-6.1** **Community-Desired Public Facilities and Services.** Conduct a study to consider establishing funding and financing mechanisms in impacted communities to provide and maintain community-desired public facilities and services. These could be City- or community-initiated, and include business improvement districts, green benefit districts, and similar mechanisms.



Photo by Hollister Parks and Recreation Staff



Photo by David Mirrione

11.2.7 JUST AND EQUITABLE PARKS AND RECREATION ACCESS

GOAL EJ-7

Provide convenient access to safe and well-maintained recreational activities, programs, parks, and open space in impacted communities.

POLICIES

Policy EJ-7.1

Equitable Distribution of Parks. Ensure that all areas of the city are within a half-mile radius of a City park.

Policy EJ-7.2

Outdoor Physical Activity Barriers. Work to remove barriers to outdoor physical activity in impacted communities.

Policy EJ-7.3

Multi-Modal Connections to Parks and Recreational Facilities. Provide multi-modal connections to parks, green space, recreational facilities, trails, and natural environments for residents of impacted communities.

Policy EJ-7.4

Maintenance of Local Parks. Support local community groups and volunteer organizations in efforts to improve and maintain local parks, trails, and other public spaces in impacted communities, for example through an Adopt-A-Trail program.

ACTIONS

Action EJ-7.1

Park and Recreational Facility Improvements. Establish a program to improve parks and recreational facilities in impacted communities and seek funding to support this program.

11.2.8 AIR QUALITY IN IMPACTED COMMUNITIES

GOAL EJ-8

Ensure access to healthy air quality for all communities so that no community bears the disproportionate burden of environmental hazards and health risks.

POLICIES

Policy EJ-8.1

Health Impact Assessment. Require a Health Impact Assessment, including consideration of truck traffic impacts, for any project that could potentially affect health conditions for sensitive receptors and/or in impacted communities, and require appropriate mitigation based on the findings of the assessment.

Policy EJ-8.2 **Natural Landscapes in Impacted Communities.** Support protection, restoration, and enhancement of natural landscapes in and near impacted communities.

Policy EJ-8.3 **Offsetting Benefits.** Require that any mitigation of air quality impacts on an impacted community that relies on offsets obtains the offsets from sources as near to the project site as possible.

11.2.9 ACCESS TO HEALTHCARE

GOAL EJ-9 Provide access for all residents to healthcare facilities and other important community health amenities.

POLICIES

Policy EJ-9.1 **Health Centers and Providers.** Support the development of healthcare centers and healthcare providers, including mental health specialists, and avoid the concentration of health centers in any one neighborhood.

Policy EJ-9.2 **Health Service Access.** Work with San Benito County Public Health and local providers to enhance access to and information about all forms of health services for residents of impacted communities.

Policy EJ-9.3 **Transit.** Work with healthcare providers and transit agencies to ensure that there are transit stops within a quarter-mile of all medical facilities.

Policy EJ-9.4 **Preventative Healthcare.** Work with San Benito County Public Health on preventative healthcare initiatives, such as nutrition education, promoting fitness, and limiting the concentration of tobacco and liquor stores in any one neighborhood.

ACTIONS

Action EJ-9.1 **Development Review Process for Healthcare Facilities.** Review the development review process for medical facilities and identify strategies to streamline the permitting process for healthcare facilities.

11.2.10 CIVIC ENGAGEMENT IN IMPACTED COMMUNITIES

GOAL EJ-10 Facilitate meaningful and respectful engagement with impacted communities so that residents have strong voices to communicate needs and solutions.



Photo by PlaceWorks

POLICIES

Policy EJ-10.1 **Community Vision.** Support community-driven or community-led initiatives in impacted communities that work toward establishing and realizing the community's vision.

Policy EJ-10.2 **Community Outreach.** Conduct meaningful outreach and engagement early in the planning process for projects that would affect impacted communities, as follows:

- Prepare public notices in the predominant language(s) spoken in the community and provide interpretation services at meetings as needed.
- Make public notices and other important documents easy to understand and available in print at local libraries, community centers, or other gathering places.
- Use a wide array of methods to inform community members of opportunities to participate, such as the City website, social media, texts, banners, mailers, and flyers.
- Use supplemental outreach approaches that are appropriate for the participating community.
- Schedule, format, and locate community workshops and meetings to be convenient for community members – both in-person and online.
- Use social media, virtual meeting platforms, recorded meetings, and other communication techniques for those without time or ability to attend public meetings.
- Consider data that reflects the economic, gender, age, and racial diversity of the affected population.
- Clearly explain potential adverse impacts of a proposed project in plain language that is easily understood by the participating community.

Policy EJ-10.3 **Information Access Options.** Provide community engagement and information access options for those without access to computers or internet. Use public libraries and community centers as a resource for making information available.

Policy EJ-10.4 **Community-Driven Events.** Support community-driven events, such as festivals, farmers' markets, block parties, the local artist community, and community service days, that support social connections, neighborhood identity, and environmental stewardship.

Policy EJ-10.5 **Applicant-Led Public Meetings.** Require project applicants of projects with 40 units or more or larger than 10,000 square feet of nonresidential uses to hold a community meeting to seek input on the proposed project.



Photo by Hollister Parks and Recreation Staff

ACTIONS

Action EJ-10.1 **Public Participation.** Establish a public participation process in City planning projects that focuses on impacted communities.

Action EJ-10.2 **Notification of Major Projects.** Establish a process to notify and engage community members, organizations, and leaders when City planning decisions on major projects are being considered in or adjacent to impacted communities.

Action EJ-10.3 **Staff Liaison.** Designate a particular City staff person to serve as a City liaison to impacted communities.

Action EJ-10.4 **Outreach Services.** Develop a centralized outreach services department for the City to support all City departments with language interpretation, translation services for written documents, and sign language services for public meetings and interacting with the public.

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12. ABBREVIATIONS AND GLOSSARY

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The following list includes acronyms and abbreviations used in this General Plan. The list of definitions that follows serves as a glossary to explain the technical terms used in this General Plan. Definitions come from several sources, including the California Office of Planning and Research, the California Institute for Local Government, and the American Planning Association's *Glossary of Zoning, Development, and Planning Terms*.

ABBREVIATIONS

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADU	accessory dwelling unit
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMBAG	Association of Monterey Bay Area Governments
AV	autonomous vehicle
BEU	CAL FIRE San Benito-Monterey Unit
CAL FIRE	California Department of Forestry and Fire Protection
CalEnviroScreen	California Communities Environmental Health Screening Tool
CalOES	California Governor's Office of Emergency Services
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CBA	Community Benefits Agreements
CCCE	Central Coast Community Energy
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERT	Community Emergency Response Team
CFD	Community Facilities District
CIP	Capital Improvement Program

CNDDDB	California Natural Diversity Database
CUPA	Certified Unified Program Agency
CVP	Central Valley Project
dB	decibel
dba	decibel "A-Weighted"
DOT	United States Department of Transportation
du/ac	dwelling units per acre
DWR	Department of Water Resources
EAS	Emergency Alert System
EBT	Electronic Benefit Transfer
EDD	California Employment Development Department
EDIS	Emergency Digital Information System
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EOC	Emergency Operations Center
EV	electric vehicle
FAR	floor-area ratio
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FIA	Federal Insurance Administration
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration
GHG	greenhouse gas
GIS	geographic information system
GPS	General Plan Subcommittee
HFD	Hollister Fire Department
HMA	Hollister Municipal Airport
HPD	Hollister Police Department
HRA	health risk assessment
LAFCO	Local Agency Formation Commission
Ldn	day/night average sound level
LOS	level of service
LRA	Local Responsibility Area

LSRP	Local Streets and Roads Program
MBARD	Monterey Bay Air Resources District
MGD	million gallons per day
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MPH	miles per hour
Mw	moment magnitude
NFIP	National Flood Insurance Program
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
ODS	Objective Design Standards
OPR	Governor's Office of Planning and Research
PARC	Public Art Review Committee
PG&E	Pacific Gas and Electric Company
PSPS	public safety power shutoff
PV	photovoltaic
RHNA	Regional Housing Needs Allocation
RRFB	Rectangular Rapid Flashing Beacons
RV	recreational vehicle
SB	Senate Bill
SBCAC	San Benito County Arts Council
SBCIWM	San Benito County Integrated Waste Management
SBCOG	San Benito Council of Governments
SBLTA	San Benito Local Transportation Authority
SMARA	California Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board
SOI	sphere of influence
SR-	State Route
SRA	State Responsibility Area
SSCWD	Sunnyslope County Water District
SVRA	State Vehicular Recreation Area
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIMF	Traffic Impact Mitigation Fee

UGB	Urban Growth Boundary
USFWS	United States Fish and Wildlife Service
VMT	vehicle miles traveled
WUI	wildland-urban interface

TERMINOLOGY

Acreage. The land area that exists prior to any dedications for public use, health, and/or safety purposes.

Action. A measure, procedure, or technique that helps the City achieve a specific goal. An action is something concrete that can and will be completed. (see "Goal")

Adaptation. Making changes in response to current or future conditions (such as the increased frequency and intensity of climate-related hazards), usually to reduce harm and take advantage of new opportunities.

Adaptive Management. A flexible, iterative decision-making process that can be adjusted in the face of uncertainties as outcomes from management actions and other events become better understood.¹

Adverse Impact. A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordability, Housing. The relation of housing costs to household income.

Affordable Housing. An affordable for-sale housing or affordable rental housing affordable to households whose incomes do not exceed one hundred twenty percent (120%) of the area median income (moderate – or lower – income households).

Archaeological Resource. Material evidence of past human activity found below the surface of ground or water, portions of which may be visible above the surface.

Arterial. Arterial streets connect the regional roadway network with the city street network. Most intersections along arterials are signalized, often with a coordinated and interconnected signal system.

Asset. A valued feature of a community that may be harmed by climate change. Assets may include buildings, infrastructure, community services, ecosystems, and economic drivers.

Atmospheric River. Long, narrow band of tropical moisture that gets carried along mid- and upper- parts of the atmosphere. These "rivers in the sky" can transport significant amounts of water vapor from tropical regions near the equator to mid-latitude locations like northern California.

¹ U.S. Department of the Interior, 2009. *Adaptive Management, The U.S. Department of the Interior Technical Guide*, page 5.

Bicycle Class Facilities: A classification system for bicycle paths and roadways identified in the California Highway Design Manual.

Class I Bike Bath. Shared-use paths provide a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian crossflow minimized.

Class II Bike Lane. Standard bike lanes are lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bike lanes can be enhanced with green paint or a buffer and are generally five feet wide.

Class III Bicycle Route. Shared lanes or bicycle routes are designated by signs or pavement markings for shared use between cyclists and motor vehicles. Bike routes serve either to provide continuity to the bicycle facilities or designate preferred routes for cyclists through high-demand corridors. These facilities can incorporate traffic-calming elements that prioritize bicycle traffic to allow for a more comfortable cycling experience.

Class IV Cycle Track. Cycle Tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and which are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barrier, or parked cars.

Buffer. An area established between potentially conflicting land uses, which, depending on the potential impact, may use landscaping or structural barriers such as setbacks or roads.

Building. A habitable structure. (see “Structure”)

Building Code. Standards adopted by the State governing the construction, alteration, demolition, occupancy, or other use of buildings used for human habitation. The State regulations are substantially the same as those contained in the most recent editions of the Uniform Building Code, Uniform Housing Code, Uniform Plumbing Code, Uniform Mechanical Code, and the National Electric Code. Local governments may have stricter standards under certain circumstances.

California Environmental Quality Act. Legislation and corresponding procedural components established in 1970 by the State of California to require environmental review for projects anticipated to result in adverse impacts to the environment. (see “Environmental Impact Report”)

Capital Improvement Program. A program that schedules permanent improvements, usually for a minimum of five years in the future, that fits the projected fiscal capability of the local jurisdiction. The program generally is reviewed on an annual basis for conformance to and consistency with the General Plan.

Carbon Neutral. Reducing greenhouse gas (GHG) emissions to zero, either by entirely eliminating all GHG emissions or by balancing out all remaining GHG emissions through carbon removal practices so that the "net" emissions are zero.

City. City with a capital "C" generally refers to the City government or administration. City with a lower case "c" may mean any city or may refer to the geographical area.

City Limits. The legal boundaries of the geographical area subject to the jurisdiction of the City of Hollister's government. For example, development applications for properties located within the City Limits must be reviewed by the City.

Climate Change. A change in the state of the climate that can be identified by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer. In the context of this plan, this term refers to changes brought on by human activities.

Collectors. Collectors link neighborhoods together and allow travelers to reach places outside of their neighborhoods. They have higher speeds than local streets and can handle more traffic volume. Collectors are often important segments of bikeway networks.

Compatible. Capable of existing together without conflict or ill effects.

Complete Street. A transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users and abilities, regardless of whether they are travelling as pedestrians, bicyclists, wheelchair users, public transportation riders, or drivers. Complete streets are especially attuned to the needs of people walking, using assistive mobility devices, rolling, biking, and riding transit.

Community Benefits Agreement. A Community Benefits Agreement is a contract between a developer and community-based organizations representing residents' interests. The agreement spells out the benefits the community will receive in return for supporting the developer's project in their neighborhood.

Community Facilities District (CFD). A special district that is formed to offset the costs of providing public safety services to areas of new development through the levy of special taxes.

Conservation. The management and use of natural resources in a sustainable manner. Conservation results in land and water areas that are durably protected and managed to sustain functional ecosystems, both intact and restored, and the diversity of life they support.

Cultural Resource. A historic, archaeological, tribal, or paleontological resource or human remains. Cultural resources include tribal cultural resources, as defined in California Public Resources Code Section 21074, regardless of whether a tribe is federally recognized.

Decibel. A unit used to express the relative intensity of a sound as it is heard by the human ear. The lowest volume a normal ear can detect under laboratory conditions is 0 decibel (dB), the threshold of human hearing. Since the decibel scale is logarithmic, 10 decibels are 10 times more intense, and 20 decibels are 100 times more intense than 1 db.

dBA. The “A-weighted” scale for measuring sound in decibels, which weighs or reduces the effects of low and high frequencies to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness, even though the noise is actually 10 times more intense.

Dedication. The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses are often required by a city or county as conditions for approval of a development. (see “In-Lieu Fee”)

Density. The number of permanent residential dwelling units per acre of land (du/acre). Densities specified in this General Plan are expressed in dwelling units per gross acreage, excluding land area which may be devoted to public right of way including roadways.

Development Review. The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards.

Development. The physical extension and/or construction of non-farm land uses. Development activities include subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). The construction of a single-family home on an

existing lot, and routine repair and maintenance activities, are not considered development.

Development Fees. Direct charges or dedications collected on a one-time basis for a service provided or as a condition of approval being granted by the local government. The purpose of the fee or exaction must directly relate to the need created by the development. In addition, its amount must be proportional to the cost of the service or improvement. Fees can be broken down into two major classes: 1) service charges such as permit fees covering the cost of processing development plans, connection or standby fees for installing utilities, or application fees for reviewing and considering development proposals; and 2) "impact" fees levied on new development to cover the cost of infrastructure or facilities necessitated by development. (See "Impact fee")

Duplex. A free-standing house divided into two separate living units or residences, usually having separate entrances.

Dwelling Unit. The place of customary abode of a person or household, which is either considered to be real property under State law or cannot be easily moved.

Electric Vehicle. A zero-emission vehicle that uses electricity stored in a battery to power one or more electric motors and can be plugged in at home, work, fleet, or public charging stations.

Endangered Species, California. A native species or sub-species of a bird, mammal, fish, amphibian, reptile, or plant, which is in serious danger of becoming extinct throughout all or a significant portion of its range, due to one or more factors, including loss in habitat, change in habitat, over-exploitation, predation, competition, or disease. The status is determined by the State Department of Fish and Game together with the State Fish and Game Commission.

Endangered Species, Federal. A species which is in danger of extinction throughout all or a significant portion of its range. The status is determined by the US Fish and Wildlife Service and the Department of the Interior.

Environmental Impact Report. A study required pursuant to the California Environmental Quality Act that assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (see "California Environmental Quality Act")

Equity. The state in which each individual or group is allocated or has access to the resources needed to reach an equal or fair outcome.

Erosion. The process by which soil and rock are detached and moved by running water, wind, ice, and gravity.

Evacuation Route. A roadway designated in the General Plan as a potential recommended route to travel when evacuating from a hazardous condition.

Evacuation-Constrained Areas. Areas that do not have at least two ingress/egress routes and are located on a single access road.

Exposure. The presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.

Farmers' Market. A mobile or non-mobile market: (1) operated by a local government agency, one or more certified producers, or a nonprofit organization; (2) certified by and operating in a location approved by the County Agricultural Commissioner; and (3) where farmers sell directly to consumers agricultural products or processed products made from agricultural products that the farmers grow themselves.

Farmland, Prime. Land that has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for the production of irrigated crops within the last 3 years.

Farmland of Statewide Importance. Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last 3 years.

Farmland, Unique. Land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers.

Fault. A fracture in the earth's crust that forms a boundary between rock masses that have shifted.

Fire Hazard Severity Zone. An area of significant fire hazard based on fuels, terrain, weather, and other relevant hazards.

Flood, 100-Year. In any given year, a flood that has a 1 percent likelihood (a 1 in 100 chance) of occurring, and is recognized as a standard for acceptable risk.

Flood, 500-Year. In any given year, a flood that has a 0.2 percent likelihood (a 1 in 500 chance) of occurring.

Floodplain. The relatively level land area on either side of the banks of a stream regularly subject to flooding.

Floor Area Ratio. The size of a building in square feet (gross floor area) divided by gross land area, expressed as a decimal number. For example, a 60,000-square-foot building on a 120,000-square-foot parcel would have a floor area ratio of 0.50. The FAR is used in calculating the building intensity of nonresidential development.

Freeway. Freeways are high-speed roadways that allow residents to reach destinations outside of the city, either by car or transit. US 101 and SR 92 run through the city, while I-280 is located just west of the SOI.

Garden, Community. A shared, semi-public space where people in the surrounding neighborhood share the work and harvest of maintaining a plot of fruits, vegetables, or other plants. Community gardens provide residents with an opportunity to grow fresh produce, flowers, or other plants on land that they do not own. Community gardens can also be operated by community organizations or educational institutions to serve an educational function. Gardens operated by community organizations or educational institutions to serve an educational function, such as teaching school children about vegetables or agriculture, or assisting property owners with drought-tolerant or fire-resistant landscaping choices.

Gateway. A unique transition point in topography or land use that serves as an entrance to a region of the county.

General Plan. A compendium of City policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council.

Geographic Information Systems. A combination of approaches, programs, methodologies, and technologies to gather, store, manipulate, analyze, present, and interpret spatial information and data.

Goal. A description of the general desired result sought by the City. Each goal has one or more policies and/or actions associated with the goal. (see "Policy" and "Action")

Groundwater. Water that exists beneath the earth's surface, typically found between saturated soils and rock, and is used to supply wells and springs.

Habitat. The physical location or type of environment in which an organism or biological population lives or occurs.

Hazard. An event or physical condition that has the potential to cause fatalities, injuries, property damage, infrastructure damage, agricultural losses, damage to the environment, interruption of business, or other types of harm or loss.

Hazard Mitigation. Sustained action taken to reduce or eliminate the long-term risk to human life and property through actions that reduce hazard, exposure, and vulnerability.

Hazardous Material, Hazardous Waste: A substance or waste that, because of its physical, chemical, or other characteristics, may pose a risk of endangering human health or safety or of degrading the environment. This does not include household hazardous waste, universal waste, or electronic waste, as they do not contain the quantity, concentration, and/or types of products significant enough to pose a substantial risk to human health and safety or to the environment.

Horizon Year. The year through which the General Plan is intended to be effective, or 2040.

Household. All persons occupying one dwelling unit.

Human Scale. Buildings, structures, streetscape, and other urban design elements that are of a size and proportion that relates to the size of a human in order to feel comfortable and inviting. Ground-level components such as street width, sidewalk width, entrances, windows, or columns may be human scale, as well as the overall height and massing of an individual building or group of buildings.

Impact, Climate. The effects (especially the negative effects) of a hazard or other condition associated with climate change.

Implementation. Actions, procedures, programs, or techniques that carry out a plan.

Infill Development. Development that occurs on vacant or underutilized land within areas that are already largely developed.

In-Lieu Fee. Cash payments that may be required of an owner or developer as a substitute for a dedication of land for public use, usually calculated in dollars per lot, and referred to as in-lieu fees or in-lieu contributions. (see “Dedication”)

Land Use. The occupation or use of an area of land for any human activity or purpose.

Land Use Designation. One particular category in a classification series of appropriate use of properties established by the General Plan Land Use Element.

Landslide. Movement of soil and/or rock down a slope, which typically occurs during an earthquake or following heavy rainfall.

Level of Service (LOS) Standard. A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

Level of Service (Traffic). A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Liquefaction. The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

Local Street. Local streets make up the majority of the roadway system and typically have lower speeds and vehicular traffic volumes.

Major Collector. Connect local roads and streets with arterials. Major Collectors provide less mobility and are intended to serve longer trips within an urban area with higher speeds than minor collectors or local streets. They balance mobility with land access.

Maximum Development. Development of land to its full potential, or theoretical capacity, as permitted under current or proposed planning or zoning designations.

Micro Agriculture. The practice of growing and processing fresh food in an urban area.

Micromobility. Transportation via small, lightweight vehicles, typically electric assisted, operated by the driver, such as electric scooters and bicycles. Vehicles typically do not exceed 15 miles per hour and are often available for rent for short-range travel within a defined area.

Mitigation. Modification to avoid, reduce, minimize, or eliminate a negative impact. There are various types of mitigation, including environmental impact mitigation, hazard mitigation, GHG emissions mitigation, and more.

Mixed-Use. Any mixture of land uses, including mixtures of residences with commercial, offices with retail, or visitor accommodation with offices and retail. As distinguished from a single-use land use designation or zone, mixed use refers to an authorized variety of uses for buildings and structures in a particular area; this is also called vertical mixed-use. A type of mixed-use development where residential uses are located behind or next to non-residential uses on the same development site is called horizontal mixed use.

Municipality. An incorporated city or town.

Neighborhood. Relatively large residential areas that have some common characteristics, such as a common history, common physical characteristics (e.g., architectural style), a common meeting place, intangible characteristics (e.g., a psychological sense of cohesion), or clear physical boundaries (e.g., waterways or major roads).

Noise Contour. A line connecting points of equal noise level as measured on the same scale.

Noise-Sensitive Use. A location where people reside or where the presence of unwanted sound could adversely affect the use of land, such as residences, schools, and hospitals.

Non-Conforming Use. A use that was valid when brought into existence, but no longer permitted by later regulation. "Non-conforming use" is a generic term and includes: (1) non-conforming structures (because their size, type of construction, location on land, or proximity to other structures is no longer permitted); (2) non-conforming use of a conforming building; (3) non-conforming use of a non-conforming building; and (4) non-conforming use of land. Any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a Zoning Ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue, subject to certain restrictions.

Open Space. Open Space encompasses lands that essentially are unimproved and that have limited development potential due to the physical characteristics of the land, due to the land being restricted to agricultural production, due to the location of the land as a buffer between urban areas, or due to the scenic value of the land and its role in maintaining a community's sense of character or heritage.

Parcel. A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Pocket/Neighborhood Park. A small park, typically less than a quarter acre in size.

Placemaking. Placemaking is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that improve urban vitality and promote people's health, happiness, and well-being.

Policy. A specific statement that guides decision making as the City works to achieve a goal. Policies represent statements of City regulation and set the standards used by decision makers when considering proposed development and actions. A policy is ongoing and requires no further action (see “Goal”).

Reconstruction. Redevelopment of a building or structure after being demolished or destroyed in a disaster.

Redevelopment. Redevelopment includes all development projects that build new structures and land uses on a previously developed site.

Resilience. The capacity of any entity—an individual, community, organization, or natural system—to prepare for disruptions, recover from shocks and stresses, and adapt and grow from a disruptive experience. Community resilience is the ability of communities to withstand, recover, and learn from past disasters to strengthen future response and recovery efforts.

Riparian. A habitat and vegetation zone that is associated with the banks and floodplains of a river, stream, or lake. Riparian trees and shrubs are typically phreatophytes, plants whose root systems are in constant contact with groundwater.

Riparian Habitat. A habitat and vegetation zone that is associated with the banks and floodplains of a river, stream, or lake. Riparian trees and shrubs are typically phreatophytes, plants whose root systems are in constant contact with groundwater.

Risk. The potential for damage or loss created by the interaction of hazards with assets such as buildings, infrastructure, or natural and cultural resources.

Safe Routes to School. Pedestrian and bicycling routes that provide safe access to and from schools.

San Benito Council of Governments. was established in 1973. SBCOG’s jurisdiction follows the boundaries of San Benito County, and consists of three member jurisdictions, and is overseen by a board of five members - two representatives each from the San Benito County Board of Supervisors and the Hollister City Council, and one representative from the San Juan Bautista City Council. The actions of SBCOG are governed by its Joint Powers Agreement.

Sea Level Rise. The worldwide average rise in mean sea level, which may be due to a number of different causes, such as the thermal expansion of sea water and the addition of water to the oceans from the melting of glaciers, ice caps, and ice sheets.

Seiche. The oscillation of water in an enclosed body of water, typically due to ground shaking.

Seniors. People 65 years of age or older.

Sensitive habitat. Land containing unique, representative, and/or endangered plant and animal communities, or ecosystems.

Sensitive Receptor. A use that is highly sensitive to impacts from other uses, including homes, schools, playgrounds, sports fields, childcare centers, senior centers, hospitals, and long-term health care facilities.

Sensitivity. The level to which a species, natural system, community, or government would be affected by changing climate conditions.

Solid Waste. Unwanted or discarded material, including garbage, with insufficient liquid content to be free flowing.

Slope, Steep. An area with a greater than 5 percent slope.

Specific Plan. Under Article 8 of the Government Code (Section 65450 et seq.), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

Special-Status Species. Designated (rare, threatened, or endangered) and candidate species for listing by the California Department of Fish and Wildlife (CDFW). Designated (threatened or endangered) and candidate species for listing by the US Fish and Wildlife Service (USFWS).

Sphere of Influence. The probable physical boundaries and service area of a municipality or special district, as determined by the Local Agency Formation Commission of the county.

Stormwater. Water that comes from a storm event.

Structure. Anything constructed or erected on and permanently attached to land and with a roof supported by columns or walls, except buildings intended for human occupancy. (see "Building")

Sustainability. Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Topography. The configuration of a land surface, including its relief and the position of its natural and man-made features.

Traffic Calming. Measures designed to reduce motor vehicle speeds and to encourage pedestrian use, including narrow streets, tight turning radii, sidewalk bulbouts, parking bays, textured paving at intersections, and parkways between sidewalks and streets.

Triplex. A free-standing house divided into three separate living units or residences, usually having separate entrances.

Unincorporated Area. Land that is outside of an incorporated city. Development in the unincorporated area is subject to County jurisdiction.

Use. The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City Zoning Code and General Plan land use designations.

Wastewater. Water that contains other elements, such as excess water from drainage or piping systems, small pathogens, organic matter, and inorganic contaminants. This term is also used to refer to water generated in industrial plants and commercial activity.

Wetland. An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Wildland-Urban Interface. An area that includes both houses and wildland vegetation, creating a significant threat to human life or property from wildfires.

Williamson Act. Formerly known as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zoning. The division of a city by ordinance or other legislative regulation into districts or zones that specify allowable uses for real property and size restrictions for buildings constructed in these areas. Zoning implements the land use policies of the General Plan.

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APPENDIX A

HEALTH AND SAFETY ELEMENT VULNERABILITY ASSESSMENT REPORT

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City of Hollister

Health and Safety Element Update

Vulnerability Assessment Report

January 2023

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INTRODUCTION

The City of Hollister (City) prepared this Vulnerability Assessment Report in conformance with State of California requirements to assess climate change vulnerability and address climate change adaptation and resilience as part of the General Plan Update. The goal of this requirement is to enable the community to prepare for, respond to, withstand, and recover from disruptions created or caused by climate change. This report discusses the regulatory framework and method for preparing a vulnerability assessment and incorporating adaptation and resilience into the General Plan, the climate change hazards affecting the resilience of Hollister, specific populations and assets included in the assessment, and a summary of the vulnerability assessment results. The vulnerability assessment acts as a foundation for integrating adaptation and resilience policies into the Health and Safety Element and other elements of the General Plan by developing a set of priority vulnerabilities in the City of Hollister. These policies and programs are discussed in the General Plan Implications section.

Community Profile

The City of Hollister is in Hollister Valley in northern San Benito County, adjacent to the Diablo Range to the east and south, Gavilan Range to the west, and Flint Hills and Santa Cruz Mountains to the northwest. Hollister is approximately 4 miles north of the Hollister Hills State Vehicular Recreation Area, 16 miles south of Henry Coe State Park, and 26 miles north of Pinnacles National Park. Hollister has a Mediterranean climate, with rain in the winters and hot, dry summers. According to the General Plan Update's Existing Conditions Report, Hollister is home to approximately 39,241 residents and 11,048 households.¹

The City of Hollister covers approximately 8.2 square miles (see [Figure 1](#)), which was originally home to the Ohlone and Popeloutchom (Amah Mutsun) tribal nations.² Approximately 75 percent of the city is developed, and the remaining 25 percent includes open space and agricultural lands. Land uses within the urban development of the city consist of primarily residential, with other major land uses including industrial, general commercial, and airport. Hollister is the County seat for San Benito County as well as a regional hub, offering a variety of services and job opportunities for residents in nearby communities in San Benito County.

State agencies divide California into several climate zones, and Hollister is part of Climate Zone 4. This climate zone covers the inland areas of the Central Coastal Range, which still has some ocean influence that keeps temperatures from having extreme highs and lows.³ On average, annual high temperatures in Hollister range from 60 degrees Fahrenheit (°F) in January and December to 81°F between July and September. Low temperatures range from 37°F in December to 54°F in August. The city receives an average of approximately 14 inches of precipitation annually. Most precipitation falls during the winter months with rare occurrences of summer storms. The Mediterranean climate makes Hollister a prime location for agricultural production and outdoor recreation activities.

¹ BAE Urban Economics. 2020. Market Demand Analysis. <https://hollister2040.org/wp-content/uploads/2020/11/Hollister-GPU-Market-Demand-Analysis-11-12-20.pdf>.

² Native Land Digital. 2021. "Native Land." <https://native-land.ca/>.

³ Pacific Gas and Electric Company (PG&E). 2006. "The Pacific Energy Center's Guide to California Climate Zones." https://www.pge.com/includes/docs/pdfs/about/edusafety/training/pec/toolbox/arch/climate/california_climate_zones_01-16.pdf.

Hollister's primary transportation access is from State Route (SR-) 156 and SR-25. SR-156 connects the City of Hollister to Monterey County to the west and the Central Valley to the east. SR-25 runs north to south, connecting Hollister to Gilroy in the north and Pinnacles National Park to the south. Other major roadways include Westside Boulevard, San Benito Street, Wright Road, Buena Vista Road, Santa Ana Road, Meridian Street, South Street, Nash Road, Hillcrest Road, and Sunnyslope Road. San Benito County Express provides local and regional bus transit options.

Regulatory Framework

In 2015, the State of California adopted Senate Bill (SB) 379, amending Section 65302(g) of the California Government Code to require the Safety Element of the General Plan to include more information about wildfire hazards, flooding risks, and other short-term and long-term threats posed by climate change. SB 379 requires local governments to conduct vulnerability assessments as part of their long-range public safety planning efforts and to prepare policies that will protect against harm caused by climate change. Other important updates to Section 65302(g) of the California Government Code related to Safety Elements, climate change, and resiliency, and addressed in the City's General Plan Update, include SB 1241, SB 1035, SB 99, Assembly Bill (AB) 2140, and AB 747/1409.

- SB 1241 added Section 65302(g)(3) to the California Government Code, requiring jurisdictions in a state responsibility area or very high fire hazard severity zone to provide background, historical context, and goals, policies, and implementation measures to address wildfire risks in a community.
- SB 1035, which established Section 65302(g)(6) of the California Government Code, builds on previous legislation and requires local governments to review and update as needed their Safety Element during an update to their housing element or Local Hazard Mitigation Plan (LHMP) (or no less than every eight years). Any revisions should include updated information related to flood hazards, fire hazards, and climate adaptation and resilience.
- AB 2140 added Sections 8685.9 and 65302.6 of the California Government Code, enabling cities and counties to adopt an LHMP into its Safety Element.
- SB 99 established Section 65302(g)(5) of the California Government Code and requires jurisdictions to review and update the Safety Element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.
- AB 747 added Section 65302.15 to the California Government Code (amended by AB 1409) and requires local governments to identify the capacity, safety, and viability of evacuation routes and shelters in the Safety Element or LHMP.

This Vulnerability Assessment, along with the update to the Health and Safety Element, will help the City meet the state's requirements, in addition to increasing consistency with and integration of the General Plan and LHMP. The State prepared a guidance document, the [*California Adaptation Planning Guide*](#) (APG), to assist communities in addressing climate adaptation and resilience, and complying with Section 65302(g) of the California Government Code, along with guidance in the Office of Planning and Research's *General Plan Guidelines*. The APG presents a step-by-step process for gathering the best-available climate change science, completing a climate change vulnerability assessment, creating adaptation strategies, and integrating those strategies into general plans and other policy documents. This Vulnerability Assessment is consistent with the guidance and recommended methods provided in the APG.

CLIMATE CHANGE IN HOLLISTER

What is Climate Change?

Climate change is a long-term change in the average meteorological conditions in an area. Currently, the global climate is changing due to an increase in greenhouse gas (GHG) emissions that trap heat near the Earth's surface. While some levels of these gases are necessary to maintain a comfortable temperature on Earth, an increased concentration of these gases due to human activity traps additional heat, changing Earth's climate system in several ways. This can create intensified or new hazardous conditions that can increase the risk of damage to critical infrastructure, injury to sensitive populations, and disruption of essential services. To have a better understanding of how a changing climate may harm Hollister, and which aspects of the community – including people, buildings and infrastructure, services, and economic drivers – are most vulnerable to its effects, City staff prepared a Vulnerability Assessment as part of preparation of the Health and Safety Element. This report presents a summary of the Vulnerability Assessment methods and results.

Climate Change Modeling Considerations

The Intergovernmental Panel on Climate Change (IPCC), an organization that represents the global scientific consensus about climate change, identified four climate scenarios in the Fifth Assessment Report, also called Representative Concentration Pathways (RCPs), that can be used to project future conditions.⁴ RCPs are labeled with different numbers (e.g., RCP 2.6, RCP 6) that refer to the increase in the amount of energy that reaches each square meter of Earth's surface under that scenario. The four RCPs are:

- **RCP 2.6:** Global GHG emissions peak around 2020 and then decline quickly.
- **RCP 4.5:** Global GHG emissions peak around 2040 and then decline.
- **RCP 6:** Global emissions continue to rise until the middle of the century.
- **RCP 8.5:** Global emissions continue to increase at least until the end of the century.

Projections of climate hazards from Cal-Adapt and other sources rely on climate models, which are computer simulations that forecast future climate conditions under these different RCP scenarios. It is critical for the City to account for all reasonably plausible future conditions, including the most severe of plausible conditions, which will help ensure greater resiliency from climate change. Therefore, the projections in the Vulnerability Assessment use the RCP 8.5 scenario, following State of California guidance and to be consistent with the IPCC Sixth Assessment Report. No model can project future conditions perfectly, but current models are heavily reviewed by climate scientists and can accurately reproduce observed climate conditions.

The Vulnerability Assessment also relies on the understanding that “weather” and “climate” are two different things. “Weather” describes the conditions at a particular time and place, and “climate” describes the long-term average of conditions. Because there are large variations in the weather, it is

⁴ The IPCC recently released “The Physical Science Basis” of the Sixth Assessment Report that updates global climate change projections for the near-term, mid-term, and long-term based on GHG emission trends from the past decade. It moves away from using RCPs, instead using five different scenarios called “shared socioeconomic pathways”, which consider socioeconomic trends underlying each scenario. This Vulnerability Assessment does not use these updated projections because at time of writing they are not available at a local scale. However, the IPCC report does reaffirm the use of projections comparable to RCP 8.5 as the suggested emission scenario to use for Cal-Adapt data.

difficult to accurately project weather conditions more than a few days in advance. However, because climate is a long-term average, it can be projected out for years or decades with a high degree of accuracy. It is important to remember that, because climate is an average, it does not say whether an event will or will not occur, only how likely it is. For example, extreme heat is likely to become more frequent in Hollister, but a year with few heat waves does not mean that this projection is wrong, because the projection only says that extreme heat days are expected to occur, on average, more often than in the past.

Climate Change in California

The most accurate data for California-specific projections is available for the RCP 4.5 and RCP 8.5 scenarios. These scenarios help generate climate models, which are meant to simulate conditions across the globe. The model divides Earth's surface into cells using a grid, and then forecasts the conditions in each square of the grid. The size of these squares makes them suitable for projecting global conditions, but they are too big to accurately model the difference in climate across smaller areas.⁵ Per state guidance, these models have been "downscaled" to much finer grids, which means that they have grids that are less than four miles on each side to show projections on a county or city level. The *California Fourth Climate Change Assessment* and Cal-Adapt provide a foundation of climate change science and downscaling for the state. The State of California has also developed a comprehensive set of reports and tools that local jurisdictions can use to assess climate change hazards and how to prepare for these hazards. The State-provided reports and tools that were used in the Vulnerability Assessment include:

- Cal-Adapt.org
- *California Fourth Climate Change Assessment* (statewide and regional reports) (2018)
- California Adaptation Clearinghouse
- *California Adaptation Planning Guide* (2020)
- *California Climate Adaptation Strategy* (2021)
- *California Building Resilience Against Climate Effects* (2018)
- *Defining Vulnerable Community in the Context of Climate Adaptation* (2018)
- *Department of Transportation Climate Change Vulnerability Assessments, District 12* (2019)
- *Planning and Investing for a Resilient California* (2018)

HOLLISTER VULNERABILITY ASSESSMENT

In Hollister, climate change is expected to intensify many existing hazards, such as extreme heat and drought, or create new hazards, such as agriculture and ecosystems pests and diseases, which are listed below. The Vulnerability Assessment evaluates how hazards are expected to occur, including frequency and severity, and how this will affect community populations and assets.

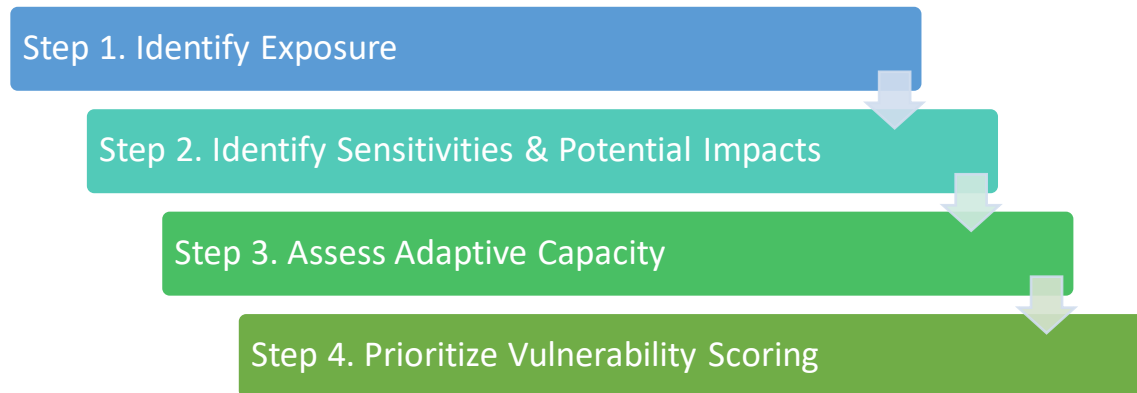
Vulnerability Assessment Method

The Vulnerability Assessment primarily follows the recommended process in the *California Adaptation Planning Guide*, published in 2020 by the California Governor's Office of Emergency Services. This includes a four-step process: (1) characterizing the community's exposure to current and projected

⁵ Ackerly, David, Andrew Jones, Mark Stacey, and Bruce Riordan. 2018. "San Francisco Bay Area Summary Report." *California's Fourth Climate Change Assessment*. Berkeley, California: University of California, Berkeley. Publication number: CCCA4-SUM-2018-005.

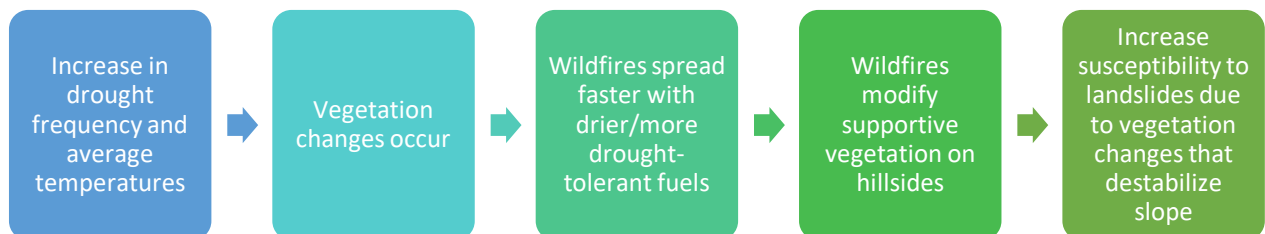
climate hazards; (2) identifying potential sensitivities and potential impacts to community populations and assets; (3) evaluating the current ability of the populations and assets to cope with climate impacts, also referred to as its adaptive capacity; and (4) identifying priority vulnerabilities based on systematic scoring. [Figure 2](#) presents these steps.

Figure 2. California Adaptation Planning Guide Recommended Model



Step 1. Identify Exposure. The goal of this step is to characterize the community’s exposure to current and projected climate change hazards. The climate change hazards included in the Vulnerability Assessment are **agriculture and ecosystem pests and diseases, drought, extreme heat and warm nights, flooding, human health hazards, severe storms, and wildfire and smoke**. These hazards are discussed in more detail later in this report. Some of the hazards are compounding climate change effects where one climate change hazard leads to another more severe disaster, also known as “cascading effects”. [Figure 3](#) provides an example of these cascading effects.

Figure 3. Example of Cascading Effects



The climate change hazard data was derived from up-to-date information, including the state Cal-Adapt database, the *California Adaptation Planning Guide*, the *California Fourth Climate Change Assessment*, the *Existing Conditions Report for the General Plan Update*, and the *County of San Benito Multi-Jurisdictional Hazard Mitigation Plan*.⁶

As discussed previously, projections of climate change hazards rely on multiple scenarios that reflect different levels of GHG emissions and concentrations over time. The Cal-Adapt database, which provides California-specific climate change hazard projections, uses RCP 4.5 for a low emissions scenario and RCP 8.5 for a high emissions scenario. The Governor’s Office of Planning and Research *Planning and Investing*

⁶ The *County of San Benito Multi-Jurisdictional Hazard Mitigation Plan* is currently being updated and is likely to be adopted in Fall 2022.

for a Resilient California document and the California Adaptation Planning Guide recommend using RCP 8.5 for analyses considering impacts through 2050 and 2100, as there are minimal differences between emission scenarios for the first half of the century and for late-century projections this is a more conservative and risk-adverse approach. City staff used the RCP 8.5 scenario as input for global climate models on the Cal-Adapt database and other resources.

Step 2. Identify Sensitivities and Potential Impacts. This step involved evaluating potential future climate change impacts to community populations and assets. City staff first identified a comprehensive list of populations and assets to understand how susceptible different people, places, ecosystem services, and services within the community are affected by climate change hazards. This list includes 20 populations, 22 infrastructure and building types, 5 economic drivers, 6 ecosystems and natural resources, and 8 key services, as shown in [Table 1](#) and described in more detail in **Appendix A**. These populations and assets allowed City staff to build resiliency for the most susceptible people and assets in the city. Some assets, such as state and regional parks, are in neighboring areas but serve residents and visitors of Hollister, and therefore were included in the assessment. Following confirmation of this list, City staff developed an applicability matrix, which looked at which hazards are likely to affect which populations and assets. For example, human health hazards are likely to impact most populations, but it would not physically affect buildings.

After the applicability review, City staff evaluated potential impacts to the applicable populations and community assets. To identify how severe the impacts of each relevant hazard are on the populations and community assets, City staff considered several different questions that helped ensure the assessment broadly covered a range of potential harm. Based on the results of the impact assessment, the City ranked each population and asset as experiencing low, medium, or high impacts for each relevant hazard. Impact is considered a negative quality, and therefore, a higher impact score means that there is a higher potential for harm to a population or asset. A lower impact score means that there is a lower potential for harm to a population or asset.

Direct Impacts vs. Indirect Impacts

Direct impacts are those that immediately affect buildings and infrastructure, health or populations, or immediate operations of economic drivers or community services, and they can lead to secondary *indirect impacts* on the broader system or community, including populations or asset types in a different category. For example, severe storms can *directly* damage electrical transmission lines causing power outages, which can *indirectly* impact persons with chronic illnesses and/or disabilities who depend on the electricity for life-support systems.

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VULNERABILITY ASSESSMENT REPORT

Table 1. List of Populations and Assets

Category	Populations or Assets		
Populations	Children	Low-resourced people of color	Persons without access to lifelines
	Cost-burdened households	Outdoor workers	Pregnant and nursing women
	Households in poverty	Overcrowded households	Renters
	Immigrant communities	Persons experiencing homelessness	Seniors (65+)
	LGBTQIA+ ⁷	Persons living in mobile homes	Seniors living alone
	Linguistically isolated persons	Persons with chronic illnesses and/or disabilities	Unemployed persons
	Low-income households	Persons without a high school degree	
Infrastructure	Airport	Flood control infrastructure	Public safety buildings
	Bicycling and pedestrian trails	Government administration facilities	Railway
	Bridges	Hazardous materials sites	Schools
	Communication facilities	Homes and residential structures	Solid waste facilities
	Community centers	Libraries	Transit facilities
	Electrical transmission infrastructure	Major roads and highways	Water and wastewater infrastructure
	Emergency operation buildings	Natural gas pipelines	
	Cooling centers	Parks and open space	
Economic Drivers	Agriculture	Major employers	State and regional parks
	Education	Outdoor recreation and tourism	
Ecosystems and Natural Resources	Forests	Open water	Scrub
	Grassland	Riparian woodlands	Wetlands
Key Services	Communication services	Government administration and community services	Solid waste removal
	Emergency medical response	Public safety response	Water and wastewater
	Energy delivery	Public transit access	

⁷ LGBTQIA+ includes persons identifying gender or sexual orientation as lesbian, gay, bisexual, transgender, queer, intersex, asexual, or other gender and sexual identities that words cannot yet fully describe.

Step 3. Assess Adaptive Capacity. Adaptive capacity is the ability of populations and community assets to prepare for, respond to, and recover from the impacts of climate change. City staff evaluated each population and asset for adaptive capacity by considering a series of questions. Based on the results of the adaptive capacity assessment, the City ranked the adaptive capacity of each population or asset as low, medium, or high for each relevant hazard. Adaptive capacity is considered a positive attribute, so a higher adaptive capacity score will mean that a population or asset may be more adaptable to the hazard. A lower adaptive capacity score means that a population or asset may have a harder time adjusting to the changing conditions.

Step 4. Prioritize Vulnerability Scoring. The City used the impact and adaptive capacity scores for each population and asset for each relevant hazard to determine the vulnerability score. The vulnerability score reflects how susceptible a population or asset is to harm from a particular hazard. Vulnerability is assessed on a scale of low, medium, and high. Low vulnerability does not mean that the population or asset will be unaffected by climate change, but that the effects are likely to be less substantial. The matrix in [Table 2](#) shows how impact and adaptive capacity scores combine and translate into a vulnerability score. For example, extreme heat would create a high impact on energy delivery services as mechanical failures, heat damage, and high demand for electricity from cooling equipment can disrupt this service. Adaptive capacity is low because many community members need to use more electricity on extreme heat days to keep cool and retrofitting electrical equipment can be expensive. Therefore, energy delivery services have a high vulnerability to extreme heat.

Table 2. Vulnerability Scoring Matrix

	Low Impact	Medium Impact	High Impact
Low Adaptive Capacity	Medium	High	High
Medium Adaptive Capacity	Low	Medium	High
High Adaptive Capacity	Low	Low	Medium

Climate Change Hazards and Key Vulnerabilities

The Vulnerability Assessment assigns vulnerability scores to 309 different pairing of 61 populations and assets for each of the relevant 7 hazards. This section summarizes the climate change hazards at the local level and discusses the significant vulnerabilities created by those hazards.

- Outdoor workers, immigrant communities, low-resourced people of color, and households in poverty are the most vulnerable to climate change hazards.
- Bridges, electrical transmission infrastructure, homes, and major roads and highways are the most vulnerable buildings and infrastructure, especially to flooding and severe weather.
- Agriculture as an economic driver is highly vulnerable to all hazards.
- Open water is the most vulnerable ecosystem and natural resource.
- Public transit access, energy delivery, and water and wastewater are the most vulnerable key services.

For a complete list of vulnerability scores, see **Appendix B**.

Agricultural and Ecosystem Pests and Diseases

According to the 2020 *County of San Benito Crop Report*, agriculture and livestock had total gross production of nearly \$340 million in 2020, with vegetables and row crops being the largest-grossing crop.⁸ Agricultural pests and diseases can affect crop plants, vineyards, and livestock in and surrounding the City of Hollister. This hazard is measured by the number of pests and disease incidents, which are likely to increase as higher temperatures allow insects to reproduce more rapidly.

These pests and diseases, such as the Asian citrus psyllid (*Diaphorina citri*), European pine shoot moth (*Rhyacionia buoliana*), Japanese beetle (*Popillia japonica*), melon fruit fly (*Bactrocera cucurbitae*), Mexican fruit fly (*Anastrepha ludens*), European corn borer (*Ostrinia nubilalis*), and glassy-winged sharpshooter (*Homalodisca vitripennis*), can slow the growth of plants and animals, damage them so that their products are less appealing and harder to sell, or even kill them.⁹ Though there are treatment options for many agricultural pests and diseases, some have no cure. Many pests and organisms that carry diseases are most active during warmer months, so the threat of infection or infestation is higher during that time of year. Projection trends show temperatures getting warmer earlier in the year and remaining warmer until later in the year due to increases in air temperature, which creates a wider activity window for pests and diseases.

Agriculture and ecosystem pests and diseases can severely harm the agriculture and outdoor recreation industries in and surrounding the City of Hollister. Row crops and vineyards can be affected by fungal pathogens and invasive disease vectors as temperatures continue to rise, affecting the quality and viability of crops.¹⁰ Pesticides and herbicides can help crops resist these pests and diseases and new crop varieties may be pest-resistant; however, quickly evolving pests may make it difficult for some plant species to survive and changing crop varieties can be expensive for farm owners. State and regional parks are highly dependent on the natural infrastructure (e.g., forests, oak woodlands, and chaparral), which can be harmed by sudden oak death and other diseases. Due to the large extent of these areas, management of pests and diseases may be difficult and expensive. There also may be little that can be done to prevent the spread of sudden oak death in oak woodlands.

Due to the severe vulnerability of the agriculture economic driver to agriculture pests and diseases, outdoor workers, and immigrant communities are also highly vulnerable, as many people from these populations work in agriculture or outdoor recreation industries. Persons working in these industries may be indirectly affected by agriculture and ecosystem pests and diseases that damage crops, vineyards, and trees. Damage to agriculture can reduce work opportunities, create economic hardships for some workers, and cause employees to be let go from their jobs when farms experience economic hardships.¹¹

⁸ San Benito County. 2019. *San Benito County 2019 Crop & Livestock Report*.

<https://www.cosb.us/home/showpublisheddocument/6203/637413906956070000>.

⁹ California Climate and Agricultural Network. 2019. *Cultivating Climate Resilience in Farming: Ensuring California Farms and Ranches Thrive in the Face of Climate Change*. <https://calclimateag.org/wp-content/uploads/2019/07/Cultivating-Resilience-August-2019.pdf>.

¹⁰ California Climate and Agricultural Network. 2019. *Cultivating Climate Resilience in Farming: Ensuring California Farms and Ranches Thrive in the Face of Climate Change*. <https://calclimateag.org/wp-content/uploads/2019/07/Cultivating-Resilience-August-2019.pdf>.

¹¹ Roos, Michelle. 2018. "Climate Justice Summary Report." *California's Fourth Climate Change Assessment*. E4 Strategic Solutions. Publication number: SUM-CCCA4-2018-012.

Almost 14 percent of those with employment in Hollister work outdoors, and individuals working in these industries may have few options if the industry suffers damage.¹²

Drought

A drought occurs when conditions are drier than normal for an extended period, making less water available for people and ecosystems. Droughts are a regular occurrence in California; however, scientists expect that climate change will lead to more frequent and intense droughts statewide. Overall, precipitation levels are expected to increase slightly, with more years of extreme precipitation events and droughts that last longer and are more intense. As of March 2022, Hollister and the greater San Benito County are in severe to extreme drought conditions.¹³ In an early-century drought (2023 to 2042), the city could experience a drop in average precipitation from an average of 16 inches per year to an average of 12.7 inches per year, which would subsequently lower baseflows in streams from an average of 1.5 inches per day to 1.0 inch per day.¹⁴ In a late-century drought (2051 to 2070), precipitation could also drop to an average of 12.7 inches per year and cause baseflows in streams to drop to 1.0 inch per day.¹⁵

Hollister residents and businesses receive water from two suppliers, the City of Hollister, and the Sunnyslope County Water District. Both purveyors source groundwater from local wells in the City and surrounding North San Benito Groundwater Basin, and the City also sources imported surface water from the Central Valley Water Project through the San Benito County Water District (SBCWD). The Central Valley Water Project is a complex water supply and distribution network made up of 20 dams and reservoirs along the foothills of the Sierra Nevada Mountains that provides water to urban areas in the greater Sacramento and San Francisco Bay area regions.¹⁶

Snowpack levels in the Sierra Nevada dropped by 25 percent during the 2011 to 2016 drought, and average springtime snowpack is expected to drop 64 percent by 2100.¹⁷ In the 2021 water-year (October 1, 2020, to September 30, 2021), the snowpack in the Northern Sierra was 70 percent of the average, and the precipitation was less than 50 percent of the annual average, making it the third-driest water year on record.¹⁸ During drought conditions, water stored in the Central Valley Project's primary reservoirs could decrease due to lack of rainfall and reduction in snowpack due to higher temperatures. This loss of snowpack could cause water shortages during extended drought conditions, potentially affecting businesses or activities that depend on reliable water supplies. A reduction in water supplies could cause water shortages and mandatory water restrictions, including price hikes, during extended drought conditions, increasing economic instability of low-income and low-resourced residents. A reduction in Central Valley Project water supplies would cause a heavier reliance on the North San Benito Groundwater Basin, which may cause overdraft conditions to occur. Overdraft in the groundwater basin

¹² Public Health Alliance of Southern California (PHASC). 2022. "Healthy Places Index." <https://map.healthyplacesindex.org/?redirect=false>.

¹³ National Drought Mitigation Center. University of Nebraska-Lincoln. 2022. "U.S. Drought Monitor, California." <https://droughtmonitor.unl.edu/CurrentMap/StateDroughtMonitor.aspx?CA>.

¹⁴ Cal-Adapt. 2018. "Extended Drought Scenarios." <https://cal-adapt.org/tools/extended-drought/>.

¹⁵ Cal-Adapt. 2018. "Extended Drought Scenarios." <https://cal-adapt.org/tools/extended-drought/>.

¹⁶ Bureau of Reclamation. 2023. "Central Valley Project". <https://www.usbr.gov/mp/cvp/>.

¹⁷ ARCCA. 2018. *From Mountain to Cities: Exploring California's Urban Connections to Sierra Nevada Ecosystems*. <https://arccacalifornia.org/wpcontent/uploads/2018/08/ARCCA-UrbanRural-Whitepaper.pdf>.

¹⁸ California Department of Water Resources. 2021. "Statewide Snowpack Well Below Normal as Wet Season Winds Down." <https://water.ca.gov/News/News-Releases/2021/April-21/Statewide-Snowpack-Well-Below-Normal-as-Wet-Season-Winds-Down>.

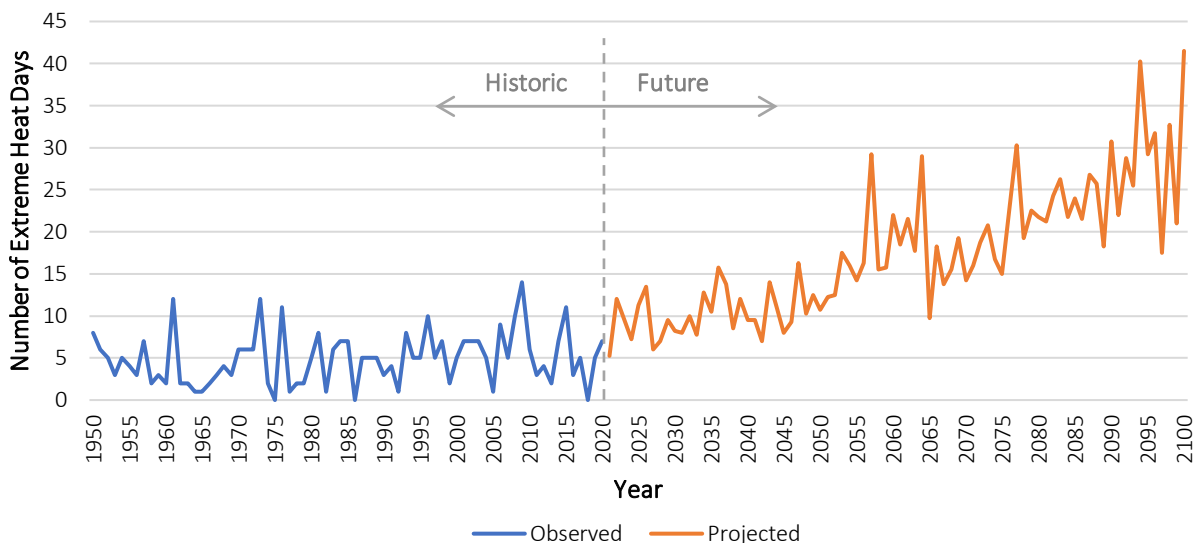
could lower both the quantity and quality of water available to the city. Agricultural operations may see lower crop yields if they rely on surface water supplies, harming the local agriculture economy and the outdoor workers that rely on this industry.

At the local level, the open water habitat and wetlands that depend on water are most vulnerable. Drought conditions could lower water quality and raise water temperatures, causing lower dissolved oxygen levels and algae growth that can harm a variety of fish species.¹⁹ Wetlands and riparian habitats can experience increased soil erosion, degradation of landscape quality, and loss of biological productivity.²⁰ Degradation of wetlands could decrease the amount of water that the ecosystem can absorb during flooding events and reduce the protection that the wetlands provide. Drought conditions can also dry out vegetation and increase wildfire conditions, which could put a strain on firefighting equipment and personnel.

Extreme Heat and Warm Nights

Extreme heat occurs when temperatures rise significantly above normal levels. In Hollister, an extreme heat day occurs when temperatures reach above 96.6°F. As shown in [Figure 4](#), the number of extreme heat days in Hollister is projected to increase from 4 days historically, to an average of 14 extreme heat days per year by mid-century and an average of 24 extreme heat days per year by the end of the century.²¹

Figure 4. Projected Extreme Heat Days in Hollister



Sources: Cal-Adapt, 2021; National Weather Service, 2022.

¹⁹ Hilberg, L. E., W. A. Reynier, and J. M. Kershner. 2017. *Southern California Climate Change Vulnerability Assessment: Conifer Habitats*. Version 1.0. EcoAdapt, Bainbridge Island, WA.

<http://ecoadapt.org/programs/adaptation-consultations/socal>.

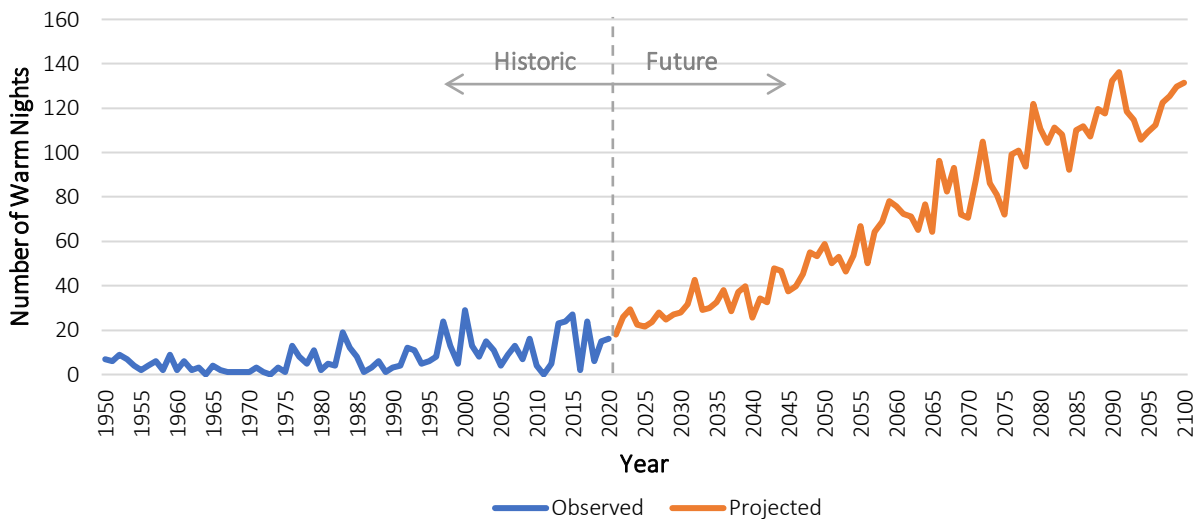
²⁰ Hilberg, L. E., W. A. Reynier, and J. M. Kershner. 2017. *Southern California Climate Change Vulnerability Assessment: Conifer Habitats*. Version 1.0. EcoAdapt, Bainbridge Island, WA.

<http://ecoadapt.org/programs/adaptation-consultations/socal>.

²¹ Cal-Adapt. 2018. "Extreme Heat Days & Warm Nights." <https://cal-adapt.org/tools/extreme-heat/>.

Extreme heat can also occur in the form of warmer nights, as temperatures do not cool down overnight and provide relief from the heat. In Hollister, a warm night occurs when the temperature stays above 58°F. As shown in [Figure 5](#), the number of warm nights in Hollister is projected to increase from an average of 4 historically, to an average of 53 warm nights per year by mid-century, and an average of 108 warm nights per year by the end of the century.

Figure 5. Projected Warm Nights in Hollister



Sources: Cal-Adapt, 2021; National Weather Service, 2022.

Extreme heat can cause heat-related illnesses, such as heat cramps, heat exhaustion, and heat stroke, in addition to worsening respiratory and cardiovascular conditions. The most vulnerable populations are those that spend a disproportionately high amount of time outside, such as children, outdoor workers, immigrant communities, and persons experiencing homelessness. Additionally, people with sensitive or compromised immune systems, persons with chronic illnesses, and senior citizens are highly vulnerable to extreme heat.

Persons with financial instability, low-resourced, or living in mobile homes are also highly vulnerable due to a lack of financial resources to prepare for or respond to extreme heat conditions. Some homes in Hollister may lack air conditioning, and as a result, people living in these homes may be more susceptible to harm from extreme heat events. There is also only one cooling center in the region, the Hollister Veterans Memorial Buildings, and residents may not be able to cool homes or keep medications cooled if extreme heat events cause public safety power shutoff (PSPS) events. During wildfire smoke conditions, residents may have to choose between opening windows to cool their homes and keeping windows closed, causing indoor air temperatures to rise to unhealthy levels.

Energy delivery services, and associated infrastructure, are highly vulnerable to extreme heat, as high temperatures can stress and overload the grid, causing power outages and damage to the transmission lines. The agriculture economy is also highly vulnerable to extreme heat, as higher temperatures may alter the variety of crops that can be grown in the Hollister Valley. Yields of vegetable and row crops are

expected to decrease and water demand is expected to rise due to extreme heat conditions.²² Additional vulnerabilities include outdoor recreation, as people may be deterred from recreating outdoors in high temperatures; open water and wetland habitats, which can experience decreases in water quality as temperatures increase; and public transit access, as extreme heat reduces ridership of the County Express system since it may be more difficult to wait outside for the bus.

Flooding

Inland flooding can cause significant harm to buildings, people, and infrastructure. Floodwater can be deep enough to drown people and may move fast enough to carry people or heavy objects (such as cars) away. Flooding can be caused by heavy rainfall, long periods of moderate rainfall, or clogged drains during periods of rainfall. In rare instances, a break in a water pipe or water tank can also cause flooding. Storm drainage systems throughout the city collect stormwater runoff and convey water to prevent flooding, although these systems are typically designed based on winter storms recorded in the past and may not be designed to accommodate more intense storms.

Floods are expected to occur more frequently because of climate change, affecting what the community understands as a “normal” flood. For example, what is currently considered a 100-year flood, or a flood that has a 1-percent chance of occurring annually, may occur with greater frequency (such as a 2- or 5-percent chance each year). [Figure 6](#) shows that the flood hazard areas are primarily along the San Benito River and Santa Ana Creeks, as well as low-lying areas scattered throughout the city.

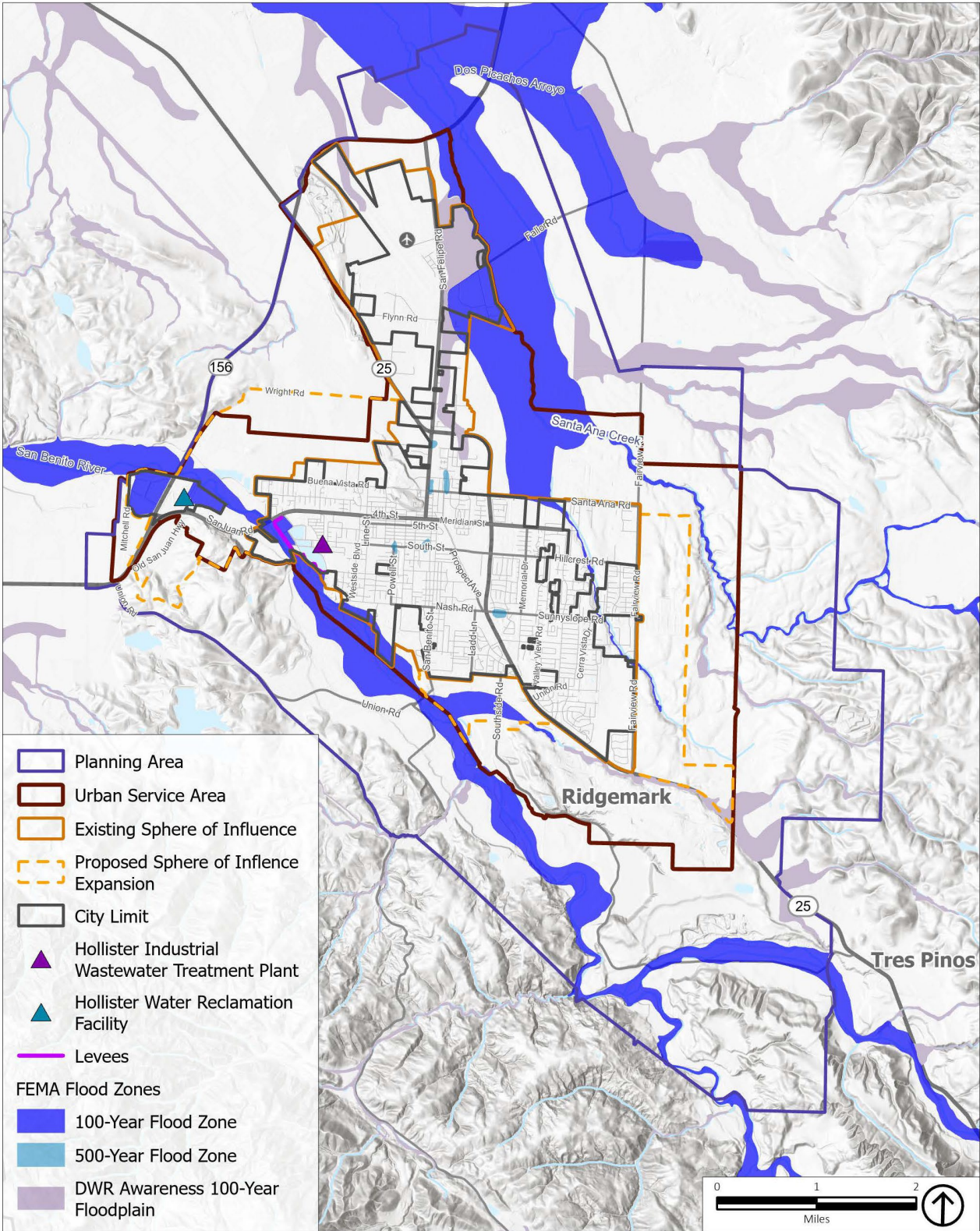
Several populations and assets face particularly high risks from flooding events.

- Persons experiencing homelessness, persons living in mobile homes, households in poverty, immigrant communities, and low-resourced people of color are severely vulnerable to flooding, as they may live in or near flood hazard areas, lack financial resources to protect their homes, or be ineligible for grant funding to recover from flood damage to their homes.
- Persons with limited mobility and those without access to lifelines (persons without access to a car, transit, or communication systems) may have difficulty evacuating prior to a flooding event, and therefore are also highly vulnerable.
- Outdoor workers may be unable to travel to work during flooding events or farms may be inundated by floodwaters, reducing agriculture employment opportunities.

Transportation infrastructure, major roads, highways, and bridges, which are essential for public transit access, major employers, public safety response, and other services, can be inundated, blocked, and damaged by floodwaters along the San Benito River or Santa Ana Creek. Heavy rainfall and subsequent flooding can disrupt water and wastewater services, causing the treatment plants to not function properly. This can cause effluent to flow into the surrounding water and soil, as well as reduce recycled water supplies for irrigation. Flooding can also carry large volumes of sediment into open water ecosystems that may contain mercury, nutrients, and pesticides from upstream areas, disrupting the water chemistry and harming plants and wildlife.

²² Langridge, Ruth. 2018. “Central Coast Summary Report.” *California’s Fourth Climate Change Assessment*. University of California, Santa Cruz. Publication number: SUM-CCCA4-2018-006.

Figure 6. Flood Hazard Zones



Source: ESRI, 2020; FEMA, 2020; PlaceWorks, 2023; San Benito County, 2020; USGS, 2019

Human Health Hazards

Human health hazards are bacteria, viruses, parasites, and other organisms that can cause diseases and illness in people. Some of these diseases may only cause mild inconvenience, but others are potentially life threatening. These diseases can be and often are carried by animals such as mice and rats, ticks, and mosquitos. Warmer temperatures and high levels of precipitation can lead to increased populations of disease-carrying animals, creating a greater risk of disease and increased rates of infection. Other human health hazards can include poor air quality, which can affect respiratory systems of those exposed for prolonged periods.

Populations most vulnerable to human health hazards are those who spend a disproportionate amount of time outdoors (such as outdoor workers or persons experiencing homelessness), those with fragile immune systems or existing illnesses (which may include persons with chronic illnesses and seniors), and those who may live in sub-standard housing or not have access to health insurance and medical care (households in poverty, low-income households, low-resourced people of color, immigrant communities). These persons may be living in conditions that increase their chances of catching vector-borne illnesses or lack the ability to fight off infections that may occur. Many populations may also not have access to air purification systems that can filter out harmful pathogens.²³

The agricultural industry relies heavily on outdoor workers, who could be exposed to vector-borne illnesses due to the amount of time spent outside. A reduction in workers could harm the agriculture economic driver in the Hollister Valley. Emergency medical response services are also highly vulnerable to human health hazards, as they may not be able to provide adequate services if there is an influx of health-related emergencies.

Severe Storms

Severe storms include windstorms, hail, lightning, thunderstorms, and heavy rainfall. Severe weather is usually caused by intense storm systems, although types of strong winds can occur without a storm. The connection between climate change and severe storms is not as well established as other hazards, but new evidence suggests that severe storms may occur more often and become more intense than in the past.²⁴ Severe winds can damage or destroy buildings and infrastructure. Hail can damage buildings and plants (and in extreme cases injure people), and lightning can spark fires, injure people, or cause fatalities. Heavy rainfall, which is characterized by rainfall amounts that exceed normal levels, can lead to flooding in both the eastern and western portions of the city. Strong winds and heavy rainfall are the most common types of severe weather in the city.

The most vulnerable to severe weather are those who may be directly exposed to the hazard, such as outdoor workers and persons experiencing homelessness; those who may live in less structurally resilient buildings, such as households in poverty, immigrant communities, persons living in mobile homes, and low-resourced people of color; and those who may have difficulty preparing or responding to severe

²³ Roos, Michelle. 2018. "Climate Justice Summary Report." *California's Fourth Climate Change Assessment*. E4 Strategic Solutions. Publication number: SUM-CCCA4-2018-012.

²⁴ Bedsworth, Louise, Dan Cayan, Guido Franco, Leah Fisher, Sonya Ziaja. 2018. "Statewide Summary Report." *California's Fourth Climate Change Assessment*. California Governor's Office of Planning and Research, Scripps Institution of Oceanography, California Energy Commission, California Public Utilities Commission. Publication number: SUM-CCCA4-2018-013.

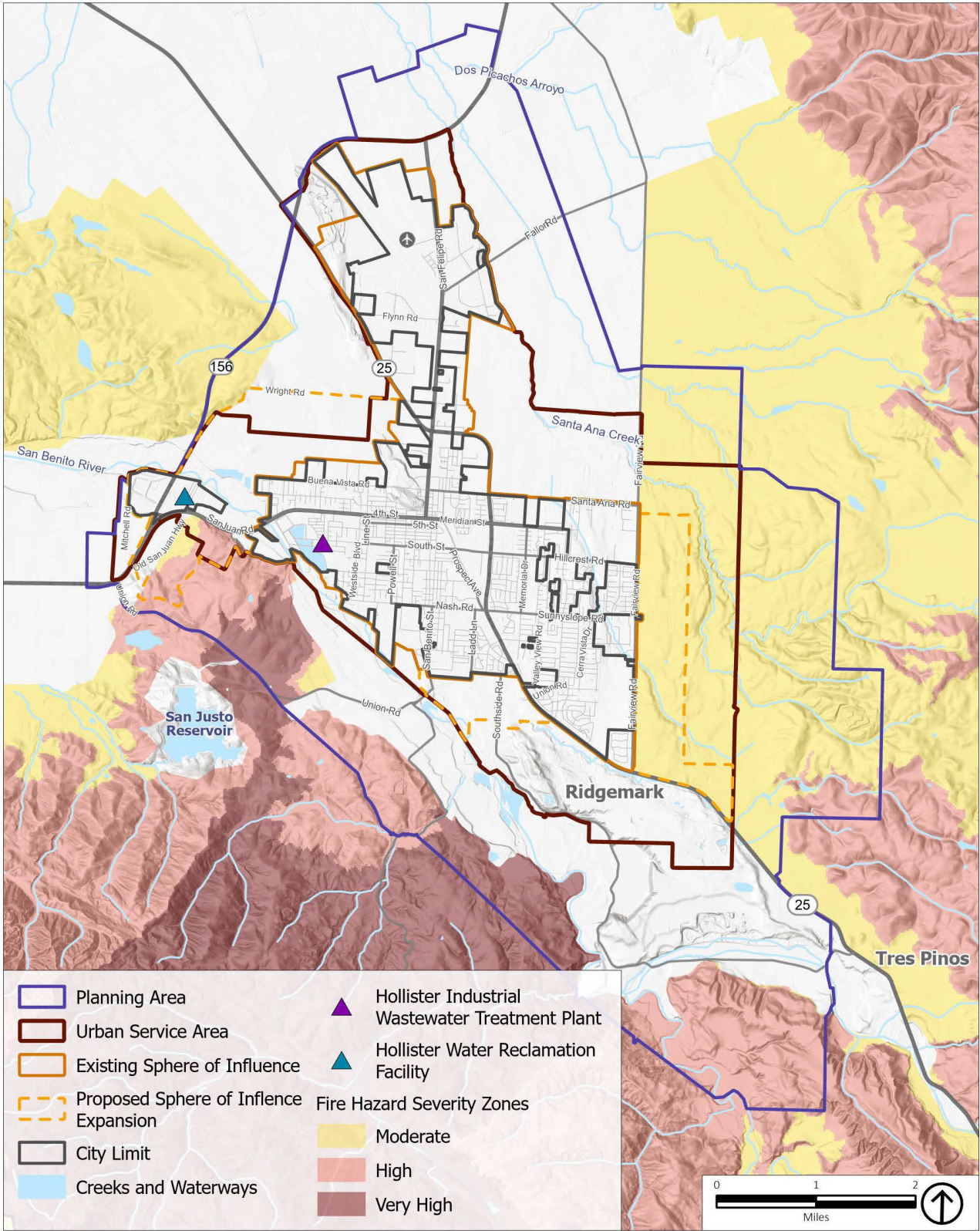
weather due to mobility or language barriers. These populations include persons with chronic illnesses and/or disabilities, and seniors living alone.

Buildings and infrastructure, such as bridges, communication facilities, flood-control structures, and residential structures are highly vulnerable to severe storms, and they can be damaged by high winds, heavy rainfall, and debris carried by severe storms. The energy delivery system and communication system are especially vulnerable to windstorms, which can damage transmission lines or cause Public Safety Power Shutoff (PSPS) events, affecting the services this infrastructure provides the city. PSPS events occur when high winds events increase the likelihood of electrical transmission line failure or sparking, causing PG&E to de-energize the transmission lines until winds speeds decline. Agricultural lands can be decimated by high winds that flatten crops or heavy rainfall that damage crops and inundates the land in the Hollister Valley. Extreme winds and heavy rainfall can also harm ecosystems by causing large volumes of sediment to flow into open water ecosystems, trees to fall in riparian woodlands, and sudden oak death to spread more quickly through oak woodland forests. Extreme heat and drought conditions may weaken agricultural crops and natural ecosystems and prevent them from recovering from severe storm events.

Wildfire and Smoke

Wildfires are a regular feature of the landscape in much of California. They can be sparked by lightning, malfunctioning equipment, vehicle crashes, or many other causes. Warmer temperatures, an increase in drought conditions, and extreme wind events, are likely to create more fuel for fires in natural and rural areas, leading to a greater chance that a spark will grow into a potentially dangerous blaze. Climate change is also expected to extend the fire season throughout much (or even all) of the year. [Figure 7](#) shows the fire hazard severity zones surrounding the City of Hollister, which include moderate and high fire hazard severity zones in the state responsibility area to the east, south, and west.

Figure 7. Fire Hazard Severity Zones



Source: CalFire, 2024; ESRI, 2020; PlaceWorks, 2023; San Benito County, 2020; USGS, 2019

While there are no fire hazard severity zones within the city limits, the city is within the wildland-urban interface, which increases the risk of wildfires spreading into the community. The proximity to fire-prone areas also increases the potential for smoke from wildfires to increase air pollution levels, creating a significant health risk in the region. Most of the populations within Hollister have a high or medium vulnerability to wildfire and smoke conditions. Planned PSPS events to prevent wildfires have already impacted persons who depend on electricity for air conditioning or their medically necessary equipment.

Major roads and highways, including those that serve as evacuation routes, can be blocked by wildfire flames or debris, making it difficult for residents to evacuate and emergency personnel to reach certain areas of the city. The entire energy delivery system, including electric transmission lines, can be damaged by wildfires. Homes can be burned and damaged by wildfires and indoor air quality can lower if smoke flows into homes and residential structures. Smoke conditions can also prevent residents from accessing public transit and ash from wildfires can degrade water supplies.

Several agricultural areas surrounding the city are within fire-prone areas. Smoke and ash from nearby wildfires can damage crops, farms, and agricultural fields, as well as the nutrients in the soil.²⁵ Smoke can also prevent visitors from traveling to the city to participate in outdoor recreation and tourism, including recreation at nearby state and regional parks. Although the economy can likely recover from these events, repetitive wildfire and smoke events may make recovery difficult in both the agriculture and recreation sectors.

Scrub habitat, although somewhat adapted to wildfires, can be substantially harmed by more frequent and severe fires that do not let the ecosystems recover. Open water can be degraded by fire retardants and sediment that may be difficult for the ecosystem to filter out.

²⁵ Kohls, Jessica. 2015. "How Does Wildfire Ash And Smoke Impact Crops?" <https://dutchopeners.com/how-does-wildfire-ash-and-smoke-impact-crops/>.

GENERAL PLAN IMPLICATIONS

Equity and Uncertainty

When addressing vulnerability and adaptation through General Plan policies and the associated implementation plan, the *Adaptation Planning Guide* and *General Plan Guidelines* recommend consideration of equity and uncertainty.

Equity means that all people are justly and fairly included in society, and that everyone is able to participate, prosper, and achieve their full potential. Equitable climate adaptation planning involves identifying persons who are most vulnerable to climate change hazards, and ensuring that the planning process, distribution of resources, and efforts to address systematic wrongs are all conducted in an equitable manner. This Vulnerability Assessment identifies 18 vulnerable populations and assesses climate change impacts and the ability of these populations to prepare for, respond to, and recover from climate change hazards (see list in the Vulnerability Assessment Method section).

Uncertainty is the second component to consider when determining how hazardous conditions may affect Hollister. Climate change is driven by the concentration of GHGs in the atmosphere, which is affected by how our communities use resources and how we regulate those uses through local, state, federal, and international GHG-reduction goals, regulations, plans, and programs. As more action is taken to reduce GHG emissions, the less severe the effects of climate change are expected to be. Climate change models consider the concentrations of atmospheric GHG emissions and the changes in these levels over time to project future extent or intensity of hazardous events.

Even with the extensive modeling, potential impacts are projections of more likely future conditions and are not certain. Similarly, there is also substantial uncertainty about the future state of technology, socioeconomic conditions, and other factors. According to recent studies, the best approach to uncertainty is to minimize inaction by developing “no regrets” strategies that are beneficial without the presence of climate change and where the costs are low compared to the benefits. The State and the City have ample evidence to support science-based policy and decision-making.

Opportunities

Hollister currently experiences a wide range of climate change hazards that are projected to increase in frequency and intensity in the future. While GHG-reduction measures in the forthcoming 2022 *City of Hollister Climate Action Plan* will help reduce the amount of carbon dioxide in the atmosphere, adaptation strategies will be needed to increase the resilience of residents and businesses in Hollister. The General Plan should integrate adaptation measures into the update process that will help the community prepare for, respond to, and recover from climate change hazards.

- **Health and Safety.** Due to the recent update of the California Government Code Section 653029(g), with the approval of SB 379, Safety Elements are required to address climate adaptation and resilience strategies. The Health and Safety Element’s goals, policies, and implementation actions can provide resilience strategies that support both reduced impacts and improved adaptive capacity of the community to climate change-related hazards, along with policies on required hazards, such as flooding, fire, and geologic hazards. Policies within this element can ensure that health and safety concerns of the community are met, even with an increase in frequency and intensity of climate change hazards. Examples of specific policies or implementation actions could include:

- Create an extreme heat response plan that includes establishment of community cooling centers and temperature triggers for when they will open, weatherization of City buildings, and cooling strategies for persons engaged in outdoor work and persons experiencing homelessness.
 - Expand participation of programs and services that provide funding resources for economically disadvantaged households and businesses to conduct retrofits.
- **Circulation.** The Circulation Element already includes policies for the existing roadway, public transit, bicycle, and pedestrian networks in the city. These facilities are assessed in the Vulnerability Assessment; therefore, resilience strategies for these transportation systems would be appropriate to add to the Circulation Element. Policies and implementation measures may include the following:
 - Coordinate with City and regional transit providers to identify alternative routes and stops if normal infrastructure is damaged or closed because of extreme events.
 - Harden or raise roadways to ensure evacuation access during hazardous events.
 - Use heat-resistant materials on roadways, bicycle, and pedestrian infrastructure.
- **Community Services and Facilities.** The Community Services and Facilities Element provides background and policies for utilities, parks and recreation, emergency preparedness, and public facilities. These facilities and services are essential for community members' quality of life, as well as City operations, and are included in the Vulnerability Assessment. Resilience strategies in the Community Services and Facilities Element could include efforts to underground electricity lines citywide, create redundancies in the communication infrastructure, and provide sustainable back-up power supplies. Policies and implementation measures can also look at the promotion of water conservation measures, low-impact development, and green infrastructure that can help convey stormwater and reduce impacts from drought and flooding.

The Parks and Recreation section can promote public health and safety through ensuring recreation opportunities and a variety of parks and open space are available to residents and visitors. Park and open space areas can help reduce air pollution, decrease ambient air temperatures, provide shade during hot days, and function as buffers to slow down and absorb stormwater, among other benefits. Indoor recreation facilities can provide opportunities for recreation when outdoor air quality or temperatures are unhealthy. This section can include policies and actions that increase the urban tree canopy to reduce the heat island effect and clean the air, as well as protect residents and visitors from hazardous conditions. This element can also address ecosystem vulnerabilities by providing implementation actions to preserve and restore forest and riparian woodland habitats to ensure these ecosystems maintain their ecosystem services.

The public safety and emergency preparedness section of the Community Services and Facilities Element includes policies for fire, police, and rescue services in Hollister. Resilience strategies would ensure that these services continue to serve all populations adequately and effectively in the city. These strategies include developing an evacuation assistance program, requiring fire or flood safety plans as part of new development, and ensuring evacuation routes remain open and functional during emergencies.

The Community Services and Facilities Element also contains policies for public facilities throughout the city, which can serve as refuge spaces during emergencies. The Urban Sustainability Network's *Resilience Hub White Paper* and Resilience Hubs website (<http://resilience-hub.org/>) provides a key resilience strategy for public facilities: the integration of physical and virtual resilience hubs. These can serve as centralized locations for resources about climate change, opportunities to reduce emissions, and techniques to increase resilience, showcases for sustainability, energy efficiency, and low carbon building, and to help residents obtain essential resources and information during and after a disaster. Examples of specific implementation actions could include:

- Identify existing facilities to serve as resilience hubs and cooling centers that open during emergencies or specific temperature triggers for residents to go to seek refuge from extreme heat days or emergency shelter.
 - Coordinate with emergency management services to establish backup power, preferably from renewable energy sources, and water resources at emergency shelters, resilience hubs, and cooling centers in case of power outages.
- **Open Space and Agriculture.** The Open Space and Agriculture Element provides background and policies for two primary economic sectors in Hollister that were included in the Vulnerability Assessment: (1) agriculture and (2) recreation and tourism. Resilience strategies for these economic sectors can include coordinating with the County Agriculture Commissioner's Office to increase pest detection and noxious weed abatement, as well as work with farming groups and University of California (UC) Cooperative Extension to identify alternative crop types that are suitable to changing conditions.
- **Natural Resources and Conservation.** The Natural Resources and Conservation Element includes information on the ecosystems and natural resources within the city and included in the Vulnerability Assessment. California Government Code Section 65302(g)(4) requires natural infrastructure to be used in adaptation projects where feasible, which can be integrated into this element. Policies and implementation measures can include conducting wetland and riparian restoration projects to protect against flooding and managing oak woodland habitats to protect against damaging wildfires.
- **Environmental Justice.** The Environmental Justice Element being developed as part of the General Plan update will focus on reducing unique or compounded health risks in disadvantaged communities identified within Hollister. Policies can include reducing groundwater pollution, increasing public facilities and food access, and promoting safe homes and physical activity to directly address the needs of disadvantaged communities. Environmental justice policies and implementation actions can increase resiliency of vulnerable populations and ensure that these populations have opportunities to participate in the public decision-making process. Specific adaptation measures can include providing affordable healthy foods in schools and other public spaces; assisting in the repair, rehabilitation, and improvement of residential structures; and demolishing and replacing structures that are dilapidated and beyond repair.

Resilience in Other Planning Mechanisms

Resilience should not be limited to the General Plan. Adaptation and resilience rely on a cross-department, multi-disciplinary approach to successful implementation. The City should consider how adaptation and resilience can also be incorporated into other City plans, codes, projects, and implementation programs. Addressing climate change hazard events in the General Plan can support other essential safety documents, such as the *City of Hollister Local Hazard Mitigation Plan*. Development standards, such as residential building codes for buildings in flood zones and development of adequate evacuation routes, can be integrated into the Hollister Municipal Code. Policies that focus on emergency response to hazards can be included in an evacuation plan or an emergency operations plan. Adaptation measures that also reduce GHG emissions can be integrated into the Hollister Climate Action Plan and may support implementation of the San Benito County Bikeway and Pedestrian Plan and development of the City's Complete Streets Plan. Policies related to drought and flooding may be integrated into the Hollister Urban Area Water and Wastewater Master Plan and the City of Hollister Storm Drain Master Plan. Furthermore, programs such as the Hollister Municipal Code and Capital Improvement Projects Program can help implement the resilience policies developed in the General Plan through specific projects, development codes, and budgeting.

CONCLUSION

The Vulnerability Assessment identifies which hazards are expected to harm sensitive populations and assets, and which assets are most vulnerable to various hazards that are projected to intensify with climate change. A comprehensive set of results is in **Appendix B**. Understanding how climate change will affect the community and identifying the vulnerable populations and assets will enable Hollister to implement effective GHG-reduction measures and climate adaptation strategies to create a safer, sustainable, and healthier community.

As the climate continues to change and GHG emissions rise, climate change hazards will continue to harm populations, infrastructure and buildings, economic drivers, and key community services in Hollister. The Health and Safety Element update will integrate adaptation strategies into goals, policies, and implementation measures that will help increase resiliency and reduce vulnerability throughout the city.

APPENDIX A: LIST OF POPULATIONS AND ASSETS

Items Included in the Hollister Vulnerability Assessment

PlaceWorks proposed the following populations and other assets for inclusion in the Vulnerability Assessment. Each list includes a description and source of data needed to support the Vulnerability Assessment.

Populations

PlaceWorks collected population data from the U.S. Census (American Community Survey and Decennial Census), the California Healthy Places Index, CalEnviroScreen 4.0, and the San Benito Homeless Point in Time Count, consistent with the General Plan Update. Some of the data for populations listed here is not available spatially or the population type is spread throughout the city. In those cases, the scoring for the population is averaged over the entire city and the project team used literature or local knowledge to convey how those populations are affected by a particular hazard. The 20 populations identified as vulnerable by City staff are:

- Children (under 18).
- Cost-burdened households: Households paying 30 percent or more of their income towards housing expenses.
- Households in poverty: Households with an income below the poverty line, which is \$26,500 for a household of four.
- Immigrant communities.
- LGBTQIA+: Persons identifying gender or sexual orientation as lesbian, gay, bisexual, transgender, queer, intersex, asexual, or other gender and sexual identities that words cannot yet fully describe.
- Linguistically isolated persons: Spanish, Tagalog, and others.
- Low-income households: The State identifies \$81,600 as the low-income threshold for a household of four people in San Benito County in 2021.²⁶
- Low-resourced people of color: Persons identifying as a member of a racial and/or ethnic group and facing limited access to resources, such as financial, social, healthcare, or educational assistance.^{27,28}
- Outdoor workers: Workers in agriculture, agritourism, construction, outdoor recreation, etc.
- Overcrowded households: More than one person per room, severe overcrowding is more than 1.5 persons per room.
- Persons experiencing homelessness: 2020 Point In Time count reported 170 unsheltered, 112 sheltered, and 282 total persons experiencing homelessness in San Benito County.²⁹

²⁶ California Department of Housing and Community Development. 2021. State Income Limits for 2021. <https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/income-limits-2021.pdf>.

²⁷ Public Health Alliance of Southern California. 2018. *Healthy Places Index*. <https://map.healthyplacesindex.org/>

²⁸ Roos, Michelle. (E4 Strategic Solutions). 2018. Climate Justice Summary Report. California's Fourth Climate Change Assessment. Publication number: SUM-CCCA4-2018-012.

²⁹ Focus Strategies. 2020. Monterey And San Benito County Homelessness Response System: Initial Observations & Recommendations. <https://chsp.org/wp-content/themes/chsp/img/MontereySBC-Initial-Observations-Report-Final-072020.pdf>.

- Persons living in mobile homes.
- Persons with chronic illnesses and/or disabilities.
- Persons without a high school degree.
- Persons without access to lifelines: Persons without reliable access to a car, transit, or communication systems.
- Pregnant and nursing women.
- Renters.
- Seniors (65+).
- Seniors living alone.
- Unemployed persons.

Buildings and Infrastructure

PlaceWorks gathered details on infrastructure from state and local geographic information system (GIS) data, the Existing Conditions Report, and Local Hazard Mitigation Plan. These 22 asset groups are:

- Airport.
- Bicycling and pedestrian trails.^{30,31}
- Bridges: Two state bridges.³²
- Communication facilities: Cell towers, radio sites, etc.
- Community centers: Hollister Recreation Center, Hollister Veterans Memorial Building, Youth Alliance, Bertha Briggs Memorial Youth Center.
- Electrical transmission infrastructure.³³
- Transmission Lines: Pacific Gas and Electric Company (PG&E)
- Substations: Two PG&E substations
- Emergency operation buildings: San Benito County Office of Emergency Services³⁴.
- Cooling centers: Hollister Veterans Memorial Building.
- Flood Control Infrastructure.
- Government administration facilities: City Hall, Code Enforcement, Management Services Department, County of San Benito County Planning/Public Works.
- Hazardous materials sites: Eight active sites within the city.³⁵
- Homes and residential structures.

³⁰ City of Hollister. 2018. Park Facility Master Plan. <http://hollister.ca.gov/wp-content/uploads/2018/04/Public-Review-Draft-Parks-Master-Plan-2018-04-12.pdf>.

³¹ Council of San Benito County Governments. 2009. San Benito County Bikeway and Pedestrian Master Plan. <http://www.sanbenitocog.org/pdf/San%20Benito%20County%20Bikeway%20and%20Pedestrian%20Master%20Plan.pdf>.

³² Caltrans. 2022. "Caltrans GIS Data: State Highway Bridges." https://gisdata-caltrans.opendata.arcgis.com/datasets/f0f31a540f17414ba384127182f4e088_0/explore?location=37.178467%2C-119.275800%2C7.09.

³³ California Energy Commission. 2022. "California Electric Infrastructure." <https://cecgis-caenergy.opendata.arcgis.com/apps/california-electric-infrastructure-app/explore>.

³⁴ Office of Emergency Services San Benito County. 2015. San Benito County Operational Area Emergency Operations Plan. <https://www.cosb.us/home/showpublisheddocument/240/637195349974030000>.

³⁵ California Department of Toxic Substances and Control. 2021. "EnviroStor." <https://www.envirostor.dtsc.ca.gov/public/>.

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- Libraries: San Benito County Free Library.
- Major roads and highways
 - State: State Route (SR-) 156, SR-156B, SR-25.
 - Local: San Benito Street, Westside Boulevard, Memorial Driver, Valley View Road, Cerra Vista Drive, Buena Vista Road, Santa Ana Road, South Street, Hillcrest Road, Nash Road, Sunnyslope Road.
- Natural gas pipelines: PG&E.
- Parks and Open Space³⁶
 - Hollister City Parks: Allendale Park, Apricot Park, Dunne Park, Frank Klauer Memorial Park, Jerry Gabe Memorial Park, John Z. Hernandez Memorial Park, Las Brisas Park, McCarthy Park, Mirabella Park, Nora Park, River Trail, Santa Ana Park, Tony Aguirre Memorial Park, Valley View Park, Vista Park Hill, Water Reclamation Recreational Facility.
 - San Benito County Parks: Hollister Skate Park, Hollister Softball Fields.
 - School Parks: Calaveras School Park, Cerra Vista School Park, Ladd Lane Elementary School, Marguerite Maze Sports Complex, R. O. Hardin Elementary School, Rancho San Justo Sports Complex, San Benito High School Tennis Courts.
- Public safety buildings:
 - Police: Hollister Police Department headquarters.
 - Fire: Hollister Fire Stations #1, #2, #3; Hollister Air Tanker Base, San Benito County Fire Station #4, CAL FIRE Station, Department of Forestry and Fire Protection San Benito Unit.
- Railway: Union Pacific Railway.
- Schools: Hollister Dual Language Academy, Accelerated Achievement Academy, Hollister Prep, Ladd Lane Elementary, Sunnyslope Elementary, Rancho San Justo Middle, Calaveras Elementary, Cerra Vista Elementary, Maze Middle, Gabilan Hills Elementary, Spring Grove Elementary, San Benito High, Southside Elementary, R.O. Hardin Elementary, Cienega Elementary, San Benito County Regional Special Education Center, San Andreas Continuation High.
- Solid waste facilities: RJR Recycling, Chapin Plant 25 – Chapin Ready Mix, John Smith Road Landfill.
- Transit facilities: San Benito County Transit.
- Water and wastewater infrastructure: Hollister Public Works Department, Sunnyslope County Water District, Industrial Wastewater Treatment Plant, Domestic Water Reclamation Facility.

Economic Drivers

PlaceWorks determined important economic assets based on Market Demand Analysis prepared for the City of Hollister by BAE in November 2020. These five economic drivers are:

- Agriculture.
- Education.
- Major employers: R&R Labor, Hazel Hawkins Memorial Hospital, McElectronics Inc., Corbin Sparrow, Denis & Filice Packing Co., Nob Hill Foods, San Benito Foods, Target, Trical Inc., and West Marine.

³⁶ City of Hollister. 2018. Park Facility Master Plan. <http://hollister.ca.gov/wp-content/uploads/2018/04/Public-Review-Draft-Parks-Master-Plan-2018-04-12.pdf>.

- Outdoor recreation and tourism.
- State and regional parks: Hollister Hills State Vehicular Recreation Area, Fremont Peak State Park, San Benito County Historic Park, Brigantino Park.

Ecosystems and Natural Resources

PlaceWorks determined the ecosystems and natural resources based on the Existing Conditions Report for the General Plan. These six resource types are:

- Forest: Forest and woodlands occupy an estimated 93 acres of the land cover types in the Planning Area, occurring in scattered stands along the San Benito River corridor and southern slopes above the river plain.
- Grassland: Grasslands occupy most of the undeveloped hillsides to the east, south and southwest of the General Plan Planning Area outside the largely developed valley floor. The grasslands are generally composed of introduced grasses and broadleaf species.
- Open Water: Open water habitats consist of creeks, waterways, and riverine habitat and consist of approximately 92 acres in the Planning Area.
- Riparian Woodlands: Riparian vegetation occurs along San Benito River, segments of Santa Ana Creek, and some reaches of tributary drainages in the General Plan Planning Area. The riparian tree and shrub cover occupies an estimated 168 acres in the Planning Area.
- Scrub: A number of native and non-native vegetative cover types occur along the margins or just outside the General Plan Planning Area, such as mixed chaparral and coastal scrub cover an estimated 11 acres.
- Wetlands and freshwater marsh: Freshwater marsh habitat is also associated with the San Benito River and tributary drainage channels, ponds, and other waterbodies. Segments of the larger creeks in the General Plan Planning Area that do not support a canopy of woody riparian vegetation generally support some type of freshwater marsh cover along the margins of the active channel.

Key Services

These assets are based on typical services provided in cities throughout California, which are supported by the infrastructure and buildings listed previously. Key community services include the operation and functions needed to provide and maintain services. The Vulnerability Assessment evaluates the infrastructure and people needed to support them separately. These eight services include:

- Communication services: Radio, television, cellular and landline phone, and internet.
- Emergency medical response: San Benito County Emergency Medical Services Agency and American Medical Response.
- Energy delivery: PG&E and Central Coast Community Energy.
- Government administration and community services: Programs, permitting centers, and other services provided to the public by the City.
- Public safety response: Hollister Police Department, Hollister Fire Department, and CAL FIRE.
- Public transit access: San Benito County Transit.
- Solid waste removal: San Benito County Integrated Waste Management Regional Agency and Recology.
- Water and wastewater: City of Hollister and San Benito County.

APPENDIX B: VULNERABILITY ASSESSMENT RESULTS MATRIX

The Vulnerability Assessment evaluates the impact and adaptive capacity of 61 populations and assets for each of the relevant 7 hazards. Vulnerability scores of high, medium, or low were assigned to reflect how susceptible the population or asset is to the harm posed by the hazard. The City assessed 309 different pairings for vulnerability, 102 of which scored as highly vulnerable. The following matrix provides the scores for each population and assets to each relevant hazard. Gray cells with a dash (-) indicate that a specific hazard is not applicable to a specific population or asset, and therefore was not scored.

POPULATIONS AND ASSETS	AGRICULTURE & ECOSYSTEM PESTS & DISEASES	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE STORMS	WILDFIRE
Populations							
Children	-	Low	High	Medium	Medium	Medium	High
Cost-burdened households	-	Low	Medium	Medium	Medium	Low	Medium
Households in poverty	-	High	High	High	High	High	High
Immigrant communities	High	Medium	High	High	High	High	High
LGBTQIA+	-	Low	Low	Medium	Medium	Low	Medium
Linguistically isolated persons	-	Low	Medium	Medium	Medium	Medium	Medium
Low-income households	-	Medium	Medium	Medium	Medium	Medium	Medium
Low-resourced people of color	Medium	High	High	High	High	High	High
Outdoor workers	High	High	High	High	High	High	High
Overcrowded households	-	Low	Medium	Medium	High	Low	Medium
Persons experiencing homelessness	-	Medium	High	High	High	High	High
Persons living in mobile homes	-	Low	High	High	Medium	High	Low

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POPULATIONS AND ASSETS	AGRICULTURE & ECOSYSTEM PESTS & DISEASES	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE STORMS	WILDFIRE
Persons with chronic illnesses and/ or disabilities	-	Low	High	Medium	High	High	High
Persons without a high school degree	-	Low	Low	Low	Low	Low	Low
Persons without access to lifelines	-	Low	Medium	High	Medium	Medium	Medium
Pregnant and nursing women	-	Low	High	Medium	High	Medium	High
Renters	-	Low	Low	Low	Low	Low	Low
Seniors (65+)	-	Low	High	High	High	Medium	High
Seniors living alone	-	Low	High	High	High	High	High
Unemployed persons	-	Medium	Medium	Low	Medium	Medium	Medium
Buildings and Infrastructure							
Airport	-	-	Low	-	-	Medium	-
Bicycling and pedestrian trails	Low	-	-	Low	-	Low	Low
Bridges	-	-	-	High	-	High	Medium
Communication facilities	-	-	Low	-	-	High	Medium
Community centers	-	-	Low	-	-	Medium	Low
Electrical transmission infrastructure	-	-	High	Low	-	High	High
Emergency operation buildings	-	-	Low	-	-	Low	-
Cooling centers	-	-	Medium	-	-	Medium	Medium
Flood Control Infrastructure	-	-	-	Medium	-	High	Low

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POPULATIONS AND ASSETS	AGRICULTURE & ECOSYSTEM PESTS & DISEASES	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE STORMS	WILDFIRE
Government administration facilities	-	-	Low	Low	-	Medium	-
Hazardous materials sites	-	-	-	Medium	-	Medium	Medium
Homes and residential structures	-	-	Medium	Medium	-	High	High
Libraries	-	-	Low	Low	-	Medium	-
Major roads and highways	-	-	Medium	High	-	Low	High
Natural gas pipelines	-	-	-	Low	-	-	Low
Parks and open space	Medium	Medium	Low	Low	-	Low	Medium
Public safety buildings	-	-	Low	Low	-	Low	Low
Railway	-	-	High	Medium	-	Medium	-
Schools	-	-	Medium	Low	-	Medium	Medium
Solid waste facilities	-	-	-	Medium	-	Low	Low
Transit facilities	-	-	-	Low	-	Low	-
Water and wastewater infrastructure	-	Low	-	Medium	-	Medium	Medium
Economic Drivers							
Agriculture	High	High	High	High	High	High	High
Education	-	-	Low	Low	Medium	Low	Medium
Major employers	Medium	Medium	Medium	High	Medium	Low	Medium
Outdoor recreation and tourism	Medium	Low	High	Medium	Medium	Medium	High

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POPULATIONS AND ASSETS	AGRICULTURE & ECOSYSTEM PESTS & DISEASES	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE STORMS	WILDFIRE
State and regional parks	High	Medium	High	Medium	Medium	Medium	High
Ecosystems and Natural Resources							
Forest	High	Low	Medium	-	-	High	Low
Grassland	Low	Medium	Low	Low	-	Low	Medium
Open Water	Low	High	High	High	-	High	High
Riparian Woodlands	Medium	Medium	Medium	Medium	-	High	Medium
Scrub	Medium	Medium	Medium	Low	-	Medium	High
Wetlands and Freshwater Marsh	Low	High	High	Low	-	Low	Medium
Key Services							
Communication services	Low	-	Low	Low	-	High	Medium
Emergency medical response	Low	-	Medium	Medium	High	Medium	Low
Energy delivery	Medium	Low	High	Low	-	High	High
Government administration & community services	-	-	Low	Low	Low	Low	Low
Public safety response	Medium	-	Medium	High	Medium	Medium	Medium
Public transit access	Low	-	High	High	Low	High	High
Solid waste removal	Low	-	Medium	Medium	Low	Medium	Medium
Water and wastewater	Low	High	Medium	High	-	Medium	High

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City of Hollister

CLIMATE ACTION PLAN

October 2024



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View of mountain image by Rene Rodriguez.



City of Hollister

CLIMATE ACTION PLAN

October 2024

Prepared for:

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LIST OF ACRONYMS AND ABBREVIATIONS

°F: degrees Fahrenheit

3CE: Central Coast Community Energy

AB: Assembly Bill

AMBAG: Association of Monterey Bay Area Governments

CAP: Climate Action Plan

CAPCOA: California Air Pollution Control Officers Association

CARB: California Air Resources Board

CCA: community choice aggregation

CCES: Central Coast Energy Services

CEC: California Energy Commission

CEQA: California Environmental Quality Act

CH₄: methane

CO₂: carbon dioxide

CO₂e: carbon dioxide equivalent

DOE: United States Department of Energy

EV: electric vehicle

GHG: greenhouse gas

IPCC: Intergovernmental Panel on Climate Change

JPA: joint powers authority

kWh: kilowatt-hours

LCFS: Low Carbon Fuel Standard

MBARD: Monterey Bay Air Resources District

MTCO₂e: metric tons of carbon dioxide equivalent

N₂O: nitrous oxide

OPR: California Governor's Office of Planning and Research

PG&E: Pacific Gas and Electric Company

PSPS: Public Safety Power Shutoff



PV: photovoltaic

RDWWTP: Regional Domestic Wastewater Treatment Plant

RPS: Renewables Portfolio Standard

SB: Senate Bill

SBCWD: San Benito County Water District

SOI: sphere of influence

US EPA: United States Environmental Protection Agency

VMT: vehicle miles traveled

WUI: wildland urban interface

ZEV: zero-emissions vehicle



EXECUTIVE SUMMARY



Photo credit: Kent Rossi

The 2024 Climate Action Plan (CAP) is Hollister’s strategic plan to reduce greenhouse gas (GHG) emissions and to adapt to changing climate conditions. The CAP allows the City of Hollister’s decision makers, staff, and community to understand the sources and magnitude of local GHG emissions and the impacts of climate change on the community, prioritize steps to achieve long-term GHG emissions reduction targets, and increase resilience.

As part of the CAP, the City assessed GHG emissions both within city limits and inside the City’s Sphere of Influence (SOI). This combined area, known as the CAP Study Area, represents the potential expanded area of the city boundary if all growth areas are annexed and incorporated into the City of Hollister as anticipated by the Hollister 2040 General Plan.

GREENHOUSE GAS EMISSIONS REDUCTION TARGETS

The State of California has adopted two regulatory GHG reduction targets. Senate Bill (SB) 32 (2016) requires that the State reduce GHG emissions 40 percent below 1990 levels by 2030. Assembly Bill (AB) 1279 (2022) requires California to reduce GHG emissions 85 percent below 1990 levels and to achieve net carbon neutrality by 2045. Although the State does not have an adopted GHG reduction target for 2040, a 2040 target of 64 percent below 1990 levels is consistent with the State’s planned GHG reduction trends. GHG emissions targets for the CAP Study Area are shown in **Table ES-1**.

Table ES-1 GHG Emissions Targets in CAP Study Area (MTCO₂e)

Target	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e
Reduction Targets	125,990 (40 percent below 1990 levels)	75,990 (64 percent below 1990 levels)	31,500 (85 percent below 1990 levels)

GREENHOUSE GAS INVENTORY AND FORECAST

A GHG inventory is a summary of the GHG emissions generated by activities that take place within a community, and a GHG forecast shows projected future GHG emissions without implementation of any GHG reduction measures. The GHG emissions inventories and the GHG forecast lay the groundwork for the CAP, which seeks to align the City's GHG reduction efforts with State reduction targets. The CAP contains GHG inventories for the years 2005 and 2019. These inventories assess emissions produced by transportation, residential and nonresidential energy use, off-road equipment, solid waste, water and wastewater, agriculture, and land use, including development and sequestration.

As seen in **Table ES-2**, GHG emissions within Hollister city limits declined by about 4 percent between 2005 and 2019. In 2005, the City of Hollister emitted 247,030 metric tons of carbon dioxide equivalent (MTCO₂e). In 2005, transportation was the largest emitter (45 percent of emissions), followed by nonresidential energy (22 percent). In 2019, the City of Hollister emitted 236,760 MTCO₂e. Transportation remained the largest emitter, accounting for 59 percent of emissions.

In 2019, GHG emissions in the Study Area were 244,750 MTCO₂e, as shown in **Table ES-3**. A GHG emissions forecast uses estimates of future community populations and job growth to predict how emissions would grow over time if no action is taken at the federal, state, local, or regional level to reduce them. The CAP includes a GHG forecast for the calendar years 2030, 2040, and 2045 for the CAP Study Area, consistent with the Hollister 2040 General Plan Update. As shown in **Table ES-3**, Hollister's CAP Study Area GHG emissions are expected to increase by 93 percent between 2019 and 2045 if no action is taken to reduce emissions.

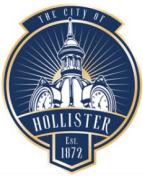


Table ES-2 Hollister City Limits GHG Emissions, 2005 and 2019

Sector	2005 Inventory MTCO ₂ e	2005 Proportion of Total	2019 Inventory MTCO ₂ e	2019 Proportion of Total
Transportation	110,040	45%	140,350	59%
Nonresidential energy	55,120	22%	11,150	5%
Residential energy	36,210	15%	24,240	10%
Off-road equipment	32,310	13%	43,690	18%
Solid waste	11,330	5%	17,930	8%
Water and wastewater	2,320	1%	1,040	Less than 1%
Agriculture	400	Less than 1%	320	Less than 1%
Land use and sequestration	-2,300	-1%	-2,460	-1%
Development activities	1,600	Less than 1%	500	Less than 1%
Total Annual MTCO ₂ e	247,030	100%	236,760	100%

Table ES-3 GHG Emissions within CAP Study Area by Sector, 2019-2045

Sector	2019* MTCO ₂ e	2030* MTCO ₂ e	2040* MTCO ₂ e	2045* MTCO ₂ e	Percentage Change, 2019 to 2045
Transportation	145,080	241,980	273,520	289,320	99%
Nonresidential energy	11,380	15,940	18,770	20,180	77%
Residential energy	25,580	36,780	44,720	48,690	90%
Off-road equipment	45,580	63,540	76,290	82,550	81%
Solid waste	18,660	25,910	30,780	33,220	78%
Water and wastewater	1,080	1,500	1,7920	1,930	78%
Agriculture	1,120	620	0	0	-100%
Land use and sequestration	-2,960	-4,010	-5,930	-5,930	100%
Development activities	-770	270	2,090	3,010	-491%
Total	244,750	382,520	442,030	472,970	93%

* Data shown for 2019 are the inventory of community-wide GHG emissions. The data shown for 2030, 2040, and 2045 are GHG emission forecasts based on projections from the 2019 inventory.



GREENHOUSE GAS REDUCTION STRATEGIES

This CAP accounts for GHG emissions reductions anticipated from the City's existing climate policies and programs, as well as actions already and soon-to-be implemented at the state level. As shown in **Table ES-4**, with the implementation of existing State and local actions, the CAP Study Area's GHG emissions are projected to be at 274,000 MTCO₂e by 2030, 273,290 by 2040, and 282,340 by 2045.

Table ES-4 Hollister CAP Study Area GHG Emission Reductions from State, Regional, and Local Activities, 2019 to 2045

GHG EMISSIONS	2019 MTCO ₂ e	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e	Percentage Change 2019 to 2045
Forecasted emissions without State actions	244,750	382,520	442,030	472,970	93%
Reductions from Renewables Portfolio Standard		320	750	1,440	
Renewable natural gas		3,200	9,700	12,300	
Reductions from Clean Car standards		45,930	81,450	91,220	
Reductions from Title 24		5,090	12,430	16,540	
Reductions from LCFS (off-road only)		47,020	56,560	61,090	
Reductions from Senate Bill 1383		6,100	7,250	7,820	
Reductions from all State actions		107,660	168,130	190,410	
Emissions with State actions	244,750	274,860	273,910	282,560	15%
3CE renewable energy portfolio		610	400	0	
Emissions reductions from existing local actions		610	400	0	
Emissions with State and local actions (excludes CAP)	244,750	274,000	273,290	282,340	15%

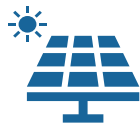


While implementation of existing State and local actions will bring the city closer to meeting its GHG emission targets, these actions are insufficient on their own. Thus, the CAP identifies future strategies that will help the community meet its long-term emissions reductions targets. The 33 strategies, listed in **Table ES-5**, are organized by eight goals, one for each key topic area:



Sustainable Energy and Resilience

Reduced energy use through use of energy-efficient appliances, lighting, and materials in our homes, businesses, and City facilities.



Carbon-Free Energy

Existing and new buildings, facilities, and operations are resilient and powered by carbon-free electricity or other low carbon, clean energy sources



Transportation

A connected and efficient transportation network that provides equitable access to low carbon motorized and GHG-free nonmotorized mobility options.



Off-road Equipment

Hollister encourages residents, businesses, and industries to electrify off-road equipment when feasible.



Solid Waste

Hollister residents, businesses, and visitors minimize waste sent to the landfill.



Water and Wastewater

The community maintains a sustainable supply of drinking water and efficient indoor and outdoor water use in homes, businesses, and operations.



Natural Resources and Agriculture

Preserve and expand natural resources and agricultural land.



Governance and Leadership

Work with regional partners to implement the CAP and take actions to increase community resilience against climate hazards.



Table ES-5 GHG Reduction Strategies

Strategy by Sector	
Sustainable Energy and Resilience	
1	Municipal energy efficiency and conservation
2	Sustainable community-wide building standards
3	Residential energy efficiency and conservation
4	Nonresidential energy conservation and efficiency
Carbon-Free Energy	
5	Onsite solar energy for new development
6	Municipal renewable and carbon-free energy
7	Community-wide renewable, carbon-free, and resilient energy systems
8	Electrification
9	Building code updates and incentives for electrification of new buildings
Transportation	
10	Vehicle miles traveled
11	Active transportation infrastructure
12	Safe Routes to Schools
13	Transit access
14	Electric vehicles (EVs)
15	Low carbon municipal vehicles, school buses, and transit options
16	Creation of an EV car sharing program
Off-road equipment	
17	Electrification of construction and landscaping equipment
Solid Waste	
18	Reduce community-wide waste generation
19	Recycling and composting education
20	Methane capture at landfills
Water and Wastewater	
21	Reduce community-wide water use
22	Reduce municipal water use and increase recycling efforts
23	Methane capture for wastewater treatment facilities



Strategy by Sector	
Natural Resources and Agriculture	
24	Natural resources and open space
25	Tree planting and preservation
26	Green infrastructure
27	Local food systems
28	Sustainable agriculture and carbon sequestration
Governance and Leadership	
29	Regional cooperation
30	Community resilience resources
31	Safety for outdoor workers
32	Green jobs
33	Climate change awareness and education

Implementing the CAP will require City leadership to put the strategies in the CAP into effect and report progress. To ensure that the implementation process is efficient and transparent, this CAP includes a work plan that identifies responsible departments, partners, and time frames associated with each strategy. Implementation strategies are shown in **Table ES-6**.

Table ES-6 List of Implementation Strategies

CAP Implementation Strategies	
1	Program Development and Staffing
2	Monitor and Report Progress Toward Climate Action Plan Target Achievement on an Annual Basis.
3	Continue Collaborative Partnership with Agencies and Community Groups that Support Climate Action Plan Implementation.
4	Secure Necessary Funding to Implement the Climate Action Plan.
5	Continue to Update the Baseline Emissions Inventory and Community Climate Action Plan Every Five Years.
6	Maintain and Update the Community Climate Action Plan to Allow for Greater Resilience.



COMMUNITY-WIDE GHG EMISSIONS REDUCTION

In conjunction with existing local and State programs, CAP strategies provide a path to reduce the CAP Study Area's (city limits and SOI) GHG emissions to 202,303 MTCO₂e by 2030, 93,890 by 2040, and 31,110 MTCO₂e by 2045, as shown in **Table ES-7**. The CAP Study Area has the potential to exceed the City's reduction target of 85 percent below 1990 levels by 2045.

Table ES-7 Progress to GHG Emissions Targets in CAP Study Area

GHG Emissions	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e
Reduction targets	125,990 (40 percent below 1990 levels)	75,990 (64 percent below 1990 levels)	31,500 (85 percent below 1990 levels)
Forecasted emissions without actions (business-as-usual)	382,520	442,030	472,970
Forecasted emissions with State actions and 3CE	274,000	273,290	282,340
Emissions with State Actions, 3CE, and CAP	202,030	93,890	31,100
Target achieved?	No	No	Yes
Gap to target	76,040	17,900	-390

This CAP allows Hollister to achieve a level of GHG reduction consistent with the State's long-term reduction targets. The performance standards associated with the strategies that achieve these reductions are in line with the modeling prepared for the State's 2022 Climate Change Scoping Plan and provide a demonstrable path to meeting the 2045 GHG reduction target without significantly exceeding the statewide modeling assumptions.

The CAP does not quantitatively demonstrate net-carbon neutrality, as the State has not yet provided guidance for how local governments can do so. However, this CAP supports a path to net-carbon neutrality by providing strategies to increase carbon sequestration and commits to a reduction of GHG emissions to at least 85 percent below 1990 levels by 2045. This CAP does not achieve the State's shorter-term 2030 target, as quantitatively modeling that level of reduction would require establishing and rapidly accelerating programs at a level that is not feasible. However, it does enable Hollister to make significant and meaningful reductions in community GHG emissions in the short-term and accelerate reductions in the long-term.

It is likely that in future years, new policies and regulations, new technologies, changes in personal and economic behaviors and preferences, and other factors will reduce Hollister's GHG emissions. However, these reductions cannot be accurately forecasted at this time. Future updates to this CAP will be able to better assess emerging trends and unexpected changes and include them in the GHG reduction strategy as appropriate.



1. INTRODUCTION



Photo credit: Michael Grzan.

PURPOSE OF THE CLIMATE ACTION PLAN

The Hollister Climate Action Plan (CAP) serves as the strategic plan for how the City of Hollister will reduce greenhouse gas (GHG) emissions and foster a more sustainable community through 2045 and beyond. The City prepared this CAP concurrently with the comprehensive update of the City's General Plan, which ensured consistency between the two plans and allowed the City to conduct simultaneous community outreach and engagement for both planning efforts. The CAP is consistent with the community vision, goals, and policies presented in the General Plan. This CAP describes the causes and impacts of climate change in Hollister, assesses the community's existing and projected future GHG emissions, and establishes GHG reduction strategies and an associated implementation plan.

Climate action planning brings together decision makers, community members, and stakeholders to better understand what climate change means to the community, identify the sources and magnitude of local GHG emissions from different sectors, establish GHG reduction goals, and develop a pathway for reducing local GHG emissions and adapting to changing climate hazards for a more sustainable future. Local climate action planning focuses on activities that cities can directly control or influence, like land use planning, transportation options, infrastructure improvements, open space management, and other activities. The primary purpose of this CAP is to reduce the amount of GHG emissions released into the atmosphere to meet regulatory emission targets and help lessen the impacts of climate change, also known as climate mitigation. In addition to reducing emissions, climate mitigation strategies often yield numerous social, economic, and ecological co-benefits that enhance quality of life. These benefits may include a healthier and more robust economy, cost savings from lower energy and resource use, improved public health, and greater community equity, among many others.



Photo credit: Jacquelyn Scimeca

As part of the CAP, the City assessed GHG emissions both within city limits and inside the City's Sphere of Influence (SOI). This combined area, known as the CAP Study Area and shown in **Figure 1**, represents the potential expanded area of the city boundary if all growth areas are annexed and incorporated into the City of Hollister as anticipated by the Hollister 2040 General Plan.

Under the CEQA Guidelines for Plans for the Reduction of Greenhouse Gas Emissions (California Code of Regulations Section 15183.5)¹ development and implementation of CAPs and other strategic plans to reduce GHG emissions can streamline the environmental review process for new development projects subject to CEQA. If a CAP meets the State criteria, including identification of measures and performance standards to meet GHG reduction targets, projects that are consistent with the GHG emission reduction approach in the

CAP could be determined to have a less-than-significant impact on GHG emissions, reducing the need for additional analyses or mitigation measures. CAPs that may be used this way are referred to as Qualified GHG Reduction Strategies or Plans. This CAP is consistent with the State CEQA Guidelines and has been reviewed as part of the General Plan Environmental Impact Report. The details of this benefit are further described in the State of California Regulations and Guidance section.

RELATIONSHIP TO HOLLISTER 2040 GENERAL PLAN

This CAP is consistent with Hollister's General Plan Update, which establishes the community's vision for the future of Hollister and serves as a blueprint for decisions affecting land use, housing, transportation, operations management, and other topics regarding public services in Hollister over the next 20 years. The Hollister 2040 General Plan Update is a comprehensive long-range planning document that contains community-wide goals and policies regarding land use, housing, open space, circulation, economic development, public services, infrastructure, emergency preparedness, and community health, among other topics.

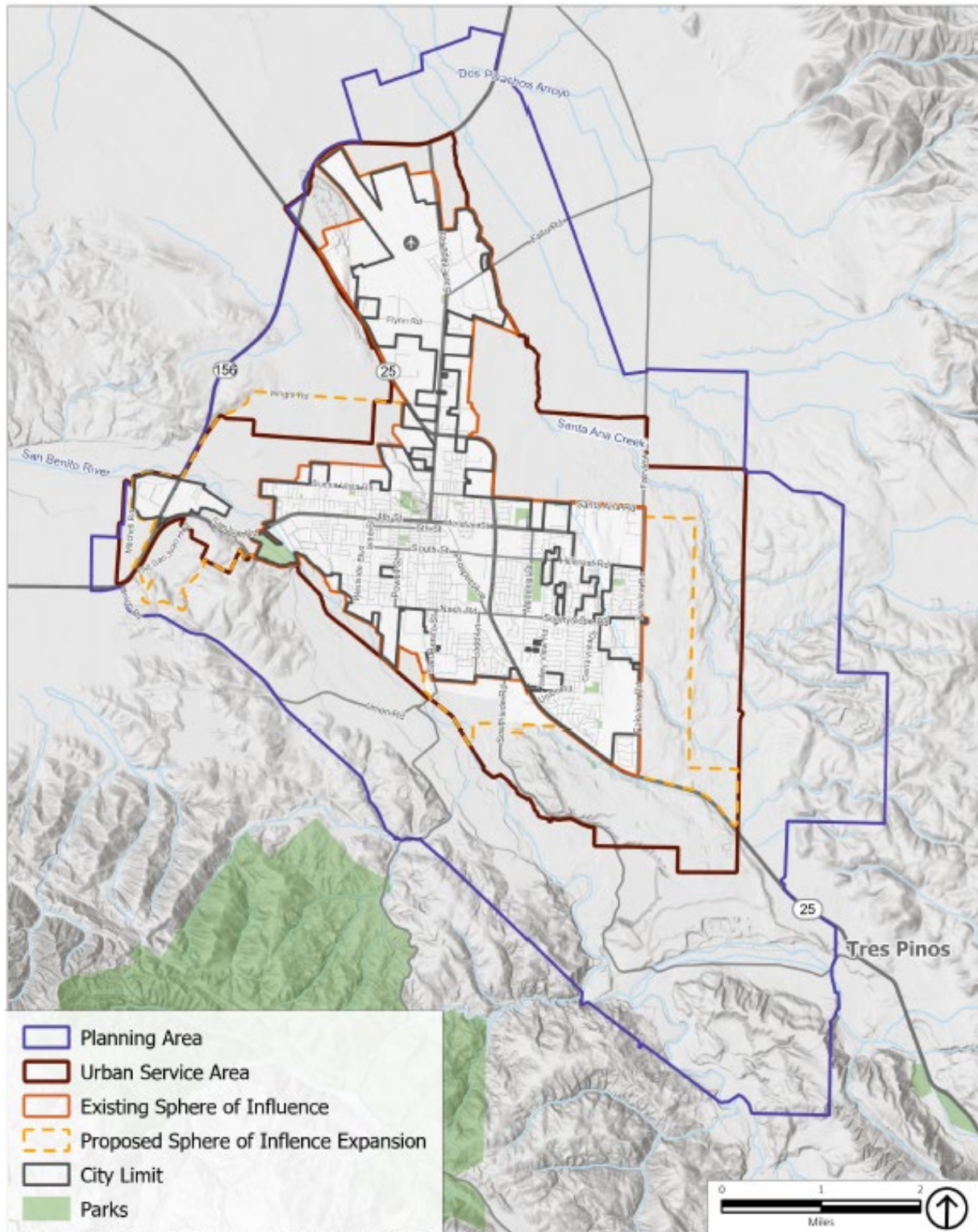
Several Hollister 2040 General Plan Update goals and policies are relevant to climate change. Environmental justice policies address inequities in the built environment in compliance with SB 1000, approved in 2016. SB 1000 requires local governments to identify disadvantaged communities and address environmental justice in the General Plan Update through policies that aim to reduce health risks in disadvantaged communities, promote inclusive civic engagement in the planning process, and prioritize improvements that address the needs of disadvantaged communities.² The Hollister 2040 General Plan Update identifies goals, policies, and objectives that reduce health risks caused by environmental pollution and reduce disparities in access to amenities, prioritizing improvements in disadvantaged communities most affected.

¹ 2024 CEQA Guidelines are available online: https://www.califaep.org/statute_and_guidelines.php.

² California State Senate. 2016, September 24. Senate Bill No. 1000. California Legislative Information. https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1000.



Figure 1 CAP Study Area



Source: ESRI, 2020; PlaceWorks, 2023; San Benito County, 2020; USGS, 2019



The General Plan **Health and Safety Element** addresses public safety concerns related to the natural and built environment. The Health and Safety Element provides information about risks from natural and human-made hazards and includes goals, policies, and actions designed to protect the community and its property from hazards. In accordance with SB 379 (2015), the Health and Safety Element includes a vulnerability assessment that identifies the unique risks to the community caused by climate change and informs policies to address those vulnerabilities.³

Other Hollister 2040 General Plan Update elements include policies and actions that affect GHG emission reduction and resilience:

The **Land Use Element** encourages infill development, mixed-use development, and development around transit to reduce vehicle miles traveled (VMT) and associated transportation emissions.

The **Open Space and Agriculture Element** encourages the preservation of parks, natural lands, and agricultural land, which can help to mitigate the heat-island effect, support ecosystem services, and increase local carbon sequestration.

The **Natural Resources and Conservation Element** encourages water and energy conservation, green infrastructure, and restoration of key wildlife habitats, which can help improve air and water quality, support biodiversity, and mitigate climate change impacts. Nature-based solutions, such as wetland and riparian restoration projects, can protect against flooding and managing oak woodland habitats can protect against damaging wildfires.

Each of these elements plays a role in enhancing Hollister's resilience and sustainability. The Hollister 2040 General Plan Update references this plan, recognizing the City's climate action planning efforts must be updated on a more regular basis than the General Plan to be responsive to changing regulations, guidance, technology, best practices, and science.

PLAN CONTENTS

The following chapters summarize the community's GHG emissions and introduce strategies to reduce emissions, adapt to changing conditions, and promote sustainability.

- This chapter, **Chapter 1**, introduces climate planning and context for the CAP, including an overview of the city and region's climate change work to date, and the relationship between the CAP and State and regional planning efforts.
- **Chapter 2** describes climate change and primary climate change impacts and hazards in Hollister.
- **Chapter 3**, GHG Emissions in Hollister, contains several sections:
 - The **Community-Wide GHG Inventory** summarizes and analyzes GHG inventory results for 2005 and 2019 and shows how emissions in the city boundary, SOI, and CAP Study Area have changed over time.
 - The **CAP Study Area GHG Forecasts** section presents the results of the GHG emissions forecasts for the city boundary, SOI, and CAP Study Area for 2030, 2040, and 2045.
- **Chapter 4**, GHG Emission Reduction Strategy, has four sections in addition to Background and Summary sections:
 - The **GHG Emissions Reduction Targets** section explains the GHG emission reductions needed for Hollister to meet the State's emission reduction targets.

³ California State Senate. 2015, October 8. Senate Bill No. 379. California Legislative Information. https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201520160SB379.



- The **Achieving the Targets: Existing and New Reduction Strategies** section outlines the existing and new local and State initiatives that are expected to reduce Hollister's future GHG emissions and move the community closer to achieving its targets.
- The **Achieving the Targets: Existing Local Actions to Reduce GHG Emissions** section describes various regional and local initiatives that help further reduce Hollister's community-wide GHG emissions.
- The **Achieving the Targets: New GHG Emission Reduction Strategies** section outlines the strategies that show a viable path for Hollister to reach its established GHG emission reduction targets. This section charts progress toward reaching State emissions reduction targets and presents goals, strategies, and actions for Hollister to achieve its local GHG emissions targets.
- **Chapter 5, CAP Implementation Strategy**, describes the implementation details for the strategies in the CAP and a potential approach to putting these strategies into effect.
- **Appendix A** provides details on the community-wide inventory sector, State GHG emission reductions, and technical data for existing and planned activities.
- **Appendix B** provides detailed information about climate regulations in California that guide local climate action planning and sustainability programs.

Sustainability in Hollister and the Region

This is Hollister's first CAP. As Hollister develops its sustainability programs, the City will continue to collaborate with regional partners to improve sustainability in the region, including with neighboring jurisdictions, San Benito County, and the Association of Monterey Bay Area Governments (AMBAG).⁴

As part of its Energy Watch Program, which was active between 2006 and 2020, AMBAG provided funding and technical assistance to help its 21 jurisdictions achieve sustainability goals and reduce GHG emissions in an equitable and economical manner. During the program, AMBAG conducted energy audits for 220 municipal facilities in the Monterey Bay area and helped fund renewable energy projects that generated more than 110 million kilowatt-hours (kWh) per year, equivalent to 15 million dollars of savings in utility costs. AMBAG also worked closely with some jurisdictions to create reports and Energy Action Strategies, which provided an analysis of annual energy consumption patterns alongside conservation initiatives that are feasible and appropriate for each jurisdiction. Currently, AMBAG is focused on providing technical assistance to

CENTRAL COAST COMMUNITY ENERGY (3CE)

3CE began operation as the region's Community Choice Aggregation program in 2016, serving as the default electricity provider for all communities in San Benito County as well as many other communities in the Monterey Bay and Central Coast region. 3CE provides two choices for electricity: 3Cchoice (a mix of renewable and non-renewable sources) and 3Cprime (a 100%-renewable option). As a public agency, 3CE sells power at a lower price than PG&E, resulting in economic benefits for Hollister residents and businesses, supporting the local economy. 3CE also dedicated millions of dollars to local energy programs such as solar power for low-income families and installation of electric vehicle charging stations.

⁴ AMBAG is the regional Joint Powers Authority (JPA) covering Monterey, Santa Cruz, and San Benito Counties. AMBAG performs metropolitan-level transportation planning for the region, including transportation demand modeling, regional housing assessments, and population and employment forecasts. AMBAG also provided climate action planning support on a regional and local scale through its Energy Watch Program.



support climate action planning in the Monterey Bay region, including using a standardized approach to prepare community-wide GHG inventories for all member jurisdictions, including Hollister. Results of Hollister's community-wide GHG inventory are discussed in **Chapter 3**. Additionally, AMBAG staff provides resources and opportunities for peer learning to member jurisdictions who are working to develop, adopt, and implement CAPs.

Hollister is already taking action to increase local clean energy supply options for residents, businesses, and City operations by participating in the Central Coast Community Energy (3CE) program. Residents and businesses in 3CE's service area, including Hollister, are automatically enrolled in 3CE's 3Cchoice program, which is distributed to customers through Pacific Gas and Electric Company's (PG&E's) existing grid infrastructure. 3CE has committed to accelerating the deployment of renewable energy to their power mix to supply 60 percent of electricity from eligible renewable sources by the end of 2025 and 100 percent of electricity from eligible renewable sources by the end of 2030. In 2022, there were 3,470 locations that have installed solar photovoltaic (PV) systems in Hollister, mostly on residential buildings. These facilities generate an estimated 44.5 million kWh annually.

Hollister has a year-round downtown farmer's market (managed by the Hollister Downtown Association), supports technical assistance to promote green business practices (through the San Benito County Green Business Program) and has 31 publicly accessible electric vehicle (EV) charging stations.

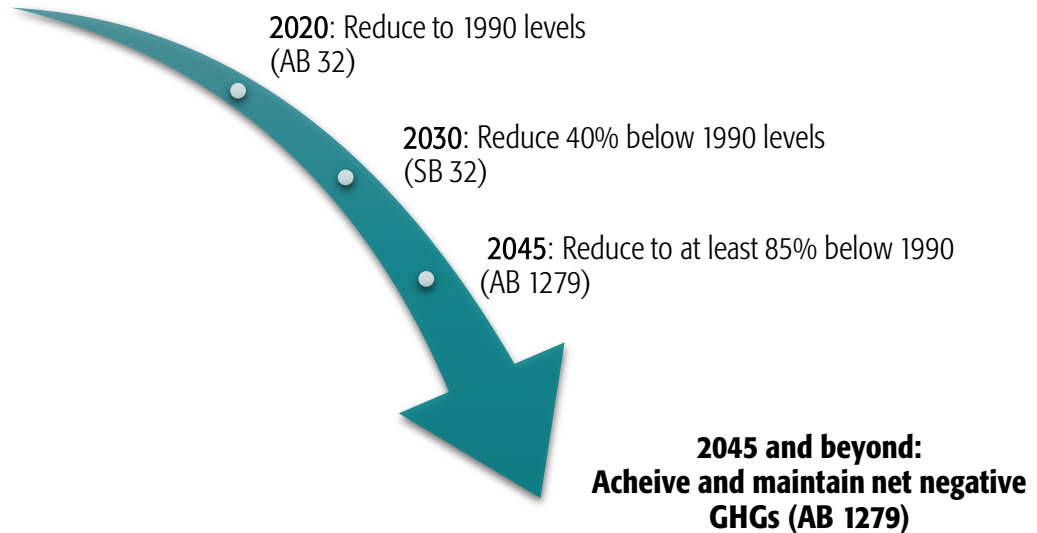
STATE OF CALIFORNIA REGULATIONS AND GUIDANCE

California law first directly addressed climate change in 1988, when Assembly Bill (AB) 4420 directed State agencies to prepare a GHG inventory and study the impacts of climate change. Since then, California has adopted several laws to assess climate change, analyze GHG emissions and their effects, reduce emissions, identify climate change impacts, and prepare for the impacts of climate change. **Figure 2** shows the State's major GHG reduction targets. This section briefly summarizes the key State and regional climate change legislation, guidance, and actions that set specific GHG emissions reductions targets, with which this plan is required to comply. **Appendix B** provides more details of applicable State climate change legislation and guidance.



Figure 2 California's GHG Reduction Targets

1990 emission levels



- **Executive Order S-03-05 and Assembly Bill 32 (California Global Warming Solutions Act of 2006).** In 2005, former Governor Schwarzenegger issued Executive Order S-03-05, which established the first statewide GHG reduction goals for California and directed the State to: reduce emissions to 2000 levels by 2010, reduce emissions to 1990 levels by 2020, and reduce emissions 80 percent below 1990 levels by 2045. In 2006, Governor Schwarzenegger signed AB 32, the Global Warming Solutions Act of 2006. AB 32 codified the 2020 reduction goal, requiring California to reduce statewide GHG emissions to 1990 levels by 2020.
- **Executive Order B-30-15 and Senate Bill 32.** In 2015, former Governor Jerry Brown signed Executive Order B-30-15, which directed State agencies to take several steps to reduce statewide GHG emissions and adapt to changing climate conditions. One section of this executive order set a GHG reduction goal for the State of 40 percent below 1990 levels by 2030. In 2016, the Legislature passed, and the governor signed SB 32, which codified the 2030 GHG reduction goal into law.
- **Executive Order B-55-18 and Assembly Bill 1279.** In 2018, Governor Brown issued Executive Order B-55-18, which established an additional statewide goal of achieving carbon neutrality (no net GHG emissions) by 2045. Under this goal, any GHGs that are emitted by California must be fully offset by other activities by 2045. In September 2022, Governor Newsom signed AB 1279, the California Climate Crisis Act, which requires the State to achieve net-zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. The bill also requires California to reduce statewide GHG emissions by at least 85 percent compared to 1990 levels and directs the California Air Resources Board (CARB) to work with relevant State agencies to achieve these goals.



Climate Change Scoping Plan

The Climate Change Scoping Plan (Scoping Plan) was first adopted by CARB in 2008. It lays out the State's plan to reduce GHG emissions in accordance with adopted targets, including direct regulations, alternate compliance mechanisms, incentives, voluntary actions, and market-based approaches like a cap-and-trade program. CARB updated the Scoping Plan in 2014 and 2017 to reflect new State targets and additional opportunities for GHG emission reduction.

In December 2022, CARB adopted a third update to the Scoping Plan. Core strategies outlined in the 2022 Scoping Plan include:

- Transitioning to zero-emission vehicles (ZEVs) and near-ZEV technologies.
- Continued investment in renewables, such as solar, wind, and other types of renewable energy.
- Greater use of low carbon fuels.
- Integrated land conservation and development strategies.
- Coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases).
- Integrated land use planning to support livable, transit-connected communities and conserve agricultural and other lands.
- Requirements for GHG reductions at stationary sources complement local air pollution control efforts by the local air districts to tighten criteria air pollutant and toxic air contaminant emissions limits on a broad spectrum of industrial sources.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires many proposed development projects to conduct an environmental review that identifies how the project may impact the environment, including changes to GHG emissions. CEQA Guidelines require local governments to use adopted plans for reducing GHG emissions to address the cumulative impacts of individual future projects on GHG emissions (see CEQA Guidelines Section 15183.5(b)(1)).

Consistent with CEQA Guidelines, lead agencies may use adopted GHG reduction plans, such as a CAP, to assess the cumulative impacts of projects on climate change at a programmatic level. If the adopted plan is consistent with CEQA Guidelines Section 15183.5, the analysis and GHG reduction efforts in the plan may be applied to individual projects, meaning that the projects would not have to conduct separate GHG analyses and project-specific environmental documents may tier from and/or incorporate by reference the existing programmatic review. Projects that have cumulative impacts on GHG emissions may still need to prepare a separate GHG analysis and environmental review.

After adoption, the City may use the CAP to assess the cumulative impacts of projects on climate change at a programmatic level. The GHG reduction efforts in the CAP may be applied to the individual projects, meaning that the projects would not have to conduct a separate GHG analysis, and project-specific environmental documents may tier from and/or incorporate by reference the existing programmatic review. A project-specific environmental document that relies on the Hollister CAP for its GHG impacts analysis must show consistency with the CAP, identify specific GHG reduction strategies from the Hollister CAP that are applicable to the project, and demonstrate how the project will implement these strategies. Project applicants and City staff will identify specific strategies applicable to each project during project review. If applicable strategies are not otherwise binding and enforceable, they must be incorporated as mitigation strategies for the project.



This CAP meets the requirements in the CEQA Guidelines that allow it to be applied to individual projects by:

- Quantifying emissions, both existing and projected over a specified period, resulting from activities within a defined geographic area, as discussed in Chapter 3.
- Establishing a level, based on substantial evidence, below which the contribution of emissions from activities covered by the plan would not be cumulatively considerable. A CAP seeking to be a Qualified GHG Reduction Strategy must have a GHG emission reduction target or targets that substantially reduce GHG emissions, can be feasibly achieved, and can be reasonably tracked and reported over time. Chapter 3 of this CAP identifies the State's GHG reduction targets, which are:
 - Reduce emissions to 40 percent below 1990 levels by 2030.
 - Reduce emissions to 85 percent below 1990 levels by 2045.
 - Supporting net carbon neutrality by 2045.
- Identifying and analyzing the emissions resulting from specific actions or categories of actions anticipated within the geographic area.
- Specifying GHG reduction strategies or a group of strategies, including performance standards that, if implemented on a project-by-project basis, substantial evidence demonstrates they would collectively achieve the specified emissions level.
- Establishing a mechanism to monitor the plan's progress toward achieving specific levels and to require amendment if the plan is not achieving those levels.
- Including an environmental review of the Hollister CAP. The Hollister CAP is evaluated by the Hollister 2040 General Plan Environmental Impact Report.



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2. CLIMATE CHANGE IN HOLLISTER



Photo credit: Valera Key

CLIMATE SCIENCE AND CLIMATE CHANGE IMPACTS

What is Climate Change?

Climate refers to the long-term average of weather conditions, such as temperature and precipitation. While it is normal for Earth's climate system to experience gradual shifts in these average conditions, human activity is causing global climate change at a much faster pace than in the past. These activities, predominantly the burning of fossil fuels, such as coal, petroleum, and natural gas, emit heat-trapping gases called greenhouse gases (GHGs) that build up in the atmosphere. As GHG levels increase, Earth's atmosphere traps more heat, triggering changes in the global climate system that may have serious and potentially catastrophic impacts on people, community assets, and natural systems.

GHGs are naturally occurring gases, such as water vapor, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), that absorb heat radiated from the Earth's surface.



The heat-trapping effect of GHGs is known as the “greenhouse effect” because the Earth’s atmosphere acts like a greenhouse, warming the planet in much the same way that an ordinary greenhouse warms the air inside its glass walls. However, human activities are exerting a major and growing influence on the climate by increasing concentrations of GHGs in the atmosphere, especially by the burning of fossil fuels, such as coal, petroleum, and natural gas. As GHG concentrations increase, more heat is trapped in the atmosphere, increasing global temperatures, and causing changes to Earth’s climate system.

The largest contributing sectors of human-created GHG emissions in the United States are from energy production and transportation, due to reliance on fossil fuel-burning power plants and vehicles. Emissions are also generated by waste decomposition; by industrial, commercial, and residential land uses; and from agriculture, among other activities.

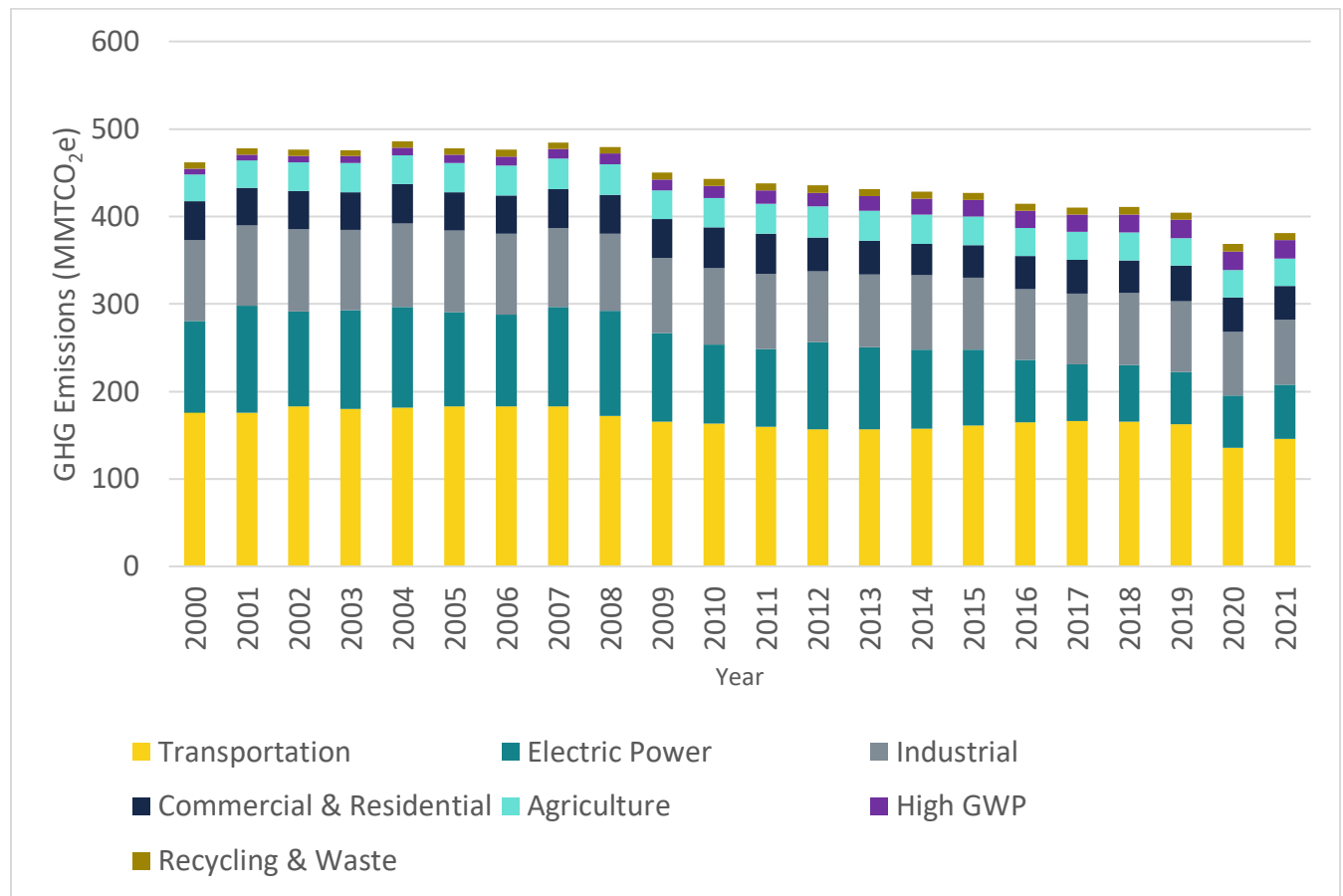
According to the most recent Intergovernmental Panel on Climate Change (IPCC) projections, average 2021–2040 temperatures are likely to be 2.16 degrees Fahrenheit (°F) to 3.2°F warmer than 1986–2005 average temperatures, and potentially over 10.26°F warmer by 2100 under the highest emissions scenario. If this increase in concentration of GHG emissions continues, this is expected to lead to further changes in the global climate system and pose even greater risks than those currently seen.

The State of California began implementing measures to reduce GHGs in 1988. As shown in **Figure 3**, statewide emissions have generally gradually declined since 2000, from a high of 486 MMTCO₂e of GHG emissions in 2004 to a low of 369 MMTCO₂e in 2020. Notably, the State reached its 2020 emissions reduction goal of 1990 levels in 2016, four years ahead of schedule. However, significant progress is still needed to achieve the State’s goal of carbon neutrality by 2045.

Local and State reductions in emissions will not be immediately reflected as corresponding declines in atmospheric concentrations of GHGs. Global carbon dioxide concentrations have increased by about 30 percent over the past six decades. Similarly, atmospheric levels of other greenhouse gases (methane, nitrous oxide, and certain fluorinated gases) continue to increase.



Figure 3 California GHG Emissions, 2000 through 2020 (MMTCO₂e)



Source: California Air Resources Board (CARB), 2024. "2000-2021 GHG Inventory." *Current California GHG Emission Inventory Data*. Accessed April 2024. <https://ww2.arb.ca.gov/ghg-inventory-data>.



Climate Change Impacts in Hollister

Climate change is already having dire impacts on communities around the world. Past years have broken records for extreme heat globally, communities have experienced devastating floods, wildfires, drought, and storms with significant consequences for public health, safety, and economic well-being. Increasingly, communities are experiencing unprecedented and often unpredictable extreme events that are connected to or caused by climate change. Scientists expect climate change to increase the frequency and severity of several climate hazards that can affect Hollister, which include flooding, extreme heat, drought, and wildfire. Without aggressive action to reduce emissions to mitigate the worst effects, and immediate measures to adapt to a changing climate, these hazards will become more deadly and destructive. This section describes how climate change could affect Hollister in the short- and long-term future.

This CAP is one of several City plans and initiatives to reduce community-wide risks from natural hazards and increase resilience. It integrates and is consistent with several planning and emergency preparedness documents, recognizing that natural hazards will continue to occur and likely worsen due to climate change.

- The General Plan provides a long-term vision for development and operations in the city. The Health and Safety Element focuses on natural and human-caused hazards and provides a range of policies and programs to address risks associated with those hazards.
- The Vulnerability Assessment Report, prepared for the Health and Safety Element update, evaluates how people and key community assets (such as buildings, infrastructure, and economic systems) may be affected by climate change hazards and the degree to which they are vulnerable.
- The Local Hazard Mitigation Plan (LHMP) is a short-term planning document that provides a detailed overview of hazards in the city and a set of specific hazard mitigation strategies with an implementation timeline of five years.
- The Emergency Operations Plan (EOP) is the City and County's internal plan for emergency response and recovery, which goes into effect during an emergency or disaster. This plan describes specific roles for City and County departments, along with regional or State agencies, in responding to a disaster.

This section includes brief summaries of the background information on hazards provided in the LHMP and Health and Safety Element; **Chapter 4** provides strategies to address vulnerabilities identified in the Vulnerability Assessment, focusing on strategies that help Hollister both adapt to climate change hazards and reduce GHG emissions. For more detailed information and maps related to hazards and vulnerabilities described in this section, we recommend review of the City's General Plan, Vulnerability Assessment, LHMP, and EOP.



Agricultural and Ecosystem Pests and Diseases

Projections show temperatures getting warmer earlier in the year and remaining warmer until later in the year, which creates a wider activity window for pests and diseases. Agriculture and ecosystem pests and diseases can severely harm the agriculture and outdoor recreation industries in and surrounding Hollister. Row crops and vineyards can be affected by fungal pathogens and invasive disease vectors as temperatures continue to rise, affecting the quality and viability of crops.⁵ Farmworkers are also highly vulnerable to reduced work opportunities and economic hardships resulting from crop losses.⁶



Photo credit: Jenny Knerr

Drought

A drought is defined as a period in which precipitation, including rainfall and snow, decreases. The Monterey Bay region is particularly susceptible to severe drought because the area relies heavily on annual precipitation to restore water aquifers and sustain agricultural operations. When the City prepared its Climate Change Vulnerability Assessment in March 2022, Hollister and San Benito County were experiencing severe to extreme drought conditions.⁷ In future drought conditions, the city could experience a drop in annual precipitation from an average of 16 inches per year to an average of 12.7 inches per year.⁸

Hollister residents receive water from two suppliers, the City of Hollister and the Sunnyslope County Water District. Both purveyors source groundwater from local wells in the city and surrounding North San Benito Groundwater Basin, and the City also sources imported surface water from the Central Valley Water Project through the San Benito County Water District (SBCWD). The Central Valley Water Project is a complex water supply and distribution network made up of a series of 20 dams and reservoirs along the foothills of the Sierra Nevada that provides water to urban areas in the greater Sacramento and San Francisco Bay Area regions.⁹

Snowpack levels in the Sierra Nevada dropped by 25 percent during the 2011 to 2016 drought, and the average springtime snowpack is expected to drop 64 percent by 2100.¹⁰ In 2022, the statewide snowpack was 68 percent of the average for March 1, making it the driest documented year in state history.¹¹

⁵ California Climate and Agricultural Network. 2019. *Cultivating Climate Resilience in Farming: Ensuring California Farms and Ranches Thrive in the Face of Climate Change*. <https://calclimateag.org/wp-content/uploads/2019/07/Cultivating-Resilience-August-2019.pdf>.

⁶ Roos, Michelle. 2018. "Climate Justice Summary Report." *California's Fourth Climate Change Assessment*. E4 Strategic Solutions. Publication number: SUM-CCCA4-2018-012.

⁷ National Drought Mitigation Center. University of Nebraska-Lincoln. 2022. "U.S. Drought Monitor, California." <https://droughtmonitor.unl.edu/CurrentMap/StateDroughtMonitor.aspx?CA>.

⁸ Cal-Adapt. 2018. "Extended Drought Scenarios." <https://cal-adapt.org/tools/extended-drought/>.

⁹ Bureau of Reclamation. 2020. "California-Great Basin: Central Valley Project." <https://www.usbr.gov/mp/cvp/>.

¹⁰ ARCCA. 2018. *From Mountain to Cities: Exploring California's Urban Connections to Sierra Nevada Ecosystems*. <https://arccacalifornia.org/wpcontent/uploads/2018/08/ARCCA-UrbanRural-Whitepaper.pdf>.

¹¹ California Department of Water Resources. 2022. "Statewide Snowpack Falls Well Below Average Following Consecutive Dry Months." <https://water.ca.gov/News/News-Releases/2022/March-22/March-2022-Snow-Survey>.



Current modeling and analysis indicate that extended drought conditions will become more frequent and more severe because of climate change. Warmer temperatures and greater swings in precipitation levels are likely to lead to increased frequency and intensity of drought events, including an increase in severe, long-lasting “mega-drought” events.¹² Warmer temperatures, decreased levels of snowfall in the Sierra Nevada, and faster melting of snow are likely to contribute to the increased frequency of droughts.

A reduction in water supplies could cause water shortages, mandatory water restrictions, and increased costs for water and goods, increasing economic instability of low-income and low-resourced residents. A reduction in Central Valley Project water supplies may cause the city to use more water from the North San Benito Groundwater Basin, which may cause groundwater overdraft. In addition, an increase in the number and intensity of drought years, along with an increase in extreme heat events, may increase the frequency and severity of wildfire events.

Extreme Heat

Extreme heat events are days when high temperatures significantly exceed normal levels, which for Hollister are temperatures above 97°F. The annual number of extreme heat days in Hollister is projected to increase from a historical average of four days to an average of 14 days by mid-century and an average of 24 by the end of the century.¹³ **Figure 4** shows the past and projected extreme heat days in Hollister.

Extreme heat can cause heat-related illnesses, such as heat cramps, heat exhaustion, and heat stroke, in addition to worsening respiratory and cardiovascular conditions. Populations especially vulnerable to extreme heat include outdoor workers, low-income communities of color, renters, seniors, and persons experiencing homelessness. Some homes in Hollister lack air conditioning; people living in these homes may be more susceptible to harm from extreme heat events. Residents may not be able to cool homes or keep medications cooled if extreme heat events cause public safety power shutoff (PSPS) events. If extreme heat coincides with wildfire or other poor air quality conditions, residents may have to choose between opening windows to cool their homes and keeping windows closed, causing indoor air temperatures to rise to unhealthy levels. There is only one cooling center in the region, the Hollister Veterans Memorial Building.

Energy delivery services and associated infrastructure are highly vulnerable to extreme heat, as high temperatures can stress and overload the grid, causing power outages and damage to transmission lines. The agricultural economy is also highly vulnerable to extreme heat, as higher temperatures may alter the variety of crops that can be grown in Hollister Valley. Yields of vegetable and row crops are expected to decrease and water demand is expected to rise due to extreme heat conditions.¹⁴ A future increase in temperatures is expected to contribute to longer and more severe droughts, which could create significant challenges for water supplies, natural ecosystems, and agricultural operations.

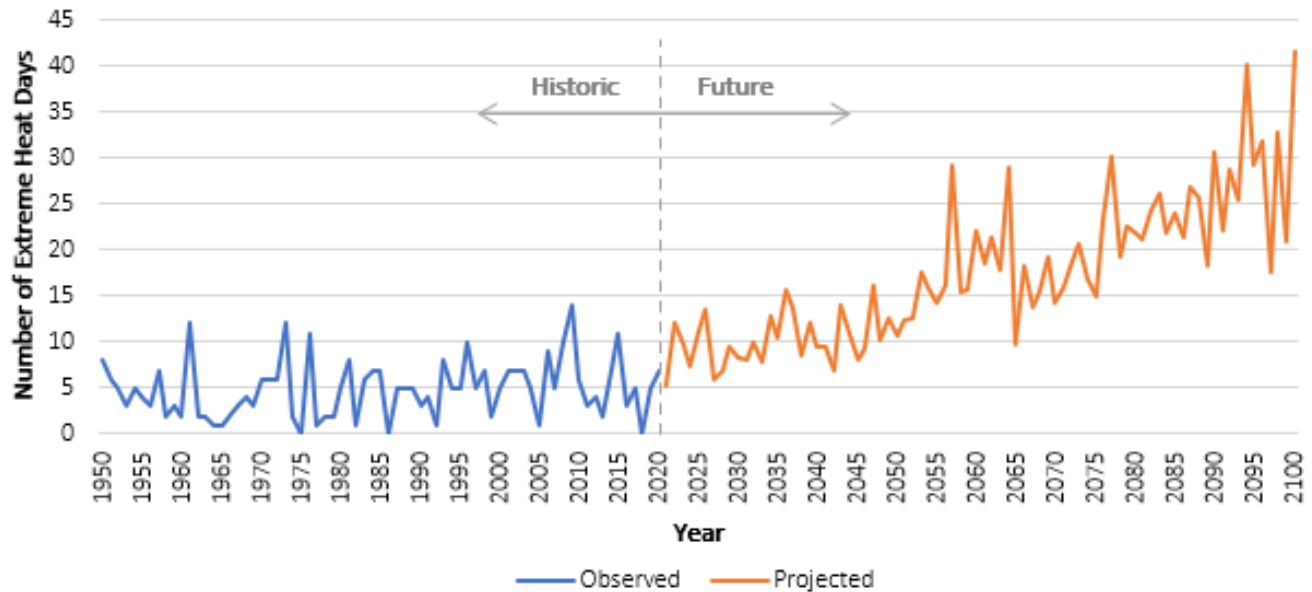
¹² Langridge, Ruth. 2018. “Central Coast Summary Report.” *California’s Fourth Climate Change Assessment*. University of California, Santa Cruz. Publication number: SUM-CCCA4-2018-006.

¹³ Cal-Adapt. 2018. “Extreme Heat Days & Warm Nights.” <https://cal-adapt.org/tools/extreme-heat/>.

¹⁴ Langridge, Ruth. 2018. “Central Coast Summary Report.” *California’s Fourth Climate Change Assessment*. University of California, Santa Cruz. Publication number: SUM-CCCA4-2018-006.



Figure 4 Past and Projected Extreme Heat Days in Hollister



Sources: Cal-Adapt, 2021; National Weather Service, 2022.

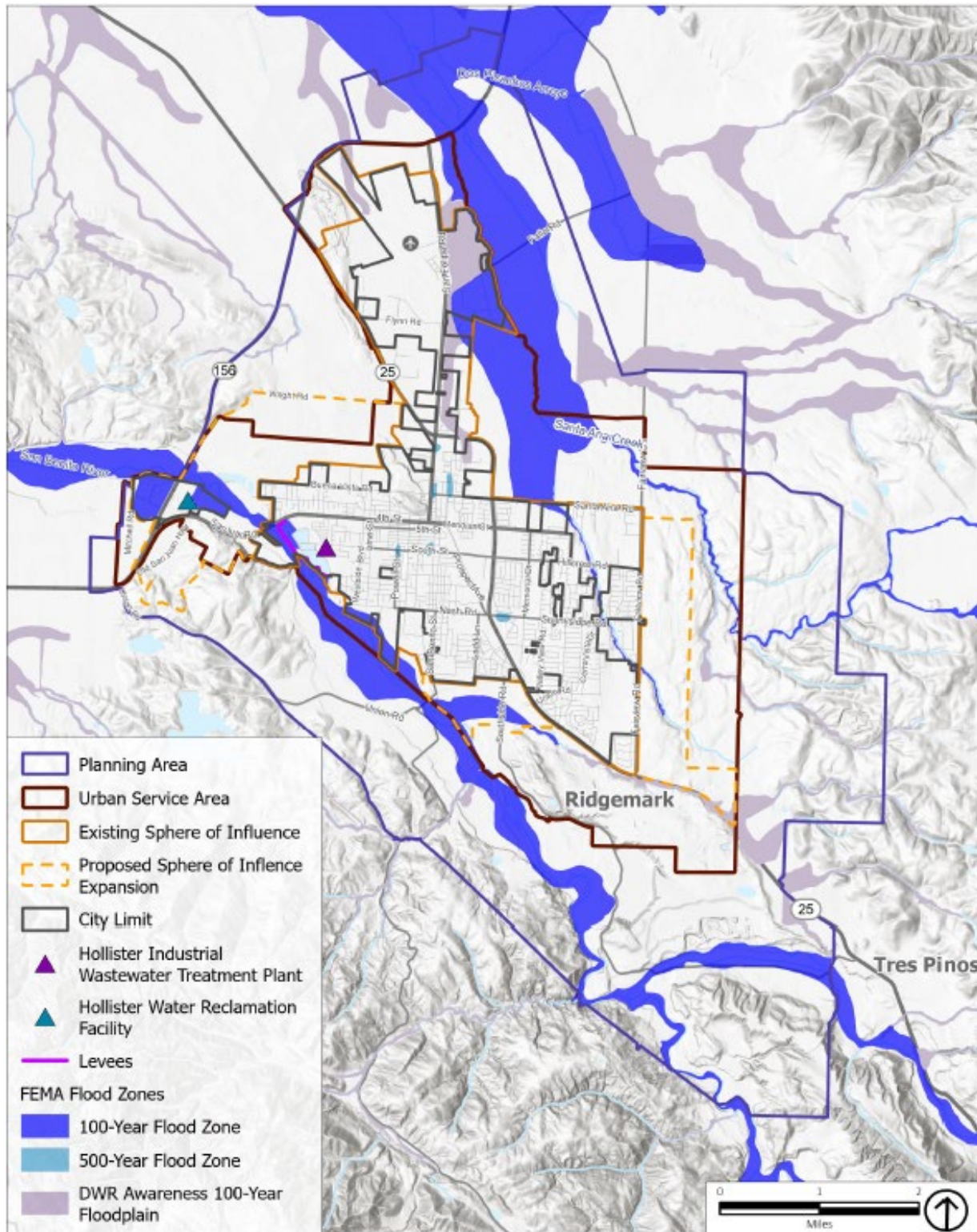
Flooding

Potential flooding in Hollister would likely occur in low-lying areas adjacent to waterways, largely around the San Benito River to the southwest and Santa Ana Creek to the northeast of Hollister. As shown in **Figure 5**, several areas in and surrounding Hollister are in the 100-year and 500-year floodplain, which have an elevated risk of flooding. Few areas within the city limits are in a flood zone; however, areas adjacent to the San Benito River, Pacheco Creek, and Santa Ana Creek are in the 100-year flood zone. During heavy rainfall events, flooding occurs at the airport, and in commercial, residential, and agricultural areas.

Regional flooding typically occurs every four to five years. As the climate changes, floods are expected to occur more frequently, affecting how the community defines and experiences a “normal” flood. For example, what is currently considered a 100-year flood, or a flood that has a 1 percent chance of occurring in any given year, may occur with greater frequency (such as a 2 or 5 percent chance in any given year). More intense and frequent flooding could exceed the capacity of the San Benito River and Santa Ana Creek basins, which are principal drainage basins for the region. Damage from flooding in and around Hollister would largely occur on agricultural lands resulting in crop losses, field work delays, and crop damage or loss. Flooding in urban areas can damage buildings, homes, streets, bridges, and utility infrastructure.



Figure 5 City of Hollister Flood Zones



Source: ESRI, 2020; FEMA, 2020; PlaceWorks, 2023; San Benito County, 2020; USGS, 2019



NOTABLE FLOOD EVENTS IN HOLLISTER AND THE REGION

2004: A storm event brought 4 inches of rain to San Benito County and winds up to 10 miles per hour, causing flooding along East and Second Streets.

2010: A storm overwhelmed the storm drain system, flooding San Benito Street near Nash Road.

2014: A large storm brought 3.8 inches of rain to San Benito County, causing flooding, mudslides, and knocking over trees. Landslides and flooding caused Southside School to close along Southside Road.

2017: A storm brought 2.37 inches of rain over a week period, causing flooding along Pacheco Creek. Approximately 59 people evacuated from their homes and a state of emergency was declared in San Benito County.

Wildfire

Wildfires are a regular feature of the landscape in much of California; however, nearly 85 percent of wildfires are caused by humans.¹⁵ Wildfires can be sparked by lightning, malfunctioning equipment, vehicle crashes, or other causes.¹⁶ Warmer temperatures, an increase in drought conditions, and extreme wind events are likely to create more fuel for fires in natural and rural areas, leading to a greater chance that a spark will grow into a potentially dangerous blaze. Climate change is also expected to extend the fire season.

Areas that are especially vulnerable to wildfire are identified according to fire hazard severity zones and their location relative to the wildland urban interface (WUI). Fire hazard severity zones are areas of significant fire hazard based on fuels, terrain, weather, and other relevant hazards.¹⁷ The California Governor's Office of Planning and Research (OPR) defines the WUI as any developed area where a combination of combustible natural vegetation and structures allow for the ignition and spread of fire through these combined fuels. There are no mapped fire hazard severity zones within Hollister city limits. However, the city is within the WUI, as shown in **Figure 6**, which increases the risk of wildfires spreading into the community.

Major roads and highways, including those that serve as evacuation routes, such as Highway 25 and 4th Street, can be blocked by wildfire flames or debris, making it difficult for residents to evacuate and emergency personnel to reach certain areas of the city. The entire energy delivery system, including electric transmission lines, can be damaged by wildfires. Homes can be burned and damaged by wildfires.

¹⁵ Balch, J. K., Bradley, B. A., Abatzoglou, J. T., Nagy, R. C., Fusco, E. J., & Mahood, A. L. 2017. "Human-started wildfires expand the fire niche across the United States." *Proceedings of the National Academy of Sciences*, 114(11), 2946-2951. <https://www.pnas.org/doi/10.1073/pnas.1617394114>

¹⁶ National Park Service. 2022. Wildfire Causes and Evaluations. <https://www.nps.gov/articles/wildfire-causes-and-evaluation.htm>

¹⁷ California Office of the State Fire Marshal. 2021. Fire Hazard Severity Zones. <https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/>.



Several agricultural areas surrounding the city are within fire-prone areas and are therefore vulnerable to crop loss and damage from wildfire. Recurring wildfires may make recovery difficult, especially if adaptation measures are not implemented to boost economic resilience.

The city's proximity to fire-prone areas also increases the potential for smoke from wildfires to increase air pollution levels, creating a significant health risk in the region. Smoke and ash can damage crops, farms, and agricultural fields, as well as altering the nutrients in the soil and polluting water supplies. Smoke can prevent visitors from traveling to the city to participate in outdoor recreation and tourism, including recreation at nearby state and regional parks, and ash from wildfires can pollute water supplies.

The populations in Hollister face frequent, and potentially severe, disruptions, hardships, and health impacts due to wildfire.

WHAT ARE PUBLIC SAFETY POWER SHUTOFFS?

Electricity utility companies throughout California, including Pacific Gas and Electric Company (PG&E), initiate PSPS events that "de-energize", or turn off the electricity for power lines that run through areas when there is an elevated fire risk. This is intended to reduce the risk of power lines sparking or being damaged and starting a wildfire. PSPS events result in a loss of power for customers served by the affected power lines. A PSPS event may occur at any time of the year, though they are most common during high wind events and dry conditions. PSPS events may be limited to specific communities, or they may affect broad swaths of the state. Planned PSPS events to prevent wildfires have already impacted persons who depend on electricity for air conditioning or their medically necessary equipment.

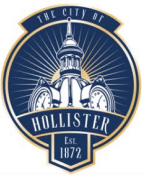
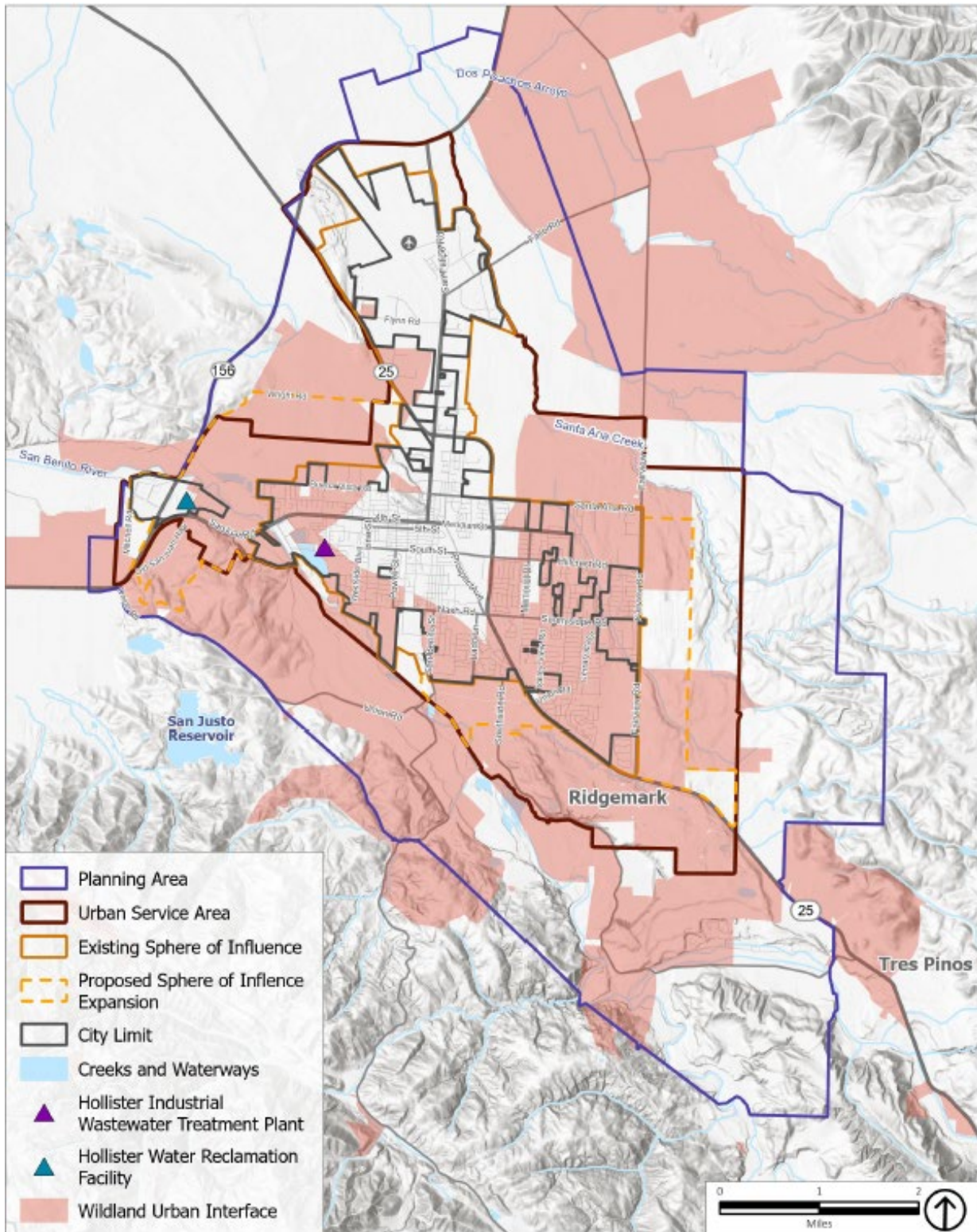


Figure 6 City of Hollister Wildland Urban Interface Areas



Source: CAL FIRE, 2020; ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019



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3. GHG EMISSIONS IN HOLLISTER



Photo credit: Sabrina Stark

GHG emissions are generated by various activities that are commonplace in daily life. Some daily activities release GHG emissions in the location of the activity, such as gases released anytime a car is driven. On the other hand, some activities cause GHG emissions to be released elsewhere, such as someone using electricity to power their home, which generates GHG emissions in the location of the power plant that supplies the power and not in the home itself.

The CAP considers GHG emissions caused by activities in the CAP Study Area, which is made up of the territory within the City's jurisdictional boundary and the land that falls within the City's SOI (see **Figure 1**). Hollister's General Plan Update identifies the SOI as areas that are currently outside of the City's official boundary but that the City may annex in the future.

This chapter presents the methods used to prepare the GHG emissions inventories, the results of the GHG inventories and forecasts, an overview of emissions reduction targets, and recommended GHG reduction strategies to achieve the targets.

COMMUNITY-WIDE GHG INVENTORY

A community-wide GHG inventory identifies GHG emissions resulting from the activities of residents, employees, and other community members occurring within the city boundary. Examples include residents driving cars, homes using water, and

WHAT IS A CITY LIMIT, SOI, AND CAP STUDY AREA?

The City boundary is the existing urban area that comprises the city limits in Hollister. By contrast, the Sphere of Influence (SOI) is the area that has the potential for annexation in the future. The CAP Study Area is the existing urban area plus the SOI.



businesses using electricity. Conducting a GHG inventory helps the City identify the most significant contributors to community GHG emissions and establish a baseline that the City can use to track emissions reductions over time. Knowing which activities release these GHG emissions allows the City to develop policies and programs that facilitate a decrease in emissions for each activity.

Inventory Method

A series of guidance documents, called protocols, provide recommendations on how to assess GHG emissions. These protocols provide guidance on what activities to evaluate in GHG inventories and how emissions from those activities should be measured. GHG inventories are estimates of GHG emissions based on these standard methods and verified datasets. While they are not direct measurements of GHG emissions, the use of the standard methods identified in the protocol, in combination with accurate data from appropriate sources, allows GHG inventories to provide reliable estimates of local emission levels. Using standard methods allows for an easy comparison of GHG emission levels across multiple years and communities. The City updated GHG inventories consistent with the guidance in widely adopted, standard protocol documents:

- The CAP Study Area GHG inventory uses the United States Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (U.S. Community Protocol), which was first developed in 2012 and updated most recently in 2019. The OPR encourages cities and counties in California to follow the U.S. Community Protocol for community-wide GHG emissions.
- The Global Protocol for Community-Scale Greenhouse Gas Inventories (Global Protocol) was first developed in 2014 and is intended for use in preparing international community-scale GHG inventories. It is largely consistent with the U.S. Community Protocol, although it contains additional guidance and resources to support a wider range of activities that may be found in other countries. The project team has used the Global Protocol to assess GHG emissions from sources that are not covered in the U.S. Community Protocol.

UNITS OF MEASUREMENT

GHG inventories assess emissions in a unit called carbon dioxide equivalent (CO₂e), which is a combined unit of all GHGs analyzed in the inventory. As different GHGs have different effects on the processes that drive climate change, CO₂e is a weighted unit that reflects the relative potency of the different GHGs. These inventories report amounts of GHGs in metric tons of CO₂e (MTCO₂e), equal to 1,000 kilograms or approximately 2,205 pounds.

Prior to preparation of this CAP, AMBAG prepared community-wide GHG inventories for Hollister for the baseline year of 2005 and 2019. The 2005 inventory provides a baseline for establishing targets, while the 2019 inventory is the most recent available indication of how emissions have changed since the baseline and is the year from which future emissions are forecasted. The City revised the existing AMBAG GHG inventories for 2005 and 2019 to use consistent and current methods and data sources that are in line with recommended guidance and best practices. These revisions included the addition of new sectors and sources, revised emission factors, updated global warming potentials for certain GHGs, different data sources for certain sectors for consistency with the General Plan Update, and adjustments to methods for certain sectors. The new sectors added to the updated inventories are agriculture and land use and sequestration. Updates in methods most noticeably affect the results of the transportation sector; all other changes are minor. Details about the inventory update process are in **Appendix A**.



Emission Factors

The City calculated most of its GHG emissions using data on GHG-generating activities in combination with emission factors. An emissions factor describes how many MTCO₂e are released per unit of an activity. For instance, an emissions factor for electricity describes the MTCO₂e produced per kWh of electricity used, and an emission factor for on-road transportation describes the MTCO₂e produced per mile of driving. **Appendix A** provides more detail about the GHG emissions inventory process, including a table of emissions factors for all sectors (refer to **Table A-1**).

GHG Inventory Results

The City conducted GHG inventories for the area within the city boundary and the entire CAP Study Area. Both inventories assessed GHG emissions from the following eight categories of activities, known as sectors:



Transportation includes GHG emissions created by driving on-road vehicles, including passenger and freight vehicles.



Nonresidential energy includes GHG emissions attributed to the use of electricity and natural gas in nonresidential buildings.



Residential energy includes GHG emissions attributed to the use of electricity and natural gas in residential buildings.



Solid waste includes the GHG emissions released from trash collected in Hollister. Estimates of emissions released by the solid waste sector are derived from figures for the tonnage of solid waste collected within Hollister. Decomposition emission rates vary by waste material type and are estimated according to statewide waste composition statistics. Primary generators of decomposition emissions include paper and cardboard materials, food, leaves and branches, lumber, textiles, and medical and construction waste.



Off-road equipment includes GHG emissions from equipment that does not provide on-road transportation, such as tractors for construction or equipment used for landscape maintenance.



Agriculture includes GHG emissions from fertilizer use for crop cultivation.



Water and wastewater accounts for the electricity used to transport every gallon of water or wastewater to residents and businesses, as well as direct emissions resulting from the processing of wastewater material.



Land use and sequestration includes GHG emissions released into the atmosphere from the development of previously undeveloped land and GHG emissions saved from carbon absorption and storage in trees.

The amount and proportion of each sector's contribution to the community's annual GHG emissions in 2005 and 2019 is shown in **Table 1** and **Figure 7**. **Table 1** shows how GHG emissions changed across sectors between 2005 and 2019.

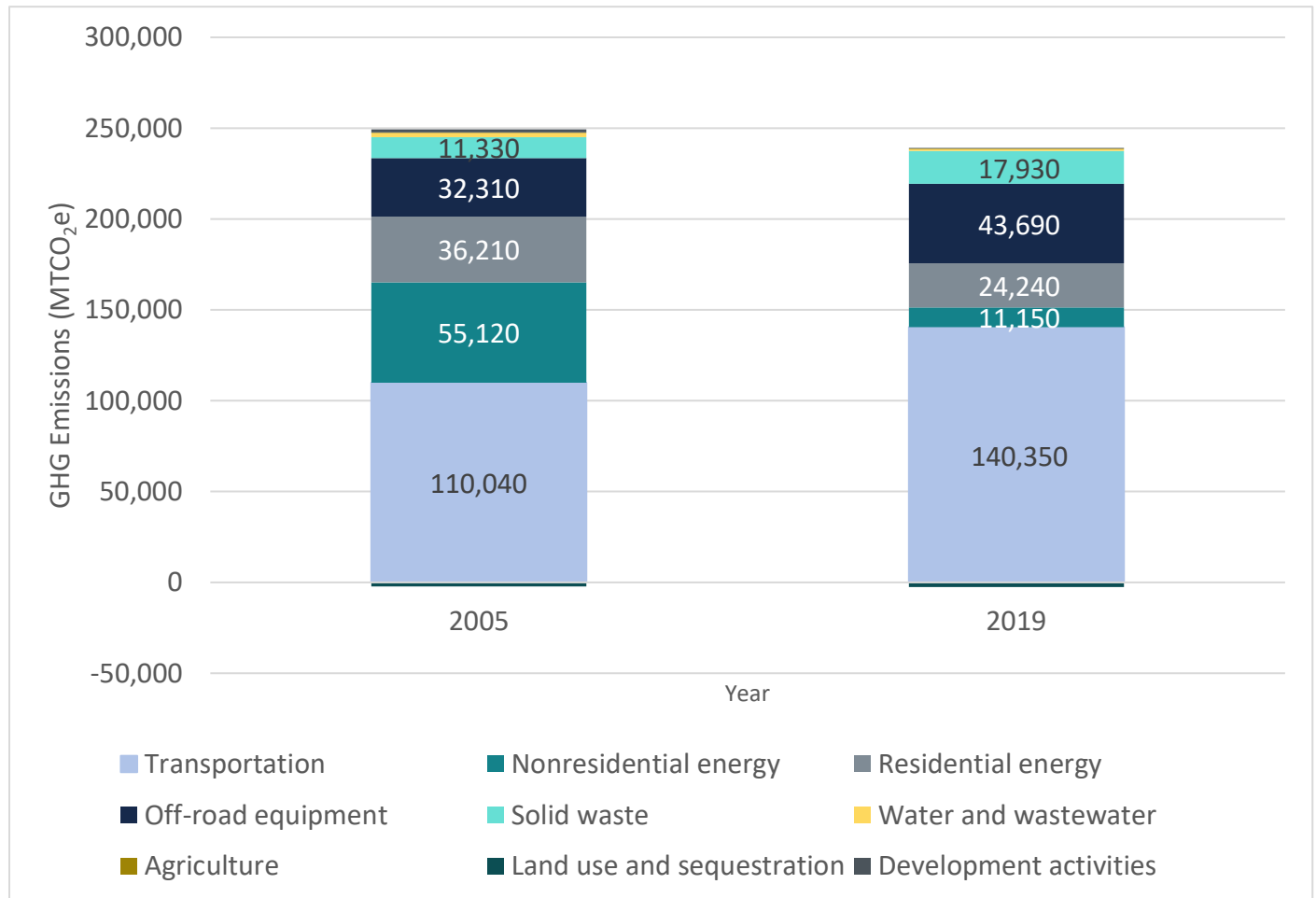
Table 1 Annual GHG Emissions and Proportions by Sector within City Limit in 2005 and 2019

Sector	2005 Inventory MTCO ₂ e	2005 Proportion of Total	2019 Inventory MTCO ₂ e	2019 Proportion of Total
Transportation	110,040	45%	140,350	59%
Nonresidential energy	55,120	22%	11,150	5%
Residential energy	36,210	15%	24,240	10%
Off-road equipment	32,310	13%	43,690	18%
Solid waste	11,330	5%	17,930	8%
Water and wastewater	2,320	1%	1,040	Less than 1%
Agriculture	400	Less than 1%	320	Less than 1%
Land use and sequestration	-2,300	-1%	-2,460	-1%
Development activities	1,600	Less than 1%	500	Less than 1%
Total Annual MTCO₂e	247,030	100%	236,760	100%

As shown in **Table 1**, the transportation sector was the largest source of GHG emissions in Hollister for both inventory years, increasing from 45 percent in 2005 to 59 percent of community-wide emissions in 2019. The transportation sector was followed by the nonresidential energy sector and residential energy sectors as the second- and third-largest sources of GHG emissions in 2005. However, in 2019, when emissions from electricity use dropped dramatically due to the availability of cleaner sources of electricity, the off-road equipment sector rose to the second-highest emitting sector, followed by the residential energy sector.



Figure 7 GHG Emissions by Sector (MTCO₂e) within City Limit, 2005 and 2019



As shown in **Table 2**, emissions in Hollister decreased from 247,030 MTCO₂e in 2005 to 236,760 MTCO₂e in 2019, a decrease of 4 percent. In 2005, the sectors with the highest emissions were transportation and nonresidential energy. In 2019, the sectors with the highest emissions were transportation and off-road equipment.

The three sectors that experienced the greatest decrease in emissions between 2005 and 2019 were nonresidential energy, water and wastewater, and residential energy sectors, which decreased by 80, 55, and 33 percent, respectively. While nonresidential energy was the second-highest emitting sector in 2005, it fell below solid waste as the fifth-highest emitter in 2019. Hollister's electricity providers, 3CE and PG&E, both supplied most of their electricity in 2019 from renewable and carbon-free sources, leading to a large reduction in GHG emissions from the residential energy, nonresidential energy, and water and wastewater sectors.



Table 2 Percentage Change of GHG Emissions by Sector within City Limit in 2005 and 2019

Sector	2005 MTCO ₂ e	2019 MTCO ₂ e	Percentage Change 2005 to 2019 MTCO ₂ e
Transportation	110,040	140,350	28%
Nonresidential energy	55,120	11,150	-80%
Residential energy	36,210	24,240	-33%
Off-road equipment	32,310	43,690	35%
Solid waste	11,330	17,930	58%
Water and wastewater	2,320	1,040	-55%
Agriculture	400	320	-20%
Land use and sequestration	-2,300	-2,460	7%
Development activities	1,600	500	-69%
Total Annual MTCO₂e	247,030	236,760	-4%

Three sectors experienced an increase in GHG emissions: solid waste, off-road equipment, and transportation. GHG emissions from the solid waste sector, which are estimated based on waste produced by Hollister residents only, increased by 58 percent due to population growth within the city. Off-road equipment GHG emissions increased by 35 percent, due at least in part to an increase in construction activity and population growth. Despite an increase in fuel efficiency and adoption of EVs, GHG emissions from the transportation sector increased by 28 percent, driven by a substantial increase in VMT.

2019 Inventory for CAP Study Area

As noted in the introduction to this document, the General Plan anticipates that Hollister will grow within its existing boundary and through the annexation of land outside of the current city boundary but within the General Plan's CAP Study Area. This land consists primarily of agricultural or low-density residential land west, south, and east of the city boundary, as shown in **Figure 1**. GHG emissions in 2019 for the CAP Study Area are shown in **Table 3**. The SOI is responsible for approximately 7,900 MTCO₂e emissions.

Table 3 GHG Emissions within Existing City Limit, Sphere of Influence, and Combined Total (CAP Study Area) in 2019

Area	2019 Emissions (MTCO ₂ e)
City Limit	236,760
Sphere of Influence Only	7,990
CAP Study Area (Total)	244,750



CAP STUDY AREA GHG FORECASTS

The CAP Study Area forecast is a projection of future GHG emissions from the sources included in Hollister's GHG inventory. For consistency with the General Plan Update, the CAP assesses emissions through the General Plan's horizon year of 2040 and beyond. The forecast projects emissions in the years 2030, 2040, and 2045 to function as a foundation for exploring strategies to decrease emissions consistent with State reduction targets and goals for these years (as further explained in **Chapter 4**). This section presents future GHG emissions for the existing city boundary, the SOI, and the combined CAP Study Area. These forecasts assume that each person in Hollister will continue to produce the same amount of GHG emissions as they did in 2019, so that the amount of GHG emissions changes proportionally to the projected change in community demographics.

GHG Emissions Forecast within City Limit

Emissions forecasts are based on the 2019 GHG emissions inventory for the city boundary, taking into account Hollister's 2019 demographics and predicted demographic trends used in the Hollister 2040 General Plan Update. **Table 4** and **Figure 8** show these projected emissions. **Appendix A** provides projected changes in population, households, jobs, service population, and VMT between 2019 and 2045.

The forecast is a worst-case projection that assumes that no action is taken at any level, including by State, regional, and local agencies. As shown in **Table 4** and **Figure 8**, GHG emissions are expected to increase by 93 percent between 2019 and 2045 within the existing city boundary. This projection accounts for GHG emission changes from land use and carbon sequestration from urban trees.

The four sectors projected to have the largest increase in GHG emissions between 2019 and 2045 are as follows:



Transportation emissions are projected to increase by 99 percent.



Residential energy emissions are projected to increase by 90 percent.



Off-road emissions are projected to increase by 81 percent.



Solid waste emissions are projected to increase by 78 percent.

Increases in emissions are due to large projected increases in the city's population and number of jobs over the next three decades.

Agriculture is the only sector whose emissions are projected to decline. Agricultural emissions are projected to reach 0 by 2040 due to the projected loss of agricultural land in the city.



Table 4 Forecast GHG Emissions within City Limit, 2019-2045

Sector	2019 ¹	2030 ¹	2040 ¹	2045 ¹	Percentage Change, 2019 to 2045
Transportation	140,350	235,140	264,770	279,600	99%
Nonresidential energy	11,150	15,690	18,510	19,910	79%
Residential energy	24,240	34,900	42,340	46,060	90%
Off-road equipment	43,690	61,030	73,230	79,200	81%
Solid waste	17,930	24,910	29,550	31,870	78%
Water and wastewater	1,040	1,440	1,720	1,850	78%
Agriculture ²	320	240	0	0	-100%
Land use and sequestration	-2,460	-2,720	-3,270	-3,270	33%
Development activities	500	550	1,230	830	66%
Total	236,760	371,180	428,080	456,050	93%

1. Data shown for 2019 are inventoried GHG emissions. The data shown for 2030, 2040, and 2045 are GHG emission forecasts based on projections from the 2019 inventory.
2. GHG emission projections for agriculture assume that by 2040, all agricultural land will be developed and converted to other land uses.

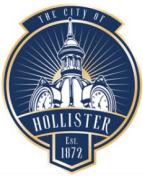
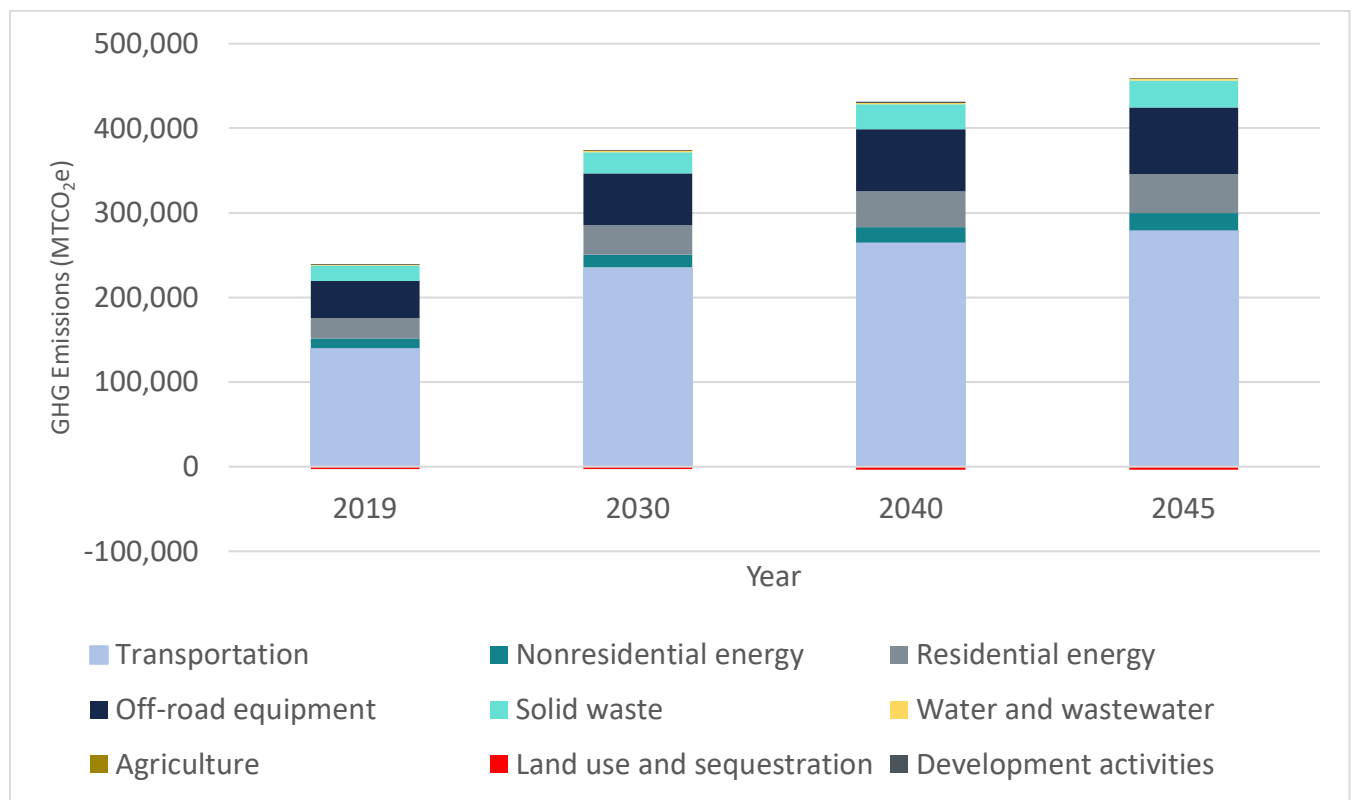


Figure 8 GHG Emissions within City Limit, 2019-2045



Emissions Forecast of Hollister's Sphere of Influence

Hollister's projected future SOI emissions result from activities occurring within the SOI, excluding the area within the existing city boundary. As with the forecast for the city boundary, the forecast of GHG emissions in the SOI is based on the results of the 2019 community-wide GHG emissions inventory for the SOI, the SOI's 2019 demographics, and future demographic projections. These population, housing, and employment projections are based on the estimates of future buildout under the Hollister 2040 General Plan Update in the SOI. **Appendix A** shows the demographic projections used to prepare the GHG emissions forecast of the SOI.

Table 5 and **Figure 9** show the SOI's forecasted GHG emissions through 2045. This forecast shows that GHG emissions are expected to increase by 112 percent by 2045 relative to 2019 levels. This increase in GHG emissions is attributed to the dramatic increase in the population of this area between 2019 and 2045.

The four sectors in the SOI projected to experience the largest increase in GHG emissions between 2019 and 2045 are transportation (105 percent increase in emissions), residential energy (97 percent increase in emissions), solid waste (84 percent increase in emissions), water and wastewater (84 percent increase in emissions), and off-road equipment (78 percent increase in emissions). Increases in emissions associated with off-road equipment, transportation, residential energy, and solid waste sectors between 2019 and 2045 are attributed to a large increase in the service population of the SOI during this period.

Like the GHG emission forecast for the city boundary, GHG emissions from the agriculture sector in the SOI gradually decline through 2045 due to conversion of agricultural land to urban uses. Similar to the land use and sequestration sector in the city



boundary GHG inventory, the SOI land use and sequestration sector experiences a net decrease in GHG emissions since urban street trees sequester carbon and offset the release of emissions from new urban development.

Table 5 Forecasted GHG Emissions within Sphere of Influence by Sector, 2019-2045

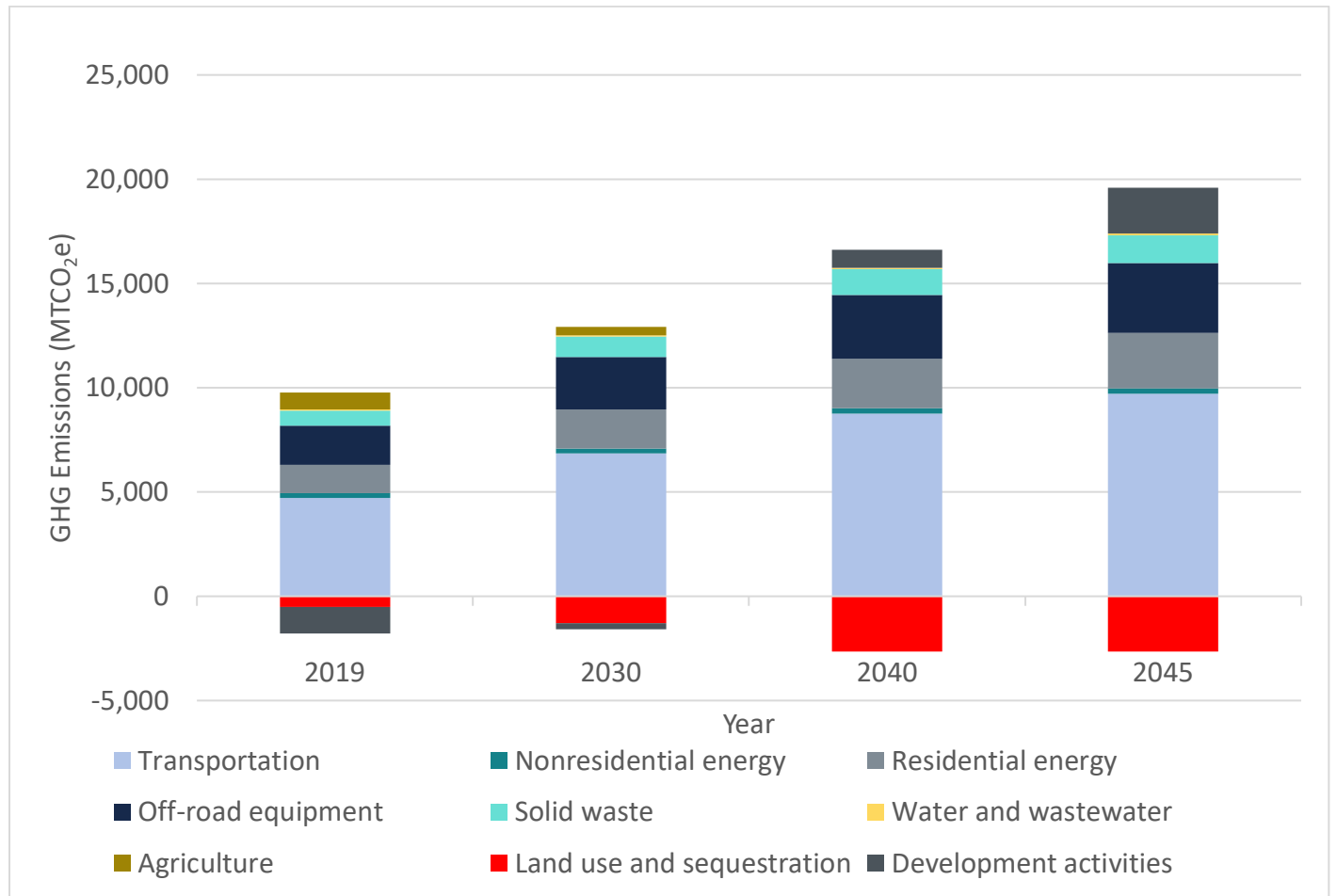
Sector	2019 ¹	2030	2040	2045	Percentage Change, 2019 to 2045
Transportation	4,730	6,840	8,750	9,720	105%
Nonresidential energy	231	246	260	270	15%
Residential energy	1,336	1,880	2,380	2,631	97%
Off-road equipment	1,885	2,500	3,060	3,350	78%
Solid waste	730	995	1,230	1,350	84%
Water and wastewater	40	60	70	80	84%
Agriculture ²	800	380	0	0	-100%
Land use and sequestration	-500	-1,290	-2,660	-2,660	432%
Development activities	-1,270	-280	860	2,180	-272%
Total	7,990	11,340	13,950	16,920	112%

1. Data shown for 2019 are inventoried GHG emissions. The data shown for 2030, 2040, and 2045 are GHG emission forecasts based on projections from the 2019 inventory.

2. GHG emission projections for agriculture assume that by 2040, all agricultural land will be developed and converted to other land uses.



Figure 9 Forecasted GHG Emissions within Sphere of Influence, 2019-2045



GHG Emissions Forecast of Hollister's CAP Study Area

For the purposes of the GHG inventory and forecast in the CAP, in addition to analyzing the GHG emissions in the city limits and growth areas, it is important to analyze the combined area of the city boundary and SOI. This combined area, known as the CAP Study Area, represents the potential expanded area of the city boundary if all growth areas are annexed and incorporated into the City of Hollister as planned. Urban expansion in Hollister has the potential to significantly increase community-wide GHG emissions in the future.

Appendix A shows the demographic projections used to prepare the GHG emissions forecast for the comprehensive CAP Study Area. In the CAP Study Area, GHG emissions are expected to increase by 93 percent in 2045 relative to 2019 levels. **Table 6** and **Figure 10** show Hollister's forecasted GHG emissions in the CAP Study Area through 2045.



Table 6 Forecasted GHG Emissions within CAP Study Area by Sector, 2019-2045

Sector	2019*	2030*	2040*	2045*	Percentage Change, 2019 to 2045
Transportation	145,080	241,980	273,520	289,320	99%
Nonresidential energy	11,380	15,940	18,770	20,180	77%
Residential energy	25,580	36,790	44,720	48,690	90%
Off-road equipment	45,580	63,540	76,290	82,550	81%
Solid waste	18,660	25,910	30,780	33,220	78%
Water and wastewater	1,080	1,500	1,790	1,930	78%
Agriculture	1,120	620	0	0	-100%
Land use and sequestration	-2,960	-4,010	-5,930	-5,930	100%
Development activities	-770	270	2,090	3,010	-491%
Total	244,750	382,520	442,030	472,970	93%

* Data shown for 2019 are the inventory of GHG emissions. The data shown for 2030, 2040, and 2045 are GHG emission forecasts based on projections from the 2019 inventory.

The three sectors in the CAP Study Area that are projected to experience the largest increase in GHG emissions between 2019 and 2045 are the transportation (99 percent increase in emissions), residential energy (90 percent increase in emissions), and off-road equipment sectors (81 percent increase in emissions). The increase in emissions in these sectors is the result of a substantial increase in the CAP Study Area's projected population and number of jobs over the next three decades. As shown in **Table 7**, emissions in the CAP Study Area are projected to increase by 82 percent between 2019 and 2045.

Land use GHG emissions are expected to decrease in the CAP Study Area because, while a portion of the annexed land that is currently used primarily for agricultural and open space uses, will be converted to urban land uses, the GHG emissions associated with this land conversion are more than offset by the absorption of carbon by urban street trees. In Hollister's CAP Study Area, similar to the GHG emission forecast for the city boundary (not including the growth areas), the agriculture sector is projected to experience a gradual decrease in GHG emissions in the future.



Figure 10 Forecasted GHG Emissions within CAP Study Area, 2019-2045

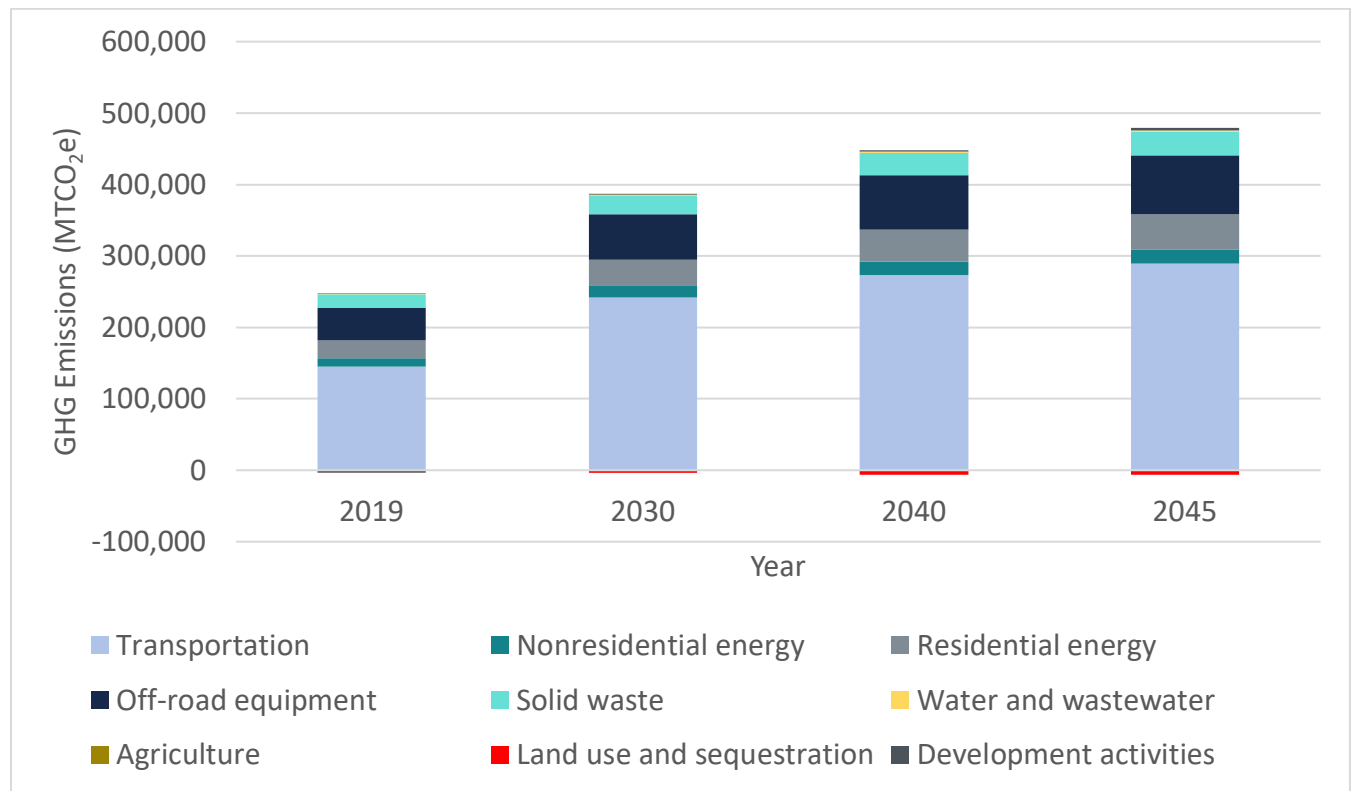


Table 7 Forecasted Emissions within City Limit, Sphere of Influence, and CAP Study Area

Geographic Boundary	2019	2030	2040	2045	Percentage Change 2019 to 2045
City Limit	236,760	371,180	428,080	456,050	93%
Sphere of Influence	7,990	11,340	13,950	16,920	112%
CAP Study Area (Total)	244,750	382,520	442,030	472,970	93%



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4. GREENHOUSE GAS EMISSIONS REDUCTION STRATEGY



Photo credit: Rene Rodriguez

BACKGROUND

This chapter describes Hollister’s GHG reduction targets and the community’s path to reducing GHG emissions to meet or exceed its targets, including existing/planned efforts led by state, regional, and local agencies, and new strategies in this CAP.

GHG EMISSIONS REDUCTION TARGETS

Hollister’s GHG emissions reduction target is the quantity of GHG emissions that the City commits to reduce by a certain year. GHG reduction targets apply to all GHGs attributed to the community and all sectors as identified in the City’s GHG inventories.

State GHG Reduction Targets

California has committed to achieving GHG emission reductions through legislative actions and executive orders. Legislative actions are binding targets that are codified in State law. Executive orders do not have the force of law but provide an indication of the State’s goals and intentions. **Table 8** shows the State’s GHG emission reduction targets.

Greenhouse Gas Emissions Reduction Strategy



Table 8 State GHG Emission Reduction Targets

Target Year	Target	Establishing Act
2020	Reduce GHG emissions to 1990 levels.	Assembly Bill 32 (2006)
2030	Reduce GHG emissions by 40 percent below 1990 levels.	Senate Bill 32 (2016)
2045	Carbon neutrality. Reduce GHG emissions 85 percent below 1990 levels, at a minimum.	Executive Order B-55-18 (2018) Assembly Bill 1279 (2022)

AB 1279 establishes the statewide goal of achieving carbon neutrality no later than 2045 and reducing GHG emissions by 85 percent below 1990 levels by 2045.

Targets for Hollister

For the CAP, the City has selected local GHG emissions reduction targets that are consistent with the State's recommendations in the 2022 Climate Change Scoping Plan of 40 percent and 85 percent below 1990 levels in 2030 and 2045, respectively. In addition, Hollister has selected an interim target of 64 percent below 1990 levels by 2040. These emissions targets are fully consistent with State guidance while reflecting the particular sources of GHG emissions in Hollister. **Table 9** shows these targets.

Table 9 Targets for Hollister CAP Study Area

Target Year	Target GHG Emissions	Description
2030	125,990 MTCO ₂ e	40 percent below 1990 levels
2040	75,988 MTCO ₂ e	64 percent below 1990 levels
2045	31,500 MTCO ₂ e	85 percent below 1990 levels

Carbon Neutral Target

California has set a State goal to achieve carbon neutrality by 2045. The State encourages local jurisdictions to take ambitious, coordinated climate action at the community scale that is consistent with and supportive of the State's climate goals while also reflective of a community's characteristics, goals, and resources. Under a carbon neutral target, the community pledges to aggressively reduce GHG emissions to a certain level or as close to zero as possible and offset the remaining GHG emissions. The community will still produce some GHG emissions, but these will be balanced out by removing GHGs from the atmosphere through carbon sequestration, carbon offsets, or similar carbon removal practices. The CAP will substantially reduce GHG emissions, meeting the targets shown above while also supporting the achievement of carbon neutrality statewide. Additionally, the CAP includes strategies and actions to help implement local and regional sequestration activities that can support the State's goal of carbon neutrality.



ACHIEVING THE TARGETS: EXISTING AND NEW REDUCTION STRATEGIES

Progress Toward GHG Reduction Targets

To understand the level of action necessary to achieve the City's reduction targets, the CAP analyzes GHG emissions reductions from existing, planned, and new actions.

By first assessing GHG emissions reductions from existing State and local actions, the City can measure progress achieved and identify opportunities to further reduce emissions. These new strategies can further close the gap between projected GHG emission levels and the reduction targets and guide development and implementation of future programs. Each of the GHG reduction strategies assessed includes performance metrics and GHG emissions reductions associated with implementation of the measures in the Technical Data for Existing and Planned Activities section of **Appendix A**. The implementation matrix in Chapter 5 also provides actions for monitoring and evaluation of GHG reduction strategies.

State Initiatives to Reduce GHG Emissions

Since passing AB 32, the State has enacted regulations and programs to reduce GHG emissions. Although statewide in scope, these actions affect several sources of Hollister's emissions, so the local benefits of these State efforts can be "credited" to Hollister, even in cases where the community did not need to take any action. This CAP includes the local benefits from five State policies:

- **Renewable Portfolio Standard:** The Renewable Portfolio Standard (RPS) was first established in 2002 and has been amended multiple times, most recently in 2018 by SB 100. It requires all electricity providers in the State to obtain at least 33 percent of their electricity from eligible renewable resources by the end of 2030, and all their electricity from carbon-free (although not necessarily eligible renewable) resources by the end of 2045.
- **Clean Car Standards:** In 2002, California adopted AB 1493, the New Passenger Motor Vehicle Greenhouse Gas Emission Standards, or Pavley standard. It required a reduction in tailpipe GHG emissions from new vehicles produced from 2009 to 2015. In 2012, CARB adopted an extension of this policy, the Advanced Clean Car Standards, which requires more stringent reductions in tailpipe GHG emissions from vehicles produced from 2016 to 2025. In 2022, the State adopted the Advanced Clean Cars II standards, which applies to vehicles produced from 2026 to 2035, and requires that all new light-duty vehicles sold in California be zero emission by 2035. Similar standards, known as the Advanced Clean Trucks, Advanced Clean Fleets, and Innovative Clean Transit regulations, require GHG reductions for larger vehicles and organizations that operate vehicle fleets.
- **Title 24 Energy-Efficiency Standards:** California Code of Regulations, Title 24, Part 6, is California's energy-efficiency standards for new and renovated buildings, applied at the local level through the project review/building permit process. The standards are strengthened every three years. The most recent set of Title 24 standards went into effect on January 1, 2023, although the reductions shown from this policy include past, current, and anticipated future Title 24 standards.
- **Low Carbon Fuel Standard:** The Low Carbon Fuel Standard (LCFS) was adopted in 2009 and required a 10 percent reduction in the carbon intensity of all transportation and off-road equipment fuels by 2020.
- **The short-lived climate pollutants law (SB 1383):** SB 1383, approved in 2016, proposes a comprehensive strategy to reduce methane and other emissions of short-lived GHGs through regulations on dairy operations and urban landfills, including higher diversion rates of food waste from landfills.

Greenhouse Gas Emissions Reduction Strategy



Renewable Energy Emissions Reductions in 2045

As required by the State's RPS, all electricity sold in California must be carbon free by 2045. Consequently, future GHG reduction strategies that only reduce electricity use or increase renewable electricity supplies will show zero GHG reductions in 2045.

According to the forecast in **Table 10**, GHG emissions in the CAP Study Area are projected to increase by 93 percent between 2019 and 2045. However, when State actions are accounted for, GHG emissions increase by 15 percent between 2019 and 2045. **Table 10** shows the GHG emissions reductions resulting from State actions.

Table 10 GHG Emission Reductions from State Actions in CAP Study Area, 2019

GHG Emissions	2019 MTCO ₂ e	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e	Percentage Change 2019- 2045
Emissions without State actions	244,750	382,520	442,030	472,970	93%
Reductions from RPS	0	321	746	1,439	
Renewable natural gas	0	3,200	9,700	12,300	
Reductions from Clean Car standards	0	45,930	81,450	91,220	
Reductions from Title 24	0	5,090	12,430	16,540	
Reductions from LCFS (off-road only)	0	47,023	56,557	61,094	
Reductions from SB 1383	0	6,100	7,250	7,820	
Reductions from all State actions	0	107,663	168,133	190,413	
Emissions with State actions	244,750	274,860	273,910	282,560	15%

ACHIEVING THE TARGETS: EXISTING LOCAL ACTIONS TO REDUCE GHG EMISSIONS

Regional and local initiatives help to further reduce Hollister's community-wide GHG emissions (see **Table 11**). The actions the City has already taken to reduce GHG emissions include:

- Partnership with 3CE, the default electricity provider in Hollister, to provide affordable renewable energy to community members.
- Water recycling program at the Hollister Water Reclamation Facility.
- Installation of residential and commercial solar energy systems in the community.
- Installation of EV charging stations.



Table 11 GHG Emission Reductions from Local Actions in CAP Study Area, 2019 to 2045

Number	Existing Action	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e
1	Solar installations throughout the city.	Less than 10	Less than 10	Less than 10
2	3CE renewable energy portfolio	610	400	Less than 10
3	EV charger installations throughout the city.	Less than 10	Less than 10	Less than 10
	Total	610	400	Less than 10

ACHIEVING THE TARGETS: NEW GHG EMISSION REDUCTION STRATEGIES

While GHG savings from existing State and local actions are significant, they are not sufficient to meet the City's GHG reduction targets. The CAP introduces new strategies to help Hollister meet these targets and achieve carbon neutrality by 2045. To identify strategies for achieving these goals, the project team began with the conservation, natural resources, and transportation policies in the City's General Plan. There were also opportunities to develop strategies to address new and emerging issues not covered in the General Plan. The project team developed the CAP strategies based on several sources, including:

- Past and recent GHG inventories and forecast.
- The existing and planned State, regional, and local accomplishments.
- Existing and revised policies in the General Plan.

The CAP introduces 33 strategies and recommended implementation actions to reduce emissions that are consistent with Hollister 2040 goals and policies relating to climate, energy, and natural resource conservation. These strategies align with the existing emergency response and recover framework provided in the EOP, the short-term hazard mitigation actions in the LHMP, and the long-term policies and programs in the Health and Safety Element.

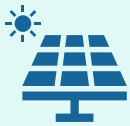


Greenhouse Gas Emissions Reduction Strategy

These 33 strategies are organized by eight goals, listed here with their corresponding sectors:



Sustainable Energy and Resilience: Reduced energy use through use of energy-efficient appliances, lighting, and materials in our homes, businesses, and City facilities.



Carbon-Free Energy: Existing and new buildings, facilities, and operations are resilient and powered by carbon-free electricity or other low carbon, clean energy sources



Transportation: A connected and efficient transportation network that provides equitable access to low carbon motorized and GHG free non-motorized mobility options.



Off-road Equipment: Hollister encourages residents, businesses, and industries to electrify off-road equipment when feasible.



Solid Waste: Hollister residents, businesses, and visitors minimize waste sent to the landfill.



Water and Wastewater: The community maintains a sustainable supply of drinking water and efficient indoor and outdoor water use in homes, businesses, and operations.



Natural Resources and Agriculture: Preserve and expand natural resources and agricultural land.



Governance and Leadership: Work with regional partners to implement the CAP and take actions to increase community resilience against climate hazards.

Each strategy includes a description; the anticipated 2030, 2040, and 2045 GHG reductions achieved by the strategy at the projected performance level; and the recommended actions necessary for successful implementation.

Recommended actions represent the City's current understanding of best practices in achieving GHG emissions reductions and community equity, availability of technology, and local regulations, as well as the current State and federal regulatory environment. The implementation strategies presented in **Chapter 5** provide guidelines for City staff to follow when implementing GHG reduction strategies to track annual progress, while allowing flexibility to integrate new opportunities or expand programs when feasible.



Calculating Credit

This CAP uses a process called quantification to estimate the absolute number of GHG emissions savings associated with each existing and new GHG reduction strategy. Quantification uses activity data for each sector in the GHG inventory, such as VMT or kWh, and projected participation rates and the change in activity resulting from each strategy to calculate the net GHG emissions savings for each strategy. This approach ensures that the GHG reductions from the CAP strategies are tied to current and future activities that are occurring in the community.

Calculations for reduction in activity data come from tools and reports provided by State and federal agencies such as the US Environmental Protection Agency (EPA), the California Energy Commission, CARB, the California Air Pollution Control Officers Association (CAPCOA), the US Department of Energy (DOE), and the Monterey Bay Air Resources District (MBARD). If accurate data is not available from these sources, the quantification uses case studies from comparable communities and applicable scholarly research. Detailed information about how GHG emissions savings from each strategy are calculated appears in **Appendix A**.

The City was able to quantify GHG reductions for most of the strategies in the CAP. However, the savings from some strategies are not quantified due to lack of data and/or the lack of a reliable quantification method. These strategies are still expected to reduce GHG emissions, but exact emissions reductions cannot be accurately determined. These strategies are labeled “supportive”.

This plan identifies GHG reductions for most strategies. However, there are a few that do not have a specific reduction level due to missing data or the lack of a reliable assessment method.

As stated previously, the State’s RPS requirements mean that strategies that only reduce electricity use or increase renewable electricity supplies will show zero GHG reductions in 2045. However, local renewable energy systems and energy-efficiency strategies will continue to provide several benefits to the community, including lower electricity bills and increased resiliency against power disruptions, even if there are no measurable additional GHG reductions (see co-benefits section that follows).

The results of quantifying GHG reduction potential of the strategies in this CAP show that, with successful implementation of the strategies, Hollister can meet its 2045 emissions reduction targets. It is likely that new technologies, policies and regulations, personal and economic behaviors and preferences, and other factors that will emerge in future years that may contribute to additional GHG emission reductions in a way that cannot be accurately forecasted in the CAP at this time. Future updates to Hollister’s CAP will be able to assess emerging trends more accurately, along with any unexpected changes in GHG emissions, and will revise Hollister’s GHG emission reduction strategy as appropriate.



Co-benefits of GHG Reduction Strategies

In addition to reducing GHG emissions, these strategies provide co-benefits that improve mobility, equity, and the quality of the natural environment. Some co-benefits resulting from the GHG reduction strategies include energy bill savings for households and businesses, improved air quality, increased water and energy conservation, and increased demand for green jobs. This plan highlights 12 co-benefits that a GHG reduction strategy can provide, although strategies may provide additional benefits beyond those identified here. The 12 co-benefits are listed below. The description of each strategy also identifies the co-benefits of the strategy.

Co-benefits assessed for each climate action strategy



Conserves Natural
Resources



Promotes Technological
Innovation



Promotes Community
Resilience



Improves Air Quality



Improves Habitability



Promotes Economic Savings



Encourages Active Mobility



Supports Workforce
Development



Promotes Social Equity



Supports Local Agriculture



Supports the Local Economy



Promotes Local
Governance and
Leadership



Sustainable Energy

Goal: Reduced energy use through use of energy-efficient appliances, lighting, and materials in our homes, businesses, and City facilities.

The Sustainable Energy category includes energy-efficiency measures for residential, nonresidential, and government buildings. Most buildings use electricity and natural gas to operate appliances and equipment. While sources of electricity have become much cleaner over time and will continue to become cleaner due to State law and utility policies, the GHG emissions associated with fossil fuels, such as natural gas, have remained constant. Hollister strives to increase community-wide participation rates in efficient appliance rebate programs, energy-efficiency retrofits, and weatherization programs. Households, businesses, and government operations can benefit from retrofits that improve energy efficiency of the building envelope, especially in older buildings, through improved comfort and energy cost savings. For more details about implementation, refer to **Chapter 5, CAP Implementation Strategy**.

Hollister contains 10,660 residential units in the city limits and 1,860 units in the SOI. The average Hollister home uses about 4,000 kWh of electricity and 420 therms of natural gas per year.



Hollister contains 550 businesses within the city limits and 4 within the SOI. The average business uses 171,750 kWh of electricity and 3,600 therms of natural gas per year.





Greenhouse Gas Emissions Reduction Strategy

Strategy 1 MUNICIPAL ENERGY EFFICIENCY AND CONSERVATION

Existing and new City-owned and operated facilities achieve optimal energy conservation and efficiency in their performance.

Strategy 1 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	10	20	20
SOI	Less than 10	Less than 10	Less than 10

STRATEGY 1 CO-BENEFITS:



Conserves Natural Resources



Promotes Cost Savings



Improves Air Quality



Promotes Technological Innovation

STRATEGY 1 ACTIONS

- 1-1: Require Cal Green Tier 1 compliance for all new City buildings.
- 1-2: Retrofit City-owned streetlights and traffic lights with LED fixtures by 2030.
- 1-3: Conduct benchmarking of energy use at all City-owned and operated facilities.
- 1-4: Audit existing City buildings and facilities to identify opportunities for energy conservation and efficiency upgrades or retrofits that optimize energy performance of buildings and operations and save the City energy and operating costs over time.
- 1-5: Conduct a municipal operations inventory to identify opportunities for energy and resource conservation within the City's vehicle usage, employee commuting, water and wastewater use and generation, and solid waste disposal.
- 1-6: Add energy-efficiency improvement projects to the City's Capital Improvement Program annually and complete energy-efficiency capital projects on the list with support from San Benito County, Central Coast Community Energy (3CE), Pacific Gas and Electric Company (PG&E), and other partners, as appropriate.



Strategy 2 SUSTAINABLE COMMUNITY-WIDE BUILDING STANDARDS

Expand and promote residential energy-efficiency of existing and new market rate homes in Hollister.

Strategy 2 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	1,210	3,170	4,900
SOI	70	110	160
CAP Study Area	1,280	3,280	5,060

Strategy 2 Key Metrics			
Metric	2030	2040	2045
Number of residential units retrofit	2,290	4,570	6,860

STRATEGY 2 CO-BENEFITS:



Conserves Natural Resources



Improves Habitability



Promotes Workforce
Development



Supports the Local Economy

STRATEGY 2 ACTIONS

- 2-1: Ensure the City's existing design review guidelines, as applicable, account for energy-efficient design consistent with the California Building and Energy Codes and requirements.
- 2-2: Evaluate the effectiveness of the City's current land use, energy, water use, stormwater management, and design codes and permitting processes in to achieve energy-efficient, carbon free, and sustainable design and operations and update applicable codes, programs, and processes as needed to improve building performance as part of the City's building and development review processes.
- 2-3: Support AMBAG Energy Watch and San Benito County efforts to conduct outreach and education with local contractors to ensure they are kept up to date on local code requirements and energy-efficient appliances and devices.
- 2-4: Continue to require residential projects, including renovations, to meet Title 24 energy-efficiency requirements, and, where possible, require structural design to make use of natural heating and cooling, as well as landscaping design to reduce the heat island effect.

Greenhouse Gas Emissions Reduction Strategy


Strategy 3 RESIDENTIAL ENERGY EFFICIENCY AND CONSERVATION

Expand and promote residential energy-efficiency of existing and new below market-rate homes in Hollister.

Strategy 3 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	510	1,330	2,500
SOI	30	70	140
CAP Study Area	540	1,400	2,640

Strategy 3 Key Metrics			
Metric	2030	2040	2045
Number of low-income residential units retrofit	1,110	3,320	6,640

STRATEGY 3 CO-BENEFITS:


Conserves Natural Resources



Improves Habitability



Promotes cost savings



Promotes technological
innovation

STRATEGY 3 ACTIONS

- 3-1: Promote and support efforts of Central Coast Energy Services (CCES) and other similar community-based organizations and local contractors to provide affordable energy-efficiency retrofits and low- to no-cost weatherization services to low-income homeowners and renters.
- 3-2: Seek grant funding for weatherization programs that support low-income households.
- 3-3: Develop an inventory of residential buildings in the city that were constructed prior to 1980 to identify the greatest opportunities for energy efficiency and conservation improvements and targeted outreach and education campaigns. Prepare information materials targeted to these buildings and engage with the owners of the buildings to promote energy-efficiency upgrades.
- 3-4: Support and promote programs and incentives for installation of all-electric appliances in new residential construction and remodels by partnering with 3CE AMBAG Energy Watch.



- 3-5: Partner with San Benito County Water District and San Benito County to establish or expand existing recycling and appliance rebate programs for energy- and water-efficient washing machines and electric, including heat pumps and dryers.
- 3-6: Support AMBAG Energy Watch, San Benito County, 3CE, and other partners with their outreach and education campaigns, including, but not limited to, promoting programs through City communication and promotion tools, engaging in person or online with homeowners and contractors, maintaining a City webpage of resources, and sharing permitting data to inform targeted outreach.

Strategy 4 NONRESIDENTIAL ENERGY CONSERVATION AND EFFICIENCY

Support energy conservation and efficiency improvements in nonresidential uses, including businesses, office complexes, commercial and retail buildings, shopping centers, medical facilities and hospitals, warehouses, and industrial facilities.

Strategy 4 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	980	2,210	3,320
SOI	20	40	50
CAP Study Area	1,000	2,250	3,370

Strategy 4 Key Metrics			
Metric	2030	2040	2045
Number of nonresidential units retrofit	230	450	670



Greenhouse Gas Emissions Reduction Strategy

STRATEGY 4 CO-BENEFITS:



Conserves Natural Resources



Improves Habitability



Promotes economic savings



Promotes technological
innovation

STRATEGY 4 ACTIONS

- 4-1: Support existing 3CE and AMBAG Energy Watch programs by publicizing energy-efficiency programs, technical assistance, and financing opportunities for businesses and nonprofit organizations.
- 4-2: Encourage businesses to conduct energy audits. Use the business license process (new and renewals) as an opportunity to share information about incentives for energy efficiency improvements.
- 4-3: Support outreach to small business owners by partnering with the Cal Coastal Small Business Development Center.
- 4-4: Expand energy-saving opportunities and assistance for large and small commercial and industrial businesses by working with AMBAG Energy Watch, 3CE, and nonprofit organizations.
- 4-5: Expand the distribution of free or subsidized energy and water efficiency and conservation toolkits, devices, and services to residents and businesses citywide through partnerships with public libraries, AMBAG Energy Watch, and local nonprofit organizations.



Photo credit: PlaceWorks.



Carbon-Free Energy

Goal: Existing and new buildings, facilities, and operations are resilient and powered by carbon-free electricity or other low carbon, clean energy sources.

Electricity is fundamental to life and well-being in Hollister because it powers homes, businesses, and essential facilities, such as hospitals, schools, water treatment plants, police stations, and fire stations. Hollister aims to reduce its reliance on fossil fuels by increasing municipal and community-wide participation in 3CE's low carbon electricity services, promoting the phase-out of natural-gas appliances, and encouraging distributed generation of renewable energy. Buildings can be retrofitted or newly constructed to be mostly- or all-electric to reduce GHG emissions, improve energy resilience, and improve indoor air quality. In accordance with this plan, Hollister plans to modernize existing public facilities, build new facilities equipped with electricity-generating solar panels, and encourage community residents and businesses to invest in solar energy systems to promote energy resilience in the face of power shortages, PSPS events, and natural disasters. Larger properties or more energy-intensive uses can use ground-mounted solar energy systems or a combination of renewable energy technologies to meet all or part of their energy demand. The strategies in the Carbon-Free Energy category support Hollister 2040 General Plan Update's Carbon-Free Energy policy.

Strategy 5 ON-SITE SOLAR ENERGY FOR NEW DEVELOPMENT

Ensure new large nonresidential development includes on-site renewable energy to support the site's energy needs by promoting solar photovoltaic panels or other appropriate on-site renewable energy generation systems for the following types of projects:

- New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size.
- New industrial or existing industrial buildings expansions greater than or equal to 99,000 square feet in size.

Strategy 5 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	Less than 10	Less than 10	Less than 10
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	Less than 10	Less than 10	Less than 10

Greenhouse Gas Emissions Reduction Strategy



Strategy 5 Key Metrics			
Metric	2030	2040	2045
Solar installations on new nonresidential buildings	150	290	390

STRATEGY 5 CO-BENEFITS:



Conserves Natural Resources



Promotes technological innovation



Supports the Local Economy

STRATEGY 5 ACTIONS

- 5-1: Prepare, adopt, and implement a reach code that requires certain large non-residential development to install and use renewable and carbon free energy generated and stored, as appropriate, on-site. At a minimum, this code will apply to new commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size and new industrial or existing industrial buildings expansions greater than or equal to 99,000 square feet in size.
- 5-2: Support outreach and education activities by community and regional partners and supplement with City-specific outreach as needed to raise awareness about the benefits of solar energy for businesses, promote incentives, and increase installations of nonresidential solar PV systems in Hollister.
- 5-3: Establish a solar permitting webpage on the City's website that summarizes requirements for installing solar PV systems to ensure the information is easily accessible to the public. Provide handouts at City Hall to promote the website.
- 5-4: Update City permit tracking as appropriate to track size and number of renewable energy installations.
- 5-5: Provide incentives and rebates for solar PV systems to encourage increased local use of renewable energy.
- 5-6: Work with San Benito County, 3CE, and regional partners to explore opportunities to provide financial incentives to residents and businesses purchasing small-scale on-site battery energy storage systems for new development.



Strategy 6 MUNICIPAL RENEWABLE AND CARBON-FREE ENERGY

Transition municipal operations and buildings to local, renewable, and resilient energy sources.

Strategy 6 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	Less than 10	Less than 10	Less than 10
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	Less than 10	Less than 10	Less than 10

Strategy 6 Key Metrics			
Metric	2030	2040	2045
Number of new solar installations on municipal property	5	10	15

STRATEGY 6 CO-BENEFITS:



Conserves Natural Resources



Promotes technological innovation



Supports the Local Economy

STRATEGY 6 ACTIONS

- 6-1: Conduct a feasibility study to identify opportunities and benefits of constructing and operating solar or other renewable, clean energy generation technology on or at existing City-owned properties. The study should consider optimized conservation and technology as well as new uses, including generating power for vehicle charging stations, supporting energy storage, and new City uses.
- 6-2: Install back-up power sources at City-owned community facilities, prioritizing solar energy battery storage and microgrid systems where feasible.
- 6-3: Partner with regional agencies and jurisdictions to establish a regional microgrid agency to support 3CE in developing local microgrids for energy resilience.
- 6-4: Seek grant funding to conduct a feasibility study for a microgrid to serve public facilities in Hollister.

Greenhouse Gas Emissions Reduction Strategy


Strategy 7 COMMUNITY-WIDE RENEWABLE, CARBON-FREE, AND RESILIENT ENERGY SYSTEMS

Promote on-site renewable energy production and storage, and community-wide use of 3CE's renewable energy service in existing Hollister homes and businesses.

Strategy 7 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	Less than 10	Less than 10	Less than 10
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	Less than 10	Less than 10	Less than 10

Strategy 7 Key Metrics			
Metric	2030	2040	2045
New solar installations	1,180	2,950	3,540

STRATEGY 7 CO-BENEFITS:



Conserves Natural Resources



Promotes Community
Resilience



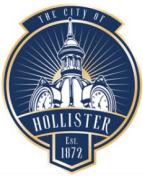
Supports the Local Economy



Promotes Technological
Innovation

STRATEGY 7 ACTIONS

- 7-1: Develop and implement a community outreach and education program that promotes the benefits and incentives for renewable energy and energy resilience and increase awareness of the benefits and incentive programs for rooftop solar energy and on-site energy storage systems. This includes developing a City webpage to inform residents and business owners about the permitting process for residential and commercial solar energy systems and links to partner pages for more details about incentive programs.
- 7-2: Work with PG&E on its efforts to prepare the community for power outages through battery storage programs and incentives, including the Self-Generation Incentive Program and related energy resilience efforts.
- 7-3: Work with San Benito County, 3CE, and regional partners to explore opportunities to provide financial incentives to residents and businesses purchasing small-scale on-site battery energy storage systems for existing development.



Strategy 8 ELECTRIFICATION

Promote and incentivize the phase-out of gas appliances in existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.

Strategy 8 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	8,820	15,570	16,480
SOI	400	760	830
CAP Study Area	9,220	16,330	17,310

Strategy 8 Key Metrics			
Metric	2030	2040	2045
Number of residential units undergoing electrification	3,220	7,500	9,110
Number of nonresidential units undergoing electrification	140	280	370

STRATEGY 8 CO-BENEFITS:



Conserves Natural Resources



Promotes Technological Innovation



Improves Habitability



Supports the Local Economy



Improves Air Quality



STRATEGY 8 ACTIONS

- 8-1: Support education and outreach to increase participation in electric appliance rebate programs offered by 3CE, AMBAG Energy Watch, and other providers with a focus on contractors and residents of older properties (constructed in or before 1980).
- 8-2: Identify and remove any existing code, permitting, or other City requirements that serve as barriers to all-electric conversions of existing homes and businesses and assess opportunities to provide incentives and streamline the permitting process through bundled projects and one-stop permits.
- 8-3: Update the City's permit tracking system as appropriate to track electrification improvements.
- 8-4: Review City-supported weatherization and energy-efficiency programs and requirements, if applicable, to ensure they support all-electric, high-efficiency appliances.
- 8-5: Work with local contractors to increase public awareness about and participation in existing incentive programs that promote replacement of natural gas appliances with electric space and water heating systems.
- 8-6: Explore and adopt, as feasible, local building code amendments requiring replacement of natural gas-powered space and water heaters with electric models at end of life during the 2022 and successive Buildings Standards Code updates.
- 8-7: Work with local and regional partners to identify ways to decrease the financial burden of electrification of low-income households and rental units, including paying up-front costs or identification of financial incentives.



Strategy 9 BUILDING CODE UPDATES AND INCENTIVES FOR ELECTRIFICATION OF NEW BUILDINGS

By 2026, all new development to be “all electric,” with minor exceptions for appropriate facilities, which may include restaurants, manufacturing, and industrial uses.

Strategy 9 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	2,010	7,020	8,050
SOI	80	270	320
CAP Study Area	2,090	7,290	8,370

Strategy 9 Key Metrics			
Metric	2030	2040	2045
Number of new residential units built to be all-electric	990	5,890	8,130
Number of new nonresidential units built to be all-electric	60	240	330

STRATEGY 9 CO-BENEFITS:



Conserves Natural
Resources



Improves Habitability



Supports Workforce
Development



Promotes Economic
Savings



Supports the Local
Economy



STRATEGY 9 ACTIONS

- 9-1: Identify and partner with local industry organizations, community-based organizations, and regional partners to inform the preparation of an All-Electric Reach Code for new development, which would leverage the use of the 3CE's Reach Code Incentive Program to offset some costs associated with adopting a Reach Code.
- 9-2: Seek grant funding for electrification of affordable housing, such as the California Energy Commission's (CEC's) Building Initiative for Low Emissions Development (BUILD) program (SB 1477).
- 9-3: Promote public awareness about and participation in existing incentive programs that promote electric space and water heating systems to upgrade and replace natural gas appliances.



Transportation

Goal: A connected, and efficient transportation network that provides equitable access to low carbon motorized and GHG free non-motorized mobility options.

The personal automobile has long dominated Hollister’s transportation landscape. While convenient, private vehicle travel releases significant volumes of GHGs, emits air pollutants, degrades roads, and poses safety concerns for the community. Promoting the expansion of pedestrian and bicycle infrastructure, especially near schools, business districts, and employment centers, makes it easier for all residents to participate in public life. Moreover, greater choice in transportation modes can promote public health and reduce fuel costs and time lost in traffic. This CAP aims to reduce transportation emissions by promoting EV adoption through municipal fleet electrification, community-wide EV charging stations, and rebates for EV purchases, as well as promoting public transit, carpooling, and active transportation. The strategies in the Transportation category support the Hollister 2040 General Plan Update’s Infill and Mixed-Use Development policy, Low-Emission/No Carbon Transportation policy, and Municipal Fleet Alternative Fuel Vehicles policy.

- As of 2021, there were about 50,340 registered light-duty vehicles within Hollister, approximately 420 of which were all-electric.
- 330 EV sales occurred within Hollister in 2022.
- As of 2022, San Benito County contained approximately 40 publicly accessible EV chargers.
- The average Hollister resident drove 6,500 miles in 2019.



Greenhouse Gas Emissions Reduction Strategy


Strategy 10 VEHICLE MILES TRAVELED

Reduce community-wide VMT and associated transportation-related emissions per resident and employee.

Strategy 10 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	5,170	8,380	12,120
SOI	140	280	420
CAP Study Area	5,310	8,660	12,540

Strategy 10 Key Metrics			
Metric	2030	2040	2045
Employees participating in commute trip reduction programs	1,010	2,380	3,840
Residents in transit-oriented developments	770	3,930	7,890
Jobs in transit-oriented developments	580	1,880	3,350

STRATEGY 10 CO-BENEFITS:



Improves Air Quality



Supports the Local Economy



STRATEGY 10 ACTIONS

- 10-1: Promote transit as a viable option for local and regional trips.
 - Collaborate with the San Benito Council of Governments, Caltrans, and San Benito County to ensure efficient and accessible public transit services are available to all residents, workers, and visitors.
 - Support further integration and overall expansion of public transit service within the city, region, and to and from Salinas, Central Coast communities, and Silicon Valley communities.
 - Promote transit-friendly street design by encouraging features such as bus stop shelters, street lighting, bus-only signal phases, curb extensions, and wayfinding.
- 10-2: Collaborate with the San Benito Council of Governments, Caltrans, and San Benito County to develop, implement, and maintain park-and-ride facilities.
- 10-3: Assess the feasibility of incorporating infrastructure to support micro-mobility devices in the downtown or in other locations where such a program could have success.
- 10-4: Aid new and existing multifamily and commercial developments in implementing and expanding opportunities for transit-oriented development and affordable housing.
- 10-5: Encourage employers to provide ridership programs, public transit passes, and offer telecommuting to employees. Regularly assess and update incentives to respond to employee needs.
- 10-6: Provide transportation-demand incentives to City employees, including telecommuting as a viable option to reduce VMT and GHGs, without compromising the ability to provide public services.
- 10-7: Collaborate with regional partners to explore the feasibility of a shuttle between Hollister and Pinnacles National Park during high-traffic season.

Greenhouse Gas Emissions Reduction Strategy

**Strategy 11 ACTIVE TRANSPORTATION INFRASTRUCTURE**

Ensure the community has safe and connected opportunities for bicycling and walking, especially between and within residential areas and commercial areas, parks, schools, job centers, and transit centers.

Strategy 11 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	980	1,030	1,090
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	980	1,030	1,090

Strategy 11 Key Metrics			
Metric	2030	2040	2045
Miles of new bike lanes	10.6	21.2	26.5
Total milage of pedestrian facility improvements	1.4	2.8	3.5

STRATEGY 11 CO-BENEFITS:



Encourages Active Mobility



Promotes Social Equity

STRATEGY 11 ACTIONS

- 11-1: Develop and adopt a Complete Streets Plan to support safety, accessibility, and equity in multi-mobility.
- 11-2: Conduct an assessment of the City's existing sidewalk and prepare a list of sidewalk improvement projects, with priorities to complete gaps and connectivity in existing sidewalks, provide safe connections between residential areas and key destinations like parks, schools, places of employment, and shopping centers.
- 11-3: Improve street design to include safe, accessible, and interconnected pedestrian routes and bicycle paths in the downtown area and near existing and planned commercial centers and job centers. Develop street design guidelines to ensure consistency and safety of pedestrian and bicycle facilities.
- 11-4: Improve bike and pedestrian connections as identified in the 2019 Hollister Parks Facilities Master Plan.
- 11-5: Require bicycle parking at new commercial centers, job centers, and large-scale mixed-use developments, and ensure all City facilities provide safe and secure bicycle parking.



- 11-6: Promote incentive programs to fund the purchase of bicycles or electric-assist bicycles for low-income community members.
- 11-7: Support community-led bicycle safety training and materials for drivers, bikers, and pedestrians.
- 11-8: Coordinate with Caltrans and other agencies to ensure future Caltrans-funded projects in Hollister consider pedestrian and bicycle circulation improvements to incentivize active transportation trips.
- 11-9: Facilitate and support the development of shared micromobility programs in Hollister, including:
 - Amending the City's municipal code to regulate parking for scooter and bike-share programs.
 - Developing and implementing regulations specifying right-of-way rules for e-bikes and e-scooters.
 - Identifying accessible and equitable locations for micromobility hubs.
 - Marketing micromobility programs across the community.
 - Working with service providers to keep micromobility safe and affordable.

Strategy 12 SAFE ROUTES TO SCHOOLS

Support regional agencies in ensuring that K-12 students in Hollister have pollution-free, safe, and accessible modes to get to and from school.

STRATEGY 12 CO-BENEFITS:



Encourages Active Mobility



Promotes Social Equity

STRATEGY 12 ACTIONS

- 12-1: Partner with school districts to promote "walk pools" or "walking buses" to increase the number of students who walk to school.
- 12-2: Work with regional partners to promote incentives to provide bicycles to low-income youth in the community.
- 12-3: Establish a committee in the city focused on implementing Safe Routes to Schools projects and programs.
- 12-4: Work with regional partners to offer bicycle safety and pedestrian education classes at schools.
- 12-5: Conduct walkability scores of residential neighborhoods, starting with neighborhoods within a 1-mile radius of a public or private school. Use the results to inform identification of City projects that would improve or provide new safe, comfortable, and connected pedestrian networks between residential areas and schools.

Strategy 12 is not quantifiable; however, it supports community-wide GHG emissions reductions.


Strategy 13 TRANSIT ACCESS

Increase overall transit ridership and improve access to light-rail transit for commuting to Silicon Valley and Bay Area job centers.

Strategy 13 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	12,780	23,950	30,530
SOI	280	530	750
CAP Study Area	13,060	24,480	31,280

Strategy 13 Key Metrics			
Metric	2030	2040	2045
Number of new transit trips per year	79,150	215,680	250,290

STRATEGY 13 CO-BENEFITS:


Encourages Active Mobility



Promotes social equity



Supports the Local Economy

STRATEGY 13 ACTIONS

- 13-1: Work with Caltrain or San Benito County Express to offer express bus service from Hollister to Gilroy to provide a public transit link to Caltrain service and Bay Area employment centers.
- 13-2: Develop marketing materials to promote San Benito County Express regional transit services, to be distributed at public facilities, workshops, and electronically on the City's website and social media channels.
- 13-3: Cooperatively work with Councils of Government (COG), Caltrans, and San Benito County to develop, implement, and maintain public transit services.
- 13-4: Support development of a centrally located multi-modal transit hub to encourage transit ridership, improve connectivity, and build on existing services while reducing demand for parking and vehicle trips.



Strategy 14 ELECTRIC VEHICLES

Promote adoption of electric and clean-fuel vehicles and expansion of public and private EV charging infrastructure.

Strategy 14 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	23,670	84,820	125,150
SOI	700	2,820	4,360
CAP Study Area	24,370	87,640	129,510

Strategy 14 Key Metrics			
Metric	2030	2040	2045
New light-duty EVs	12,400	38,200	52,380

STRATEGY 14 CO-BENEFITS:



Improves Air Quality



Promotes Technological Innovation

STRATEGY 14 ACTIONS

- 14-1: Install EV charging stations equitably throughout the community at City facilities, parks, and parking lots.
- 14-2: Review the City's municipal code to identify barriers and opportunities to accelerate the use of EVs by Hollister's residents and employees, and update the code as needed. This review should ensure parking areas, gas stations, and fossil-fuel dependent transportation-related uses provide low and no carbon fuel options.
- 14-3: Adopt an EV reach code with minimum requirements for parking spaces with EV charging capacity for multifamily residential buildings and nonresidential buildings.
- 14-4: Provide dedicated parking spaces for electric or low carbon car-share vehicles at park-and-ride lots, public transit centers, and core commercial and business areas.
- 14-5: Participate in 3CE's Central Coast Incentive Project and other existing or future programs.
- 14-6: Work with San Benito County Express to ensure equitable access to electric or low carbon carshare vehicles.

Greenhouse Gas Emissions Reduction Strategy



- 14-7: Collaborate with regional partners, such as 3CE and the Monterey Bay Air Resources District, among others, to support accelerated adoption of EVs through the provision of incentives and public outreach campaigns.

Strategy 15 **LOW CARBON MUNICIPAL VEHICLES, SCHOOL BUSES, AND TRANSIT OPTIONS**

Expand the municipal EV fleet and promote low carbon transportation options.

STRATEGY 15 CO-BENEFITS:



Improves Air Quality



Promotes Social Equity

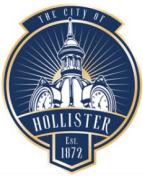


Supports Technological Innovation

STRATEGY 15 ACTIONS

- 15-1: Work with regional public transit partners to increase the adoption of electric buses and alternative fueled buses.
- 15-2: Support the 3CE's Zero-Emission School Bus Program, the Monterey Bay Air Resources District, and other regional partners, to electrify school buses used for Hollister-area schools.
- 15-3: As part of preparation of a GHG emissions inventory of City Operations, identify present and future GHGs released by the City fleet and by contractor vehicles used to provide municipal services, including collection of trash, recycling, and compostable materials.
- 15-4: Transition the municipal vehicle fleet to hybrid, electric, or clean fuel vehicles to the greatest extent possible. Incorporate an "electric vehicles first" policy into the City's vehicle replacement program to support this transition.
- 15-5: Install EV chargers at all City facilities as needed to provide sufficient chargers to City electric fleet vehicles.

Instead of being quantified as a stand-alone strategy, GHG emissions reductions for this strategy were quantified at the community-wide scale. As a result, there are no GHG reductions, assumptions, or performance targets specific to municipal operations. For the corresponding community-wide strategy, which includes municipal operations, refer to Strategy 14.



Strategy 16 CAR SHARE PROGRAM

Consider developing an EV Car-Share Program to provide an alternative for car ownership.

Strategy 16 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	650	820	900
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	650	820	900

Strategy 16 Key Metrics			
Metric	2030	2040	2045
Number of EVs in Car Share Program	20	30	35

STRATEGY 16 CO-BENEFITS:



Improves Air Quality



Promotes Social Equity



Supports Technological Innovation

STRATEGY 16 ACTIONS

- 16-1: Conduct a feasibility study of different car-share programs, such as a car-share program with dedicated parking spaces and “free-floating” car share, to be followed by a citywide pilot program.
- 16-2: Partner with San Benito County and neighboring jurisdictions and discuss opportunities for car-share programs with regional car-share operators.
- 16-3: Incentivize car-share program use by providing special parking privileges for car share vehicles and providing EV charging stations at dedicated parking spaces.
- 16-4: Consider strategies to overcome barriers to participating in and accessing car-share priority locations, including providing information in multiple languages and prioritizing locations near environmental justice communities and in easily accessible locations.



Off-Road Equipment

Goal: Hollister encourages residents, businesses, and industries to electrify off-road equipment when feasible.

Off-road equipment is used in many important sectors of the Hollister economy, such as construction and landscaping. The use of off-road equipment contributes to GHG emissions, air pollution, and noise levels in Hollister. By encouraging the transition to electric off-road equipment, Hollister can improve quality of life and reduce air pollution while reducing GHG emissions.

Strategy 17 ELECTRIFICATION OF CONSTRUCTION AND LANDSCAPING EQUIPMENT

Promote and incentivize the transition to electric construction and landscaping equipment.

Strategy 17 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	4,830	11,460	16,560
SOI	160	100	130
CAP Study Area	4,990	11,560	16,690

Strategy 17 Key Metrics			
Metric	2030	2040	2045
Percentage of construction equipment converted to electric	30%	60%	80%
Percentage of landscaping equipment converted to electric	40%	65%	80%

STRATEGY 17 CO-BENEFITS:



Improves Air Quality



Promotes Technological Innovation



STRATEGY 17 ACTIONS

- 17-1: Promote the health and safety benefits of battery-operated or electric-powered landscaping equipment and collaborate with regional partners such as the Monterey Bay Air Resources District and 3CE to identify and provide incentives to support replacement of gas-powered landscaping equipment.
- 17-2: Develop and implement a ban on gas-powered leaf blowers.
- 17-3: Support State and regional efforts to replace diesel-powered construction and landscaping equipment with electric equipment.
- 17-4: Conduct targeted outreach to local construction and landscaping companies to raise awareness about and increase participation in available electric equipment rebate programs.
- 17-5: Require hybrid or clean-fuel construction and landscaping equipment in City contracts.



Solid Waste

Goal: Hollister residents, businesses, and visitors minimize waste sent to the landfill.

Many materials, including food, paper products, and wood, release GHGs as they decompose. By reducing the volume of waste that community members send to landfills, Hollister can significantly reduce waste-based GHG emissions. Waste reduction can take a variety of forms, from reducing the amount of packing used in food service and retail products, as envisioned in Hollister 2040 General Plan Update's Zero-Waste Community policy, to reimagining alternative uses for items that might otherwise be considered garbage. For materials that do end up in landfills, emissions from decomposing waste can be captured and used for electricity, offsetting emissions from electricity use for facility operations.

Strategy 18 REDUCE COMMUNITY-WIDE WASTE GENERATION

Promote programs and behavioral shifts to reduce community-wide consumption and generation of trash sent to landfills.

Strategy 18 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	2,860	5,650	9,750
SOI	110	240	410
CAP Study Area	2,970	5,890	10,160

Strategy 18 Key Metrics			
Metric	2030	2040	2045
Reduction in solid waste generation	15%	25%	40%



STRATEGY 18 CO-BENEFITS:



Conserves Natural Resources

STRATEGY 18 ACTIONS

- 18-1: Work with Recology, San Benito County Waste Management Regional Agency, and community partners to establish a source-reduction program and associated outreach and education campaign that promotes options to rethink, refuse, reduce, reuse, regenerate, recycle, and recover materials and work toward a zero-waste community goal.
- 18-2: Work with waste haulers and regional agencies to encourage efforts to promote recycling and composting of organic materials.
- 18-3: Establish sharing, exchange, and reuse program(s), including fix-it clinics, swap events, second-hand markets, and shop local campaigns by collaborating with community and regional partners.
- 18-4: Work with San Benito County to require the recycling of demolition materials or the use of recycled materials in new construction, as feasible.
- 18-5: Continue to implement the City's purchasing preference for products containing recycled materials, as described in Section 3.06.280 of the Hollister Municipal Code.
- 18-6: Develop and adopt an ordinance to prohibit specific types of single-use or disposable plastics, particularly for use by restaurants, caterers, and other commercial kitchens.
- 18-7: Engage with businesses and industry to encourage the purchase and use of recycled materials where possible.
- 18-8: Encourage the community to participate in waste exchanges and used goods resale programs.

Greenhouse Gas Emissions Reduction Strategy


Strategy 19 RECYCLING AND COMPOSTING EDUCATION

Publicize Recology's composting services and educational resources to homes and businesses in Hollister.

Strategy 19 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	780	930	1,500
SOI	30	40	60
CAP Study Area	810	970	1,560

Strategy 19 Key Metrics			
Metric	2030	2040	2045
Tons of solid waste reduced	1,820	2,160	3,500

STRATEGY 19 CO-BENEFITS:



Conserves Natural Resources

STRATEGY 19 ACTIONS

- 19-1: Support San Benito County and Recology's existing programs by publicizing information about composting services for homes and businesses through the city's website, mailers, social media, and other communication channels.
- 19-2: Work with Recology to ensure residents and businesses have access to compost bins.
- 19-3: Work with local and regional partners to ensure each residence in the city is provided with curbside composting pursuant to SB 1383.
- 19-4: Require composting and other food waste diversion techniques at restaurants citywide.
- 19-5: Require composting at City facilities and at public events requiring City approval.



Strategy 20 METHANE CAPTURE AT LANDFILLS

Support efforts to reduce methane emissions from regional landfills.

Strategy 20 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	3,080	6,400	8,920
SOI	120	270	380
CAP Study Area	3,200	6,670	9,300

STRATEGY 20 CO-BENEFITS:



Conserves Natural Resources

STRATEGY 20 ACTIONS

- 20-1: Encourage efforts of the John Smith Road Landfill to install or enhance existing methane capture technology and associated monitoring systems with a goal of increasing the methane capture rate to the greatest extent feasible.
- 20-2: Encourage the use of captured methane for flaring or generation of electricity to offset fossil fuel energy use and reduce GHG emissions.



Greenhouse Gas Emissions Reduction Strategy

Water and Wastewater

Goal: The community maintains a sustainable supply of drinking water and efficient indoor and outdoor water use in homes, businesses, and operations.

The average Hollister resident uses 16,760 gallons of water per year.



Water conservation reduces emissions by reducing the amount of energy needed to process, heat, and deliver water. In addition to saving energy, water conservation and efficiency helps protect one of California's most precious resources and helps Hollister be more resilient to drought and water shortages. Meanwhile, individual homes and businesses benefit from reduced utility costs. The CAP also includes strategies to increase efficiency of water and wastewater treatment processes, which can reduce the amount of electricity required to operate water treatment facilities, further reducing GHG emissions in the water and wastewater sector.

HOLLISTER WATER RECLAMATION FACILITY

The Hollister Water Reclamation Facility, owned by the City and operated by Veolia North America, is responsible for treating domestic, commercial, and industrial wastewater. It generates recycled water used for agricultural production (including horticultural crops such as lettuce and tomatoes), park irrigation, airport landscaping, and groundwater recharge. Water recycling conserves water by reducing community demand on limited surface water and saves energy used in the sourcing and distribution of freshwater.



Strategy 21 REDUCE COMMUNITY-WIDE WATER USE

Reduce water use in the community through water conservation, water-efficient retrofits, water-wise landscaping, graywater, and recycled water programs.

Strategy 21 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	280	410	530
SOI	10	20	20
CAP Study Area	290	430	550

Strategy 21 Key Metrics			
Metric	2030	2040	2045
Reduction in water use (million gallons)	310	360	430

STRATEGY 21 CO-BENEFITS:



Conserves Natural Resources

STRATEGY 21 ACTIONS

- 21-1: Work with Sunnyslope and San Benito County Water District to develop and implement a water conservation and storage plan to ensure sustainable water supply as droughts become more frequent.
- 21-2: Require a Plumbing Retrofit Water Conservation Certification in accordance with SB 407 upon sale of residential properties.
- 21-3: Provide educational resources and incentives to increase the planting of residential and commercial drought-tolerant landscaping.
- 21-4: Distribute resources from San Benito County Water District to educate homeowners and business owners about water-efficiency and water reuse appliances and devices and existing incentive programs.



Greenhouse Gas Emissions Reduction Strategy

- 21-5: Collaborate with regional partners to provide incentives for graywater, rainwater storage systems, and other on-site water reuse systems.

Strategy 22 REDUCE MUNICIPAL WATER USE

Reduce municipal water use.

Strategy 22 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	Less than 10	Less than 10	Less than 10
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	Less than 10	Less than 10	Less than 10

STRATEGY 22 CO-BENEFITS:



Conserves Natural Resources

STRATEGY 22 ACTIONS

- 22-1: Require water-efficient retrofits in municipal buildings and facilities through implementation of requirements for water-conserving plumbing fixtures and other techniques.
- 22-2: Implement drought-tolerant landscaping and/or water-efficient irrigation systems for public parks and facilities.
- 22-3: Work with the Regional Domestic Wastewater Treatment Plant (RDWWTP), the local wastewater treatment provider, to upgrade and replace wastewater treatment and pumping equipment with more energy-efficient equipment as feasible.
- 22-4: Assess and upgrade City-owned water pumping and treatment equipment, as needed, to increase energy efficiency and save energy costs.

Instead of being quantified as a stand-alone strategy, GHG emissions reductions for this strategy were quantified at the community-wide scale. As a result, there are no GHG reductions, assumptions, or performance targets specific to municipal operations. For the corresponding community-wide strategy, which includes municipal operations, refer to Strategy 20.

Strategy 23 METHANE CAPTURE FOR WASTEWATER TREATMENT FACILITIES

Work with the Regional Domestic Wastewater Treatment Plant (RDWWTP), the City's wastewater treatment plant, to increase methane capture rate in the indirect wastewater treatment process.



Strategy 23 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	100	210	510
SOI	Less than 10	10	20
CAP Study Area	100	220	530

STRATEGY 23 CO-BENEFITS:



Conserves Natural Resources

STRATEGY 23 ACTIONS

- 23-1: Work with RDWWTP to explore the possibility of generating electricity from captured methane to power various facilities and reduce operating costs.



Natural Resources and Agriculture

Goal: Preserve and expand natural resources and agricultural land.

Historically, Hollister was an agricultural community with abundant orchards, farms, and ranches. The remaining agricultural lands, including those classified as prime farmland, have the potential to sequester carbon through conversion of topsoil, minimization of tillage and erosion, and maximization of soil organic matter content. This CAP includes strategies that support the goals in the Hollister 2040 General Plan Update Open Space and Agriculture Element to promote conservation of existing natural and working lands. These strategies involve collaboration with regional partners, agencies, and members of the agricultural community to reduce GHG emissions from the agriculture sector in Hollister.

Strategy 24 NATURAL RESOURCES AND OPEN SPACE

Ensure the preservation and expansion of park land and open space land to provide space for natural habitat, carbon sequestration, and recreation opportunities.

STRATEGY 24 CO-BENEFITS:



Conserves Natural Resources



Supports Local Agriculture

STRATEGY 24 ACTIONS

- 24-1: Explore opportunities to increase park space at locations identified in the Hollister Parks Master Plan.
- 24-2: Explore opportunities to increase tree plantings and vegetation in existing urban areas, such as requiring landscaping on public and private sites, such as entry areas, street medians, parks, , parking lots, plazas, courtyards, and recreational areas.
- 24-3: Become a Tree City USA city, which requires designation of a staff person, board, or department to be responsible for the care of trees in the city and administering the program; adopting a tree care ordinance; ensuring the expenditure of \$2 per capita per year on tree planting and maintenance; and adopting an annual Arbor Day proclamation.
- 24-4: Develop a Trail Master Plan with a gap-analysis study of existing parks, trails, and open spaces in Hollister to ensure equal access to natural resources and open space.
- 24-5: Collaborate with San Benito County on implementation of their Parks and Recreation Facilities Master Plan and implementation of the Hollister Parks Master Plan to ensure regional connectivity to trails and open space, along



with County and City collaborated efforts to enhance the San Benito River frontage through the San Benito River Parkway Master Plan and other studies.

- 24-6: Create open space preservation opportunities. Through the development review process, preserve open space areas. Encourage the dedication of open space areas that are adjacent to public open space.

Strategy 24 is not quantifiable; however, it supports community-wide GHG emissions reductions.



Photo credit: Janet Chang.


Strategy 25 TREE PLANTING AND PRESERVATION

Maintain and expand the City's existing tree canopy to improve urban environmental quality and mitigate the urban heat island effect.

Strategy 25 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	250	310	150
SOI	50	60	30
CAP Study Area	300	370	180

Strategy 25 Key Metrics			
Metric	2030	2040	2045
New trees planted	100	300	500

STRATEGY 25 CO-BENEFITS:


Improves Air Quality



Promotes Community Resilience



Improves Habitability

STRATEGY 25 ACTIONS

- 25-1: Implement an urban forestry program to manage citywide tree planting and maintenance, conduct a citywide tree inventory and canopy cover, and monitor tree health to maintain and expand the city's existing tree canopy.
- 25-2: As part of preparation of an Urban Forest Master Plan, identify priority areas for tree planting, focusing on environmental justice communities, to mitigate the heat island effect in underserved neighborhoods.
- 25-3: Ensure that new and retrofitted large hardscaped areas, such as parking lots, incorporate trees and other green infrastructure appropriate for current and future climate conditions.
- 25-4: Explore grant funding opportunities for urban forestry, pervious concrete, and cool pavement.
- 25-5: Encourage property owners to plant and maintain trees in existing urban areas through a citywide "Adopt a Tree" program to reduce the urban heat island effect, while ensuring compliance with fire-safe planting protocols and maintaining defensible space, as applicable.



Strategy 26 GREEN INFRASTRUCTURE

Incorporate drought-tolerant landscapes, bioswales, green roofs, and permeable pavements in new development to increase absorption of precipitation during heavy rain events and reduce surface water runoff.

STRATEGY 26 CO-BENEFITS:



Supports the Local Economy



Supports Local Agriculture

STRATEGY 26 ACTIONS

- 26-1: Develop sustainable building design standards that include requirements for green infrastructure and landscaping for outdoor areas.
- 26-2: Adopt green infrastructure design standards to improve stormwater management at public facilities, streets, and parking lots based on recognized green infrastructure design guidelines, such as the one developed by Flows to the Bay.
- 26-3: Incorporate green infrastructure standards into design review.
- 26-4: Strategy 26 is not quantifiable; however, it supports community-wide GHG emissions reductions.


Strategy 27 LOCAL FOOD SYSTEMS

Promote local and sustainable food sources, including community gardens, home vegetable and fruit gardening, farmers markets, food cooperatives, and community-based efforts to grow and share locally grown food.

STRATEGY 27 CO-BENEFITS:


Supports the Local Economy



Supports Local Agriculture

STRATEGY 27 ACTIONS

- 27-1: Identify locations for community gardens and work with community groups to establish gardens on appropriate sites.
- 27-2: Collaborate with community partners to share information and resources on the benefits of eating seasonally, locally grown food, which include reducing individual GHG emissions and support the local economy.
- 27-3: Work with community partners to increase reliable and affordable access to fresh and healthy food.
- 27-4: Support efforts of community partners to promote local and regional farms, viticulture, food processors, home gardeners, and other agriculture uses, including through educational farm tours, tasting events, farm-to-table community meals, gardening workshops, and more.

Strategy 27 is not quantifiable; however, it supports community-wide GHG emissions reductions.



Strategy 28 SUSTAINABLE AGRICULTURE AND CARBON SEQUESTRATION

Work with regional partners and farmers to increase sustainable agricultural practices and carbon sequestration on agricultural lands.

Strategy 28 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	180	0	0
SOI	660	0	0
CAP Study Area	840	0	0

Strategy 28 Key Metrics			
Metric	2030	2040	2045
Acres of farmland in the Healthy Soils Program	230	0	0

STRATEGY 28 CO-BENEFITS:



Supports Local Agriculture

STRATEGY 28 ACTIONS

- 28-1: Implement Hollister 2040 goals and policies aimed at preserving agricultural lands in the City's SOI and mitigating the loss of such lands. Work with local and regional partners to track development at the State level pertaining to sequestration of natural and working lands, including through CARB's Natural and Working Lands GHG inventory and the California 2030 Natural and Working Lands Climate Change Implementation Plan.
- 28-2: Work with local and regional partners to explore innovative techniques to increase carbon sequestration on agricultural land, including through compost application, agroforestry, grazing land, grassland and cropland management, crop covering, mulching, reduced or no-till practices, and planting of windbreaks, among others.
- 28-3: Partner with farming groups, academic institutions, and other partners to review and implement suggestions in the State's Healthy Soils Initiative, which facilitates the management of farms and ranches specifically for carbon sequestration and other benefits, such as increased water-holding capacity and soil fertility.



Greenhouse Gas Emissions Reduction Strategy

- 28-4: Work with CARB and other local and regional partners and participating agencies to identify and implement actions to maximize the use of the city's natural and working lands, including exploration of funding opportunities such as green loans, mitigation and carbon banking, or pursuit of grant funding.
- 28-5: Work with local farmers and community organizations involved with local farms to highlight agricultural properties and operating farms in the city's SOI, and to encourage their operation.
- 28-6: Work with Resource Conservation Districts and nonprofit organizations to pursue funding for sustainable agriculture grants that can help incentivize farmers and ranchers to minimize synthetic pesticide and fertilizer use.
- 28-7: Develop and implement an ordinance that prohibits the use of synthetic pesticides and fertilizers on City-owned property.

WHAT IS CARBON SEQUESTRATION?

Carbon sequestration is absorption of CO₂ into living biomass of trees, plants, and soils, which is accounted for in the Land Use and Sequestration sector. This GHG inventory estimates the amount of carbon sequestered by urban street trees (not including trees in open spaces and agricultural lands) over a period of 20 years in the total urban area based on average sequestration rates for urban trees in Hollister's climate zone.



Governance and Leadership

Goal: Work with regional partners to implement the CAP and take actions to increase community resilience against climate hazards.

The City of Hollister strives to serve as a regional leader of sustainability. The City recognizes that successful implementation of this CAP will require integration of sustainability practices and commitment across all City departments, throughout City operations, and at most City facilities to the greatest extent feasible. The City will rely on existing regional partnerships to support many initiatives in this plan, including those with 3CE, AMBAG, and San Benito County. By incorporating CAP strategies into city-wide municipal operations, the City will be well positioned to save money over time and increase community resilience, including continuity of services in the event of natural and climate-related hazards, power outages, and PSPS events. In addition, the City and community can benefit from enhanced community resilience through implementation of CAP sustainability measures that advance racial equity and environmental justice, including community resilience resources, green jobs, safety for outdoor workers, and climate change education.

The City is committed to support the State's goal of carbon neutrality statewide by 2045 and a minimum reduction of GHGs 80 percent below 1990 levels by 2045. This commitment will require dedicated staff and a budget for the implementation of this CAP, which is a change from the City's current day-to-day operations. Preparation of this CAP revealed data limitations and challenges, which should be addressed as part of implementation, including preparation of a City Operations GHG Inventory in the near term to support benchmarking and establishment of processes for tracking key metrics that support monitoring and reporting. The City's commitment to implementation is demonstrated through the strategies and actions under the Governance and Leadership goal and the implementation strategies presented in Chapter 5.



Greenhouse Gas Emissions Reduction Strategy

Strategy 29 REGIONAL COOPERATION

Collaborate with neighboring jurisdictions, landfills, county agencies, the Central Coast Climate Collaborative, and community organizations to implement the Climate Action Plan.

STRATEGY 29 CO-BENEFITS:



Promotes Local Governance and Leadership

STRATEGY 29 ACTIONS

- 29-1: Coordinate with regional partners to seek funding for regional climate projects, such as a weatherization program or energy-efficiency rebates.
- 29-2: Collaborate with regional partners to share updates, case studies, and lessons learned from implementation of climate actions.

Strategy 29 is not quantifiable; however, it supports community-wide GHG emissions reductions.

Strategy 30 COMMUNITY RESILIENCE RESOURCES

Provide emergency information, essential services, and financial assistance to the community to enhance resilience during climate hazard events.

STRATEGY 30 CO-BENEFITS:



Promotes Community Resilience



Promotes Social Equity

STRATEGY 30 ACTIONS

- 30-1: Partner with county agencies, local weather stations, and air quality districts to provide public health advisories regarding extreme heat and poor air quality.
- 30-2: Fund the creation and operation of centrally located accessible resilience hubs that can serve as shelters and resource centers during climate hazard events and natural disasters.
- 30-3: Work with community and regional partners to identify funding options and opportunities to provide temporary or permanent free air conditioning units and/or fans for highly vulnerable residents, including low-income households



especially low-income households representing multiple characteristics of vulnerability to the effects of climate change.

- 30-4: Provide information on how to prepare for emergencies in the event of a wildfire, flood, or other natural disaster.
- 30-5: Partner with community organizations and faith-based groups to raise awareness about resilience resources and financial assistance programs, such as energy bill assistance and free air conditioning units.

Strategy 30 is not quantifiable; however, it supports community-wide GHG emissions reductions.

Strategy 31 SAFETY FOR OUTDOOR WORKERS

Ensure that workers in outdoor industries have adequate protection from environmental hazards.

STRATEGY 31 CO-BENEFITS:



Promotes Social Equity

STRATEGY 31 ACTIONS

- 31-1: Identify and support community organizations and regional partners that provide resources and training on workplace environmental hazards, including extreme heat, poor air quality, and diseases to all employers of outdoor workers (e.g., landscaping, construction, mining, farming) in Hollister.

Strategy 31 is not quantifiable; however, it supports community-wide GHG emissions reductions.

Strategy 32 GREEN JOBS

Provide green job training to create living wages and quality employment opportunities while reducing health and environmental impacts of local industries.

STRATEGY 32 CO-BENEFITS:



Supports the Local Economy

STRATEGY 32 ACTIONS

- 32-1: Partner with community colleges, local non-profits, and community groups to provide green jobs training for residents.



Greenhouse Gas Emissions Reduction Strategy

- 32-2: Provide information about green jobs, especially to people currently or recently working in polluting or extractive industries.
- 32-3: Collaborate with community-based organizations and regional partners to amend the City's economic development strategy and attract businesses to Hollister that contribute to a sustainable economy.

Strategy 32 is not quantifiable; however, it supports community-wide GHG emissions reductions.

Strategy 33 CLIMATE CHANGE AWARENESS AND EDUCATION

Promote climate change awareness and GHG reduction community-wide, through a variety of mechanisms, including through support of climate change education in schools or community colleges.

STRATEGY 33 CO-BENEFITS:



Conserves Natural Resources

STRATEGY 33 ACTIONS

- 33-1: Promote educational resources to students and parents each year and encourage community educators to incorporate clean energy and climate change discussions into their curriculum by partnering with Gavilan College and school districts.
- 33-2: Use City newsletters to spotlight community members, including K-12 teachers and students, who are working on climate change or sustainability and who are making a difference in our community.
- 33-3: Increase energy and water educational resources in the Hollister School District by working with the San Benito County Office of Education.
- 33-4: Work with nonprofits and community-based organizations to develop a list of green volunteer opportunities and skills training for high school students, such as community gardening, tree planting, bicycle advocacy, food recovery, and composting.

Strategy 33 is not quantifiable; however, it supports community-wide GHG emissions reductions.



SUMMARY OF TOTAL GHG EMISSIONS REDUCTIONS

The climate action strategies detailed in this chapter, in conjunction with existing and planned local and State programs, provide a flexible path to reduce the community's GHG emissions to support the State's adopted targets for 2030 and 2045. **Table 12** shows projected emissions in 2030, 2040, and 2045 without any actions compared to emissions expected after implementation of existing and planned local and State actions and implementation of the City's new climate action strategies. **Figure 11** illustrates the City's GHG emissions from 2005 through 2045.

Table 12 Progress to GHG Emissions Targets in CAP Study Area (MTCO₂e)

Target	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e
Forecasted Emissions without Actions	382,520	442,030	472,970
Forecasted Emissions with State and 3CE Actions	274,250	273,510	282,560
Emissions with State Actions, 3CE, and CAP	202,040	94,200	31,500
Reduction Targets	125,990	75,990	31,500

California has two regulatory GHG reduction targets, as discussed in **Chapter 1**. SB 32 (2015) requires that the State reduce GHG emissions 40 percent below 1990 levels by 2030. AB 1279 (2022) requires California to reduce GHG emissions 85 percent below 1990 levels and to achieve net carbon neutrality by 2045. Although the State does not have an adopted GHG reduction target for 2040, a 2040 target of 64 percent below 1990 levels is consistent with the State's planned GHG reduction trends.

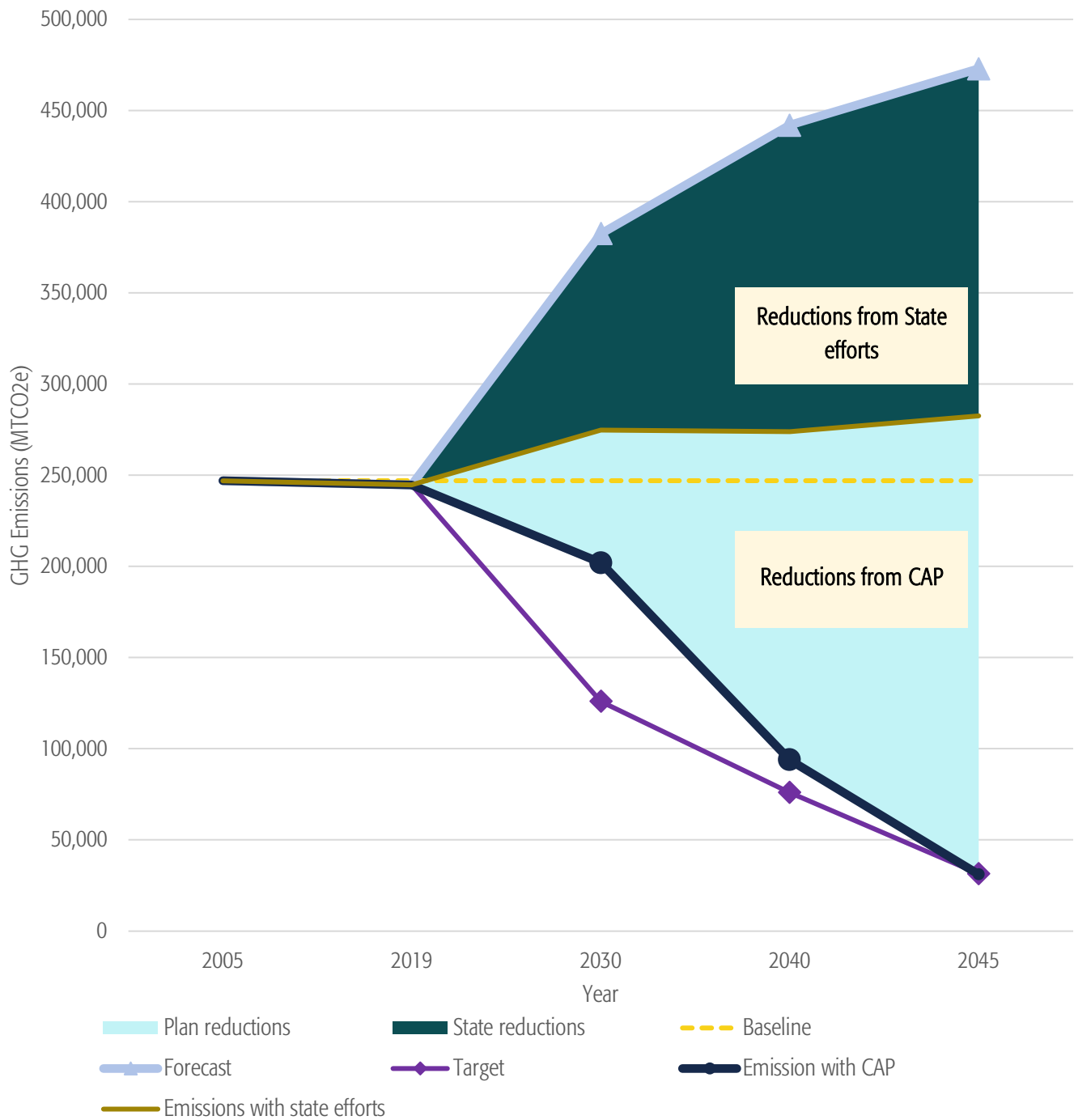
Implementation of this CAP is projected to reduce the CAP Study Area's future GHG emissions to 202,040 MTCO₂e (3.68 percent below 1990 levels) by 2030, 94,200 MTCO₂e (55.14 percent below 1990 levels) by 2040, and 31,500 MTCO₂e (85 percent below 1990 levels) by 2045. The CAP thus allows Hollister to achieve a level of GHG reduction consistent with the State's long-term reduction targets. The performance standards associated with the strategies that achieve these reductions are in line with the modeling prepared for the State's Climate Change Scoping Plan. There is a demonstrable path to meeting the 2045 GHG reduction target without significantly exceeding the statewide modeling assumptions.

The CAP does not quantitatively demonstrate net-carbon neutrality, as the State has not yet provided guidance for how local governments can achieve this. However, this CAP supports a path to net-carbon neutrality by providing strategies to increase carbon sequestration. This CAP also does not achieve the shorter-term 2030 target, as quantitatively modeling that level of reduction would require establishing and rapidly accelerating programs at a level that is not feasible. However, it does put Hollister on a path toward these reductions.

It is likely that in future years, new policies and regulations, new technologies, changes in personal and economic behaviors and preferences, and other factors will reduce Hollister's GHG emissions. These reductions cannot be accurately forecasted at this time, but they may enable future GHG emissions reductions. Future updates to this CAP will be able to better assess emerging trends and unexpected changes and include them in the GHG reduction strategy as appropriate.



Figure 11 Hollister CAP Study Area GHG Emissions with Reduction Strategies, 2005 to 2045





5. CAP IMPLEMENTATION STRATEGY



Photo credit: Jenny Knerr

IMPLEMENTING THE CLIMATE ACTION PLAN

Implementation Measures

To ensure the success of the CAP, the City of Hollister will prioritize and implement the strategies and actions detailed in **Chapter 4**. Implementing this plan will require City leadership to execute these strategies and report progress. Staff will monitor progress on an annual basis and will provide an annual update to City decision makers.

As the City updates other planning documents, such as the municipal and zoning codes or specific plans, staff will ensure that these documents support and are consistent with the CAP. As part of CAP implementation, staff will apply some strategies and actions to existing or new development projects through the City's permit application and review process. A separate and forthcoming supplement to the Implementation Strategy will be screening tables for use by project applicants as part of applicable permit application processes.

The strategies in this CAP are accompanied by a list of recommended implementation actions selected by City staff and stakeholders. The list represents suggested means of achieving the measure but are not a prescriptive path to implementation. Furthermore, not all the listed actions may be necessary for the City to achieve its GHG reduction target or support Hollister's GHG reduction goals.

The following strategies and associated actions are designed to guide Hollister in successfully implementing the CAP.



Implementation Strategies

IS 1: **DEVELOP AND STAFF A NEW CLIMATE ACTION PROGRAM DEVELOPMENT AND STAFFING**

- 1-1: Create a Climate Action Team that includes staff assignments from all City departments. The Team should meet regularly and directly support implementation of this CAP.
- 1-2: Designate a staff person responsible for implementation of the CAP and to coordinate the City Climate Action Team. Responsibilities include CAP implementation, climate action and sustainability communications, grant writing, GHG inventory data collection, and tracking progress.
- 1-3: Identify a Climate Action Lead in each department, and division as appropriate, to support new and existing sustainability efforts that support CAP implementation. Identify their roles in providing information and updates for annual reporting and monitoring.

IS 2: **MONITOR AND REPORT PROGRESS TOWARD CLIMATE ACTION PLAN TARGET ACHIEVEMENT ON AN ANNUAL BASIS.**

- 2-1: Assign responsibility for facilitating and supporting CAP implementation to the City's Development Services Department.
- 2-2: Continue to involve community partners and other key stakeholders in reviewing and recommending CAP action items.
- 2-3: Prepare an annual progress report on implementation of the recommended GHG reduction strategies for review and consideration by the City Council. When information is available, provide updates on estimated GHG emissions reductions and current GHG emissions levels.

IS 3: **CONTINUE COLLABORATIVE PARTNERSHIP WITH AGENCIES AND COMMUNITY GROUPS THAT SUPPORT CLIMATE ACTION PLAN IMPLEMENTATION.**

- 3-1: Continue formal membership and participation in local and regional organizations that provide tools and support for energy efficiency, energy conservation, GHG emissions reductions, adaptation, public information, and implementation of this CAP.
- 3-2: As appropriate and at the direction of the City Council, commit to formal membership through joint powers authorities or other partnerships to implement high-priority strategies from the CAP.
- 3-3: Provide policy input to partner agencies (e.g., League of Cities) on policy barriers that need to be addressed at the State level.

IS 4: **SECURE NECESSARY FUNDING TO IMPLEMENT THE CLIMATE ACTION PLAN.**

- 4-1: Identify and apply for grants to fund citywide programs and activities that implement the CAP.
- 4-2: Include grant funding and levels for reduction strategies as part of annual reporting.
- 4-3: Include emissions reduction strategies in department work plans, the capital improvement program, and other plans as appropriate.
- 4-4: Pursue local, regional, State, and federal grants to support implementation.



- 4-5: Explore dedicated funding sources for CAP implementation.
- 4-6: Explore opportunities to allocate a portion of revenues from revenue-generating strategies to CAP implementation.

IS 5: INVENTORY COMMUNITY-WIDE AND CITY OPERATIONS GHG EMISSIONS INVENTORY REGULARLY.

- 5-1: Support AMBAG's work to prepare annual community-wide GHG emissions inventories.
- 5-2: Prepare comprehensive community-wide GHG inventories, with modeled VMT and all sectors as required by the U.S. Community Protocol, every three to five years.
- 5-3: Prepare a City Operations GHG Emissions Inventory within two years of adoption of this CAP and conduct subsequent inventories every three to five years.
- 5-4: Review and update the CAP within five years of adoption to incorporate new technology, practices, and other options to further reduce emissions, adapt to changing climate conditions, and increase community resilience.

IS 6: MAINTAIN AND UPDATE THE COMMUNITY CLIMATE ACTION PLAN TO ALLOW FOR GREATER RESILIENCE.

- 6-1: Coordinate updates of the CAP, General Plan Safety Element (Hollister 2040), and Local Hazard Mitigation Plan cycle to ensure plan alignment and coordination of climate mitigation and adaptation efforts.
- 6-2: Assess the implementation status and effectiveness of CAP strategies annually.

Work Plan

The Work Plan shown in **Table 13** contains information to support City staff in integrating CAP strategies into budgets, the Capital Improvement Program, and other programs and projects. **Table 13** includes implementation details for the CAP, including the party responsible for implementing the strategy, the estimated time frame until completion, and potential community partners and sources of funding. The City can use this information to identify and prioritize strategies.

The strategies of success in **Table 13** are defined as follows:

- Strategy number: The number used to refer to each strategy in the CAP and all corresponding workbooks.
- Strategy: The language used to guide actions needed for reductions.
- Action(s): The action(s) that support each strategy.
- GHG Emission Reductions: The amount of GHG emissions that would be reached by 2030, 2040, and 2045 through full implementation of each strategy and its associated actions.
- Responsible Departments: The lead City department tasked with implementing the strategy and the City department that will support the lead department in implementing the strategy.



Photo credit: City of Hollister Parks and Recreation Staff



- Metrics: Indicators of implementation progress.
- Partner Agencies/Organizations: Example local organizations that the City will partner with in implementing each strategy. Additional community partners will be welcome.
- Time Frame: The year by which a strategy should be effective by fiscal year's end. The exact status of a strategy will vary based on its actions, and many strategies will be ongoing through and beyond 2030. An effective strategy is one that will be actively on track to achieve its targeted GHG emission reductions, support adaptation to climate change effects, or achieve long-term resilience. For a strategy to be effective, the necessary programs and efforts should be active, and any infrastructure or other capital improvements should be in place. The effective year is not the end year, as many strategies and programs are intended to remain in effect for the foreseeable future.
- Funding Options: General options for funding sources to complete the implementation of each strategy.

Although significant GHG reduction and adaptation policies and initiatives are already in place, the actions proposed in this CAP, by necessity, far surpass the scale of existing efforts.

Implementing the CAP and ensuring that it results in real, deep GHG emissions reductions and improved resilience will require increased and deliberate coordination across sectors and institutionalizing climate protection efforts across the community.

This chapter outlines the process for turning the CAP into action. The CAP outlines reduction strategies and recommendations for implementation, including strategies and actions whose implementation can begin immediately. However, the CAP is not a technical implementation plan for Hollister programs and community actions. City staff will lead CAP implementation and will collaborate with and support community organizations, residents, businesses, and stakeholders as appropriate to create individual programs based on the goals, strategies, and actions outlined in this report.

While short-term priorities are illustrated, please note that priorities can and do shift based on funding availability, advances in technology, new and better ideas, and other reasons. The CAP, and this implementation section, should be considered a living document.



Table 13 CAP Implementation Table

Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
<p>1. Existing and new City-owned and operated facilities achieve optimal energy conservation and efficiency in their performance.</p> <p>1-1. Require Cal Green Tier 1 compliance for all new City buildings.</p> <p>1-2. Retrofit City-owned streetlights and traffic lights with LED fixtures by 2030.</p> <p>1-3. Conduct benchmarking of energy use at all City-owned and operated facilities.</p> <p>1-4. Audit existing City buildings and facilities to identify opportunities for energy conservation and efficiency upgrades or retrofits that optimize energy performance of buildings and operations and save the City energy and operating costs over time.</p> <p>1-5. Conduct a municipal operations inventory to identify opportunities for energy and resource conservation within the City's vehicle usage, employee commuting, water and wastewater use and generation, and solid waste disposal.</p> <p>1-6. Add energy efficiency improvement projects to the City's Capital Improvement Program annually and complete energy efficiency capital projects on the list with support from San Benito County, Central Coast Community Energy (3CE), Pacific Gas and Electric Company (PG&E), and other partners as appropriate.</p>	10	20	20	<p>Municipal buildings receiving energy efficiency retrofits (number of buildings)</p> <p>LED streetlights installed (number of lights)</p>	<p>City Manager</p> <p>Community Services Department</p>	<p>Central Coast Community Energy (3CE)</p> <p>Pacific Gas and Electric Company (PG&E)</p> <p>San Benito County</p> <p>Other partners</p>	Midterm (2024–26)	General Fund
<p>2. Expand and promote residential energy-efficiency of existing and new market rate homes in Hollister.</p> <p>2-1. Ensure the City's design review guidelines, as applicable, account for energy efficient design consistent with the California Building and Energy Codes and requirements.</p> <p>2-2. Evaluate the effectiveness of the City's current land use, energy, water use, stormwater management, and design codes and permitting processes in to achieve energy-efficient, carbon free, and sustainable design and operations and update applicable codes, programs, and processes as needed to improve building performance as part of the City's building and development review processes.</p> <p>2-3. Support AMBAG Energy Watch and San Benito County efforts to conduct outreach and education with local contractors to ensure they are kept up to date on local code requirements and energy-efficient appliances and devices.</p> <p>2-4. Continue to require residential projects, including renovations, meet Title 24 energy efficiency requirements, and, where possible, require structural design to make use of natural heating and cooling, as well as landscaping design to reduce the heat island effect.</p>	1,280	3,280	5,060	<p>Existing residential units receiving energy efficiency retrofits (number of units)</p>	<p>Development Services Department</p>	<p>AMBAG Energy Watch</p> <p>San Benito County</p> <p>Local builders and suppliers</p>	Midterm (2024–26)	General Fund



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
<p>3. Expand and promote residential energy-efficiency services to homeowners and of existing and new below market-rate homes in Hollister.</p> <p>3-1. Promote and support efforts of Central Coast Energy Services (CCES) and other similar community-based organizations and local contractors to provide affordable energy efficiency retrofits and low- to no-cost weatherization services to homeowners and renters.</p> <p>3-2. Seek grant funding for weatherization programs that support low-income households.</p> <p>3-3. Develop an inventory of residential buildings in the city that were constructed prior to 1980 to identify the greatest opportunities for energy efficiency and conservation improvements and targeted outreach and education campaigns.</p> <p>3-4. Prepare information materials targeted to these buildings and engage with the owners of the buildings to promote energy-efficiency upgrades.</p> <p>3-5. Support and promote programs and incentives for installation of all-electric appliances in new residential construction and remodels by partnering with 3CE AMBAG Energy Watch.</p> <p>3-6. Partner with San Benito County Water District and San Benito County to establish or expand existing recycling and appliance rebate programs for energy and water-efficient washing machines and electric, including heat pump, dryers.</p> <p>3-7. Support AMBAG Energy Watch, San Benito County, 3CE, and other partners with their outreach and education campaigns, including but not limited to, promoting programs through City communication and promotion tools, engaging in person or online with homeowners and contractors, maintaining a City webpage of resources, and sharing permitting data to inform targeted outreach.</p>	540	1,400	2,640	Existing residential units receiving energy efficiency retrofits (number of units)	Development Services Department	Central Coast Energy Services 3CE AMBAG San Benito County Water District San Benito County	Midterm (2024–26)	General Fund Partnerships



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
<p>4. Support energy conservation and efficiency improvements in nonresidential uses, including businesses, office complexes, commercial and retail buildings, shopping centers, medical facilities and hospitals, warehouses, and industrial facilities.</p> <p>4-1. Support existing 3CE and AMBAG Energy Watch programs by publicizing energy efficiency programs, technical assistance, and financing opportunities for businesses and non-profit organizations.</p> <p>4-2. Encourage businesses to conduct energy audits. Use the business license process (new and renewals) as an opportunity to share information about incentives for energy efficiency improvements.</p> <p>4-3. Support outreach to small business owners by partnering with the Cal Coastal Small Business Development Center.</p> <p>4-4. Expand energy-saving opportunities and assistance for large and small commercial and industrial businesses by working with AMBAG Energy Watch, 3CE, and non-profit organizations.</p> <p>4-5. Expand the distribution of free or subsidized energy and water efficiency and conservation toolkits, devices, and services to residents and businesses citywide through partnerships with public libraries, AMBAG Energy Watch, and local non-profit organizations.</p>	1,000	2,250	3,370	Existing nonresidential units receiving energy efficiency retrofits (number of units)	Development Services Department	3CE AMBAG Cal Coastal Small Business Development Center Local nonprofit organizations.	Near term (by 2024)	General Fund Partnerships
<p>5. Ensure new large nonresidential development includes on-site renewable energy to support the site's energy needs by promoting solar photovoltaic panels or other appropriate on-site renewable energy generation systems for the following types of projects:</p> <ul style="list-style-type: none">• New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size.• New industrial or existing industrial buildings expansions greater or equal to 99,000 square feet in size. <p>5-1. Prepare, adopt, and implement a reach code that requires certain large non-residential development to install and use renewable and carbon free energy generated and stored, as appropriate, on-site. At a minimum, this code will apply to new commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size and new industrial or existing industrial buildings expansions greater than or equal to 99,000 square feet in size.</p> <p>5-2. Support outreach and education activities by community and regional partners and supplement with City-specific outreach as needed to raise awareness about the benefits of solar energy for businesses, promote incentives, and increase installations of nonresidential solar PV systems in Hollister.</p> <p>5-3. Establish a solar permitting webpage on the City's website that summarizes requirements for installing solar PV systems to ensure the information is easily accessible to the public. Provide handouts at City Hall to promote the website.</p> <p>5-4. Update City permit tracking as appropriate to track size and number of renewable energy installations.</p> <p>5-5. Provide incentives and rebates for solar PV systems to encourage increased local use of renewable energy.</p>	Less than 10	Less than 10	Less than 10	Nonresidential solar systems installed (total kW installed)	Development Services Department	San Benito County 3CE	Midterm (2024–26)	General Fund Partnerships



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
5-6. Work with San Benito County, 3CE, and regional partners to explore opportunities to provide financial incentives to residents and businesses purchasing small-scale on-site battery energy storage systems for new development.								
6. Transition municipal operations and buildings to local, renewable, and resilient energy sources. 6-1. Conduct a feasibility study to identify opportunities and benefits of constructing and operating solar or other renewable, clean energy generation technology on or at existing City-owned properties. The study should consider optimized conservation and technology as well as new uses, including generating power for vehicle charging stations, supporting energy storage, and new City uses. 6-2. Install back-up power sources at City-owned community facilities, prioritizing solar energy battery storage and microgrid systems where feasible. 6-3. Partner with regional agencies and jurisdictions to establish a regional microgrid agency to support 3CE in developing local microgrids for energy resilience. 6-4. Seek grant funding to conduct a feasibility study for a microgrid to serve public facilities in Hollister.	Less than 10	Less than 10	Less than 10	Solar, battery, and microgrid energy systems installed at City-owned sites (total kW installed)	City Manager	3CE	Midterm (2024–26)	General Fund
7. Promote on-site renewable energy production and storage, and community-wide utilization of 3CE’s renewable energy service in existing Hollister homes and businesses. 7-1. Develop and implement a community outreach and education program that promotes the benefits and incentives for renewable energy and energy resilience and increase awareness of the benefits and incentive programs for rooftop solar energy and on-site energy storage systems. This includes developing a City webpage to inform residents and business owners about the permitting process for residential and commercial solar energy systems and links to partner pages for more details about incentive programs. 7-2. Work with PG&E on its efforts to prepare the community for power outages through battery storage programs and incentives, including the Self-Generation Incentive Program and related energy resilience efforts. 7-3. Work with San Benito County, 3CE, and regional partners to explore opportunities to provide financial incentives to residents and businesses purchasing small-scale on-site battery energy storage systems for existing development.	Less than 10	Less than 10	Less than 10	Solar energy systems installed (total kW installed) Participation rate in 3CE among Hollister nonresidential accounts (rate of participation)	Development Services Department	3CE PG&E San Benito County	Near term (by 2024)	General Fund Partnerships



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
<p>8. Promote and incentivize the phase-out of gas appliances in existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.</p> <p>8-1. Support education and outreach to increase participation in electric appliance rebate programs offered by 3CE, AMBAG Energy Watch, and other providers with a focus on contractors and residents of older properties (constructed in or before 1980). Identify and remove any existing code, permitting, or other City requirements that serve as barriers to all-electric conversions of existing homes and businesses and assess opportunities to provide incentives and streamline the permitting process through bundled projects and one-stop permits.</p> <p>8-2. Update the City's permit tracking system as appropriate to track electrification improvements.</p> <p>8-3. Review City-supported weatherization and energy efficiency programs and requirements, if applicable, to ensure they support all-electric, high-efficiency appliances.</p> <p>8-4. Work with local contractors to increase public awareness about and participation in existing incentive programs that promote replacement of natural gas appliances with electric space and water heating systems.</p> <p>8-5. Explore and adopt, as feasible, local building code amendments requiring replacement of natural gas-powered space and water heaters with electric models at end of life during the 2022 and successive Buildings Standards Code updates.</p> <p>8-6. Work with local and regional partners to identify ways to decrease the financial burden of electrification of low-income households and rental units, including paying up-front costs or identification of financial incentives.</p>	9,220	16,330	17,310	Existing buildings converted to electric (number of buildings)	Development Services Department	3CE AMBAG	Midterm (2024–26)	General Fund Partnerships
<p>9. By 2026, all new development to be "all electric," with minor exceptions for appropriate facilities, which may include restaurants, manufacturing, and industrial uses.</p> <p>9-1. Identify and partner with local industry organizations, community-based organizations, and regional partners to inform the preparation of an All-Electric Reach Code for new development, which would leverage the use of the 3CE's Reach Code Incentive Program to offset some costs associated with adopting a Reach Code.</p> <p>9-2. Seek grant funding for electrification of affordable housing, such as the California Energy Commission's (CEC's) Building Initiative for Low Emissions Development (BUILD) program (SB 1477).</p> <p>9-3. Promote public awareness about and participation in existing incentive programs that promote electric space and water heating systems to upgrade and replace natural gas appliances.</p>	2,090	7,290	8,370	All-electric buildings constructed (number of new buildings)	Development Services Department		Near term (by 2024)	General Fund



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
<p>10. Reduce community-wide VMT and associated transportation-related emissions per resident and employee.</p> <p>10-1. Promote transit as a viable option for local and regional trips.</p> <ul style="list-style-type: none">– Collaborate with the San Benito Council of Governments, Caltrans, and San Benito County to ensure efficient and accessible public transit services are available to all residents, workers, and visitors.– Support further integration and overall expansion of public transit service within the city, region, and to and from Salinas, Central Coast communities, and Silicon Valley communities.– Promote transit-friendly street design by encouraging features such as bus stop shelters, street lighting, bus-only signal phases, curb extensions, and wayfinding.– Collaborate with the San Benito Council of Governments, Caltrans, and San Benito County to develop, implement, and maintain park-and-ride facilities. <p>10-2. Assess the feasibility of incorporating infrastructure to support micro-mobility devices in the downtown or in other locations that such a program could have success.</p> <p>10-3. Aid new and existing multifamily and commercial developments in implementing and expanding opportunities for transit-oriented development and affordable housing.</p> <p>10-4. Encourage employers to provide ridership programs, public transit passes, and offer telecommuting to employees. Regularly assess and update incentives to respond to employee needs.</p> <p>10-5. Provide transportation-demand incentives to City employees, including telecommuting as a viable option to reduce VMT and GHGs, without compromising the ability to provide public services.</p> <p>10-6. Collaborate with regional partners to explore the feasibility of a shuttle between Hollister and Pinnades National Park during high-traffic season.</p>	5,310	8,660	12,540	<p>Transit ridership</p> <p>Vehicle miles traveled (vehicle service miles)</p>	<p>Development Services Department</p> <p>Community Services Department</p>	<p>Council of San Benito County Governments</p> <p>Caltrans</p> <p>San Benito County</p>	<p>Midterm (2024–26)</p>	<p>General Fund</p> <p>Partnerships</p>



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
<p>11. Ensure the community has safe and connected opportunities for bicycling and walking, especially between and within residential areas and commercial areas, parks, schools, job centers, and transit centers.</p> <p>11-1. Develop and adopt a Complete Streets Plan to support safety, accessibility, and equity in multi-mobility.</p> <p>11-2. Conduct an assessment of the City's existing sidewalk and prepare a list of sidewalk improvement projects, with priorities to complete gaps and connectivity in existing sidewalks, provide safe connections between residential areas and key destinations like parks, schools, places of employment, and shopping centers.</p> <p>11-3. Improve street design to include safe, accessible, and interconnected pedestrian routes and bicycle paths in the downtown area and near existing and planned commercial centers and job centers. Develop street design guidelines to ensure consistency and safety of pedestrian and bicycle facilities.</p> <p>11-4. Improve bike and pedestrian connections as identified in the 2019 Hollister Parks Facilities Master Plan.</p> <p>11-5. Require bicycle parking at all new commercial centers, job centers, and large-scale mixed-use developments, and ensure all City facilities provide safe and secure bicycle parking.</p> <p>11-6. Promote incentive programs to fund the purchase of bicycles or electric-assist bicycles for low-income community members.</p> <p>11-7. Support community-led bicycle safety training and materials for drivers, bikers, and pedestrians.</p> <p>11-8. Coordinate with Caltrans and other agencies to ensure future Caltrans-funded projects in Hollister consider pedestrian and bicycle circulation improvements to incentivize active transportation trips.</p> <p>11-9. Facilitate and support the development of shared micro-mobility programs in Hollister, including:</p> <ul style="list-style-type: none">– Amending the City's municipal code to regulate parking for scooter and bike-share programs.– Developing and implementing regulations specifying right-of-way rules for e-bikes and e-scooters.– Identifying accessible and equitable locations for micro-mobility hubs.– Marketing micro-mobility programs across the community.– Working with service providers to keep micro-mobility safe and affordable.	980	1,030	1,090	Bike lanes and facilities (miles of bike lanes)	Community Services Department Parks and Recreation	Council of San Benito County Governments Caltrans	Midterm (2024–26)	General Fund
<p>12. Support regional agencies in ensuring that K-12 students in Hollister have pollution-free, safe, and accessible modes to get to and from school.</p> <p>12-1. Partner with school districts to promote "walk pools" or "walking buses" to increase the number of students who walk to school.</p> <p>12-2. Work with regional partners to promote incentives to provide bicycles to low-income youth in the community.</p> <p>12-3. Establish a committee in the City focused on implementing Safe Routes to Schools projects and programs.</p> <p>12-4. Work with regional partners to offer bicycle safety and pedestrian education classes at schools.</p> <p>12-5. Conduct walkability scores of residential neighborhoods, starting with neighborhoods within a 1-mile radius of a public or private school. Use the results to inform identification of City projects that would improve or provide new safe, comfortable, and connected pedestrian networks between residential areas and schools.</p>	0	0	0	Number of students taking alternative transportation to school (number of students)	Community Services Department	Schools	Near term (by 2024)	General Fund



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
13. Increase overall transit ridership and improve access to light-rail transit for commuting to Silicon Valley and Bay Area job centers. 13-1. Work with Caltrain or San Benito County Express to offer express bus service from Hollister to Gilroy to provide a public transit link to Caltrain service and Bay Area employment centers. 13-2. Develop marketing materials to promote San Benito County Express regional transit services, to be distributed at public facilities, workshops, and electronically on the City's website, and social media channels. 13-3. Cooperatively work with Councils of Government (COG), Caltrans, and San Benito County to develop, implement, and maintain public transit services. 13-4. Support the development of a centrally located multi-modal transit hub to encourage transit ridership, improve connectivity, and build on existing services while reducing demand for parking and vehicle trips.	13,060	24,480	31,280	Transit service miles (vehicle service miles)	Community Services Department	Caltrain San Benito County Express Councils of Government Caltrans San Benito County	Midterm (2024–26)	General Fund Partnerships
14. Promote adoption of electric and clean-fuel vehicles and expansion of public and private EV charging infrastructure. 14-1. Install electric vehicle charging stations equitably throughout the community at City facilities, parks, and parking lots. 14-2. Review the City's municipal code to identify barriers and opportunities to accelerate the use of EVs by Hollister's residents and employees, and update the code as needed. This review should ensure parking areas, gas stations, and fossil-fuel dependent transportation-related uses provide low and no carbon fuel options. 14-3. Adopt an EV reach code with minimum requirements for parking spaces with EV charging capacity for multifamily residential buildings and nonresidential buildings. 14-4. Provide dedicated parking spaces for electric or low carbon car-share vehicles at park-and-ride lots, public transit centers, and core commercial and business areas. 14-5. Participate in 3CE's Central Coast Incentive Project and other existing or future programs. 14-6. Work with San Benito County Express to ensure equitable access to electric or low carbon carshare vehicles. 14-7. Collaborate with regional partners such as 3CE and the Monterey Bay Air Resources District, among others, to support accelerated adoption of electric vehicles through the provision of incentives and public outreach campaigns.	24,370	87,640	129,510	EVs registered (number of cars) EV chargers installed (number of chargers)	Development Services Department	3CE Monterey Bay Air Resources District Caltrans	Midterm (2024–26)	General Fund Partnerships
15. Expand the municipal EV fleet and promote low carbon transportation options. 15-1. Work with regional public transit partners to increase the adoption of electric buses and alternative fueled buses.	0	0	0	EVs registered (number of cars)	Community Services Department	3CE Monterey Bay Air Resources District	Midterm (2024–26)	General Fund Partnerships



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
15-2. Support the 3CE's Zero Emission School Bus Program, the Monterey Bay Air Resources District, and other regional partners, to electrify school buses used for Hollister-area schools. 15-3. As part of preparation of a GHG emissions inventory of City Operations, identify present and future GHGs released by the City fleet and by contractor vehicles used to provide municipal services, including collection of trash, recycling, and compostable materials. 15-4. Transition the municipal vehicle fleet to hybrid, electric, or clean fuel vehicles to the greatest extent possible. Incorporate an "electric vehicles first" policy into the City's vehicle replacement program to support this transition. 15-5. Install electric vehicle chargers at all City facilities to provide sufficient chargers to City electric fleet vehicles.				EV chargers installed (number of chargers)				
16. Consider developing an EV Car-Share Program to provide an alternative for car ownership. 16-1. Conduct a feasibility study of different car share programs, such as a car-share program with dedicated parking spaces and "free-floating" car share, to be followed by a citywide pilot program. 16-2. Partner with San Benito County and neighboring jurisdictions and discuss opportunities for car-share programs with regional car share operators. 16-3. Incentivize car-share program use by providing special parking privileges for car share vehicles and providing EV charging stations at dedicated parking spaces. 16-4. Consider strategies to overcome barriers to participating in and accessing car share priority locations, including providing information in multiple languages and prioritizing locations near environmental justice communities and in easily accessible locations.	650	820	900	Electric car sharing rides (number of rides or vehicle service miles)	Development Services Department	San Benito County Neighboring jurisdictions	Midterm (2024–26)	General Fund
17. Promote and incentivize the transition to electric construction and landscaping equipment. 17-1. Promote the health and safety benefits of battery operated or electric powered landscaping equipment and collaborate with regional partners such as the Monterey Bay Air Resources District and 3CE to identify and provide incentives to support replacement of gas-powered landscaping equipment. 17-2. Develop and implement a ban on gas-powered leaf blowers. 17-3. Support State and regional efforts to replace diesel-powered construction and landscaping equipment with electric equipment. 17-4. Conduct targeted outreach to local construction and landscaping companies to raise awareness about and increase participation in available electric equipment rebate programs. 17-5. Require hybrid or clean-fuel construction and landscaping equipment in City contracts.	4,990	11,560	16,690	Offroad equipment converted to electric (number of units)	Development Services Department	3CE Monterey Bay Air Resources District San Benito County	Near term (by 2024)	General Fund



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
<p>18. Promote programs and behavioral shifts to reduce community-wide consumption and generation of trash sent to landfills.</p> <p>18-1. Work with Recology, San Benito County Waste Management Regional Agency, and community partners to establish a source-reduction program and associated outreach and education campaign that promotes options to rethink, refuse, reduce, reuse, regenerate, recycle, and recover materials and work toward a zero-waste community goal.</p> <p>18-2. Work with waste haulers and regional agencies to encourage efforts to promote recycling and composting of organic materials.</p> <p>18-3. Establish sharing, exchange, and reuse program(s), including fix-it clinics, swap events, second-hand markets, and shop local campaigns by collaborating with community and regional partners.</p> <p>18-4. Work with San Benito County to require the recycling of demolition materials or the use of recycled materials in new construction, as feasible.</p> <p>18-5. Continue to implement the City’s purchasing preference for products containing recycled materials, as described in Section 3.06.280 of the Hollister Municipal Code.</p> <p>18-6. Develop and adopt an ordinance to prohibit specific types of single-use or disposable plastics, particularly for use by restaurants, caterers, and other commercial kitchens.</p> <p>18-7. Engage with businesses and industry to encourage the purchase and use of recycled materials where possible.</p> <p>18-8. Encourage the community to participate in waste exchanges and used goods resale programs.</p>	2,970	5,890	10,160	Solid waste generated (tons municipal solid waste) Recovery rate (percent of waste recovered)	Community Services Department	Recology San Benito County Waste Management Regional Agency San Benito County	Midterm (2024–26)	General Fund Partnerships
<p>19. Publicize Recology’s composting services and educational resources to homes and businesses in Hollister.</p> <p>19-1. Support San Benito County and Recology’s existing programs by publicizing information about composting services for homes and businesses through the city’s website, mailers, social media, and other communication channels.</p> <p>19-2. Work with Recology to ensure residents and businesses have access to compost bins.</p> <p>19-3. Work with local and regional partners to ensure each residence in the city is provided with curbside composting pursuant to Senate Bill 1383.</p> <p>19-4. Require composting and other food waste diversion techniques at restaurants citywide.</p>	810	970	1,560	Solid waste generated (tons municipal solid waste) Recovery rate (percent of waste recovered)	Community Services Department	Recology San Benito County Waste Management Regional Agency San Benito County	Near term (by 2024)	General Fund Partnerships
<p>20. Support efforts to reduce methane emissions from regional landfills.</p> <p>20-1. Encourage efforts of the John Smith Road Landfill to install or enhance existing methane capture technology and associated monitoring systems with a goal of increasing the methane capture rate to the highest extent feasible.</p> <p>20-2. Encourage the use of captured methane for flaring or generation of electricity to offset fossil fuel energy use and reduce GHG emissions.</p>	3,200	6,670	9,300	Methane captured (metric tons of methane)	Community Services Department		Near term (by 2024)	General Fund



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
<p>21. Reduce water use in the community through water conservation, water efficient retrofits, water-wise landscaping, and graywater and recycled water programs.</p> <p>21-1. Work with Sunnyslope and San Benito County Water District to develop and implement a water conservation and storage plan to ensure sustainable water supply as droughts become more frequent.</p> <p>21-2. Require a Plumbing Retrofit Water Conservation Certification in accordance with SB 407 upon sale of residential properties.</p> <p>21-3. Provide educational resources and incentives to increase the planting of residential and commercial drought-tolerant landscaping.</p> <p>21-4. Distribute resources from San Benito County Water District to educate homeowners and business owners about water-conserving appliances and devices and existing incentive programs.</p> <p>21-5. Collaborate with regional partners to provide incentives for graywater, rainwater storage systems, and other on-site water reuse systems.</p>	290	430	550	Water used (millions of gallons) Water-efficiency devices installed (number of water-efficiency water retrofits conducted)	Community Services Department	Sunnyslope County Water District San Benito County Water District	Midterm (2024–26)	General Fund
<p>22. Reduce municipal water use.</p> <p>22-1. Require water efficient retrofits in municipal buildings and facilities through implementation of requirements for water-conserving plumbing fixtures, and other techniques.</p> <p>22-2. Implement drought tolerant landscaping and/or water efficient irrigation systems for public parks and facilities.</p> <p>22-3. Work with the Regional Domestic Wastewater Treatment Plant (RDWWTP), the local wastewater treatment provider, to upgrade and replace wastewater treatment and pumping equipment with more energy-efficient equipment as feasible.</p> <p>22-4. Assess and upgrade City-owned water pumping and treatment equipment, as needed, to increase energy efficiency and save energy costs.</p>	Less than 10	Less than 10	Less than 10	Water used (millions of gallons) Water-efficiency devices installed (number of water efficiency water retrofits conducted)	City Manager's Office Community Services Department	Regional Domestic Wastewater Treatment Plant	Midterm (2024–26)	General Fund
<p>23. Work with the Regional Domestic Wastewater Treatment Plant (RDWWTP), the City’s wastewater treatment plant, to increase methane capture rate in the indirect wastewater treatment process.</p> <p>23-1. Work with RDWWTP to explore the possibility of generating electricity from captured methane to power various facilities and reduce operating costs.</p>	100	220	530	Methane captured (metric tons of methane)	Community Services Department	Regional Domestic Wastewater Treatment Plant	Near term (by 2024)	General Fund



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
<p>24. Ensure the preservation and expansion of park land and open space land to provide space for natural habitat, carbon sequestration, and recreation opportunities.</p> <p>24-1. Explore opportunities to increase park space at locations identified in the Hollister Parks Master Plan.</p> <p>24-2. Explore opportunities to increase tree plantings and vegetation in existing urban areas such as requiring landscaping on public and private sites such as entry areas, street medians, parks, schools, parking lots, plazas, courtyards, and recreational areas.</p> <p>24-3. Become a Tree City USA city, which requires designation of a staff person, board, or department to be responsible for the care of trees in the city and administering the program; adopting a tree care ordinance; ensuring the expenditure of \$2 per capita per year on tree planting and maintenance; and adopting an annual Arbor Day proclamation.</p> <p>24-4. Develop a Trail Master Plan with a gap-analysis study of existing parks, trails, and open spaces in Hollister to ensure equal access to natural resources and open space.</p> <p>24-5. Collaborate with San Benito County on implementation of their Parks and Recreation Facilities Master Plan and implementation of the Hollister Parks Master Plan to ensure regional connectivity to trails and open space, along with County and City collaborated efforts to enhance the San Benito River frontage through the San Benito River Parkway Master Plan and other studies.</p> <p>24-6. Create open space preservation opportunities. Through the development review process, preserve open space areas. Encourage the dedication of open space areas that are adjacent to public open space.</p>	0	0	0	<p>Trees planted (number of trees)</p> <p>Park space created (acres of parkland created)</p>	<p>Parks and Recreation</p> <p>Community Services Department</p>	<p>San Benito County</p>	<p>Midterm (2024–26)</p>	<p>General Fund</p>



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
<p>25. Maintain and expand the City’s existing tree canopy to improve urban environmental quality and mitigate the urban heat island effect.</p> <p>25-1. Implement an urban forestry program to manage citywide tree planting and maintenance, conduct a citywide tree inventory and canopy cover, and monitor tree health to maintain and expand the City's existing tree canopy.</p> <p>25-2. As part of the City’s Urban Forest Master Plan, identify priority areas for tree planting, focusing on environmental justice communities, to mitigate the heat island effect in underserved neighborhoods.</p> <p>25-3. Ensure that new and retrofitted large hardscaped areas, such as parking lots, incorporate trees and other green infrastructure appropriate for current and future climate conditions.</p> <p>25-4. Explore grant funding opportunities for urban forestry, pervious concrete, and cool pavement.</p> <p>25-5. Encourage property owners to plant and maintain trees in existing urban areas through a citywide “Adopt a Tree” program to reduce the urban heat island effect, while ensuring compliance with fire-safe planting protocols and maintaining defensible space, as applicable.</p>	300	370	180	Trees planted (number of trees)	Community Services Department	Landscape architects, landscapers, architects, and other design and industry professionals and organizations Community-based organization	Midterm (2024–26)	General Fund
<p>26. Incorporate drought-tolerant landscapes, bioswales, green roofs, and permeable pavements in new development to increase absorption of precipitation during heavy rain events and reduce surface water runoff.</p> <p>26-1. Develop sustainable building design standards that include requirements for green infrastructure and landscaping for outdoor areas.</p> <p>26-2. Adopt green infrastructure design standards to improve stormwater management at public facilities, streets, and parking lots based on recognized green infrastructure design guidelines, such as the one developed by Flows to the Bay.</p> <p>26-3. Incorporate green infrastructure standards into design review.</p>	0	0	0	Water used (millions of gallons) Landscaped areas converted to drought- tolerant landscaping (acres of landscaping)	Community Services Department Development Services Department	Landscape architects, landscapers, architects, and other design and industry professionals and organizations	Midterm (2024–26)	General Fund



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
<p>27. Promote local and sustainable food sources, including community gardens, home vegetable and fruit gardening, farmers markets, food cooperatives, and community-based efforts to grow and share locally grown food.</p> <p>27-1. Identify locations for community gardens and work with community groups to establish gardens on appropriate sites.</p> <p>27-2. Collaborate with community partners to share information and resources on the benefits of eating seasonally, locally grown food, which include reducing individual GHG emissions and support the local economy.</p> <p>27-3. Work with community partners to increase reliable and affordable access to fresh and healthy food.</p> <p>27-4. Support efforts of community partners to promote local and regional farms, viticulture, food processors, home gardeners, and other agriculture uses, including through educational farm tours, tasting events, farm-to-table community meals, gardening workshops, and more.</p>	0	0	0	<p>Community gardens established (number of gardens)</p> <p>Food recovered (tons of food)</p>	<p>Community Services Department</p> <p>Development Services Department</p>	<p>Community organizations</p>	<p>Midterm (2024–26)</p>	<p>General Fund</p>
<p>28. Work with regional partners and farmers to increase sustainable agricultural practices and carbon sequestration on agricultural lands.</p> <p>28-1. Implement Hollister 2040 goals and policies aimed at preserving agricultural lands in the City's SOI and mitigating the loss of such lands. Work with local and regional partners to track development at the State level pertaining to sequestration of natural and working lands, including through CARB's Natural and Working Lands GHG inventory and the California 2030 Natural and Working Lands Climate Change Implementation Plan.</p> <p>28-2. Work with local and regional partners to explore innovative techniques to increase carbon sequestration on agricultural land, including through compost application, agroforestry, grazing land, grassland and cropland management, crop covering, mulching, reduced or no-till practices, and planting of windbreaks, among others.</p> <p>28-3. Partner with farming groups, academic institutions, and other partners, to review and implement suggestions in the State's Healthy Soils Initiative, which facilitates the management of farms and ranches specifically for carbon sequestration and other benefits such as increased water holding capacity and soil fertility.</p> <p>28-4. Work with CARB and other local and regional partners and participating agencies to identify and implement actions to maximize the use of the city's natural and working lands, including exploration of funding opportunities such as green loans, mitigation and carbon banking, or pursuit of grant funding.</p> <p>28-5. Work with local farmers and community organizations involved with local farms to highlight agricultural properties and operating farms in the city's SOI, and to encourage their operation.</p> <p>28-6. Work with Resource Conservation Districts and non-profit organizations to pursue funding for sustainable agriculture grants that can help incentivize farmers and ranchers to minimize synthetic pesticide and fertilizer use.</p> <p>28-7. Develop and implement an ordinance that prohibits the use of synthetic pesticides and fertilizers on City-owned property.</p>	840	0	0	<p>Farm and grazing land created (acres)</p>	<p>Development Services Department</p>	<p>CARB Resource Conservation Districts</p>	<p>Midterm (2024–26)</p>	<p>General Fund</p>



Climate Action Plan

Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
29. Collaborate with neighboring jurisdictions, landfills, county agencies, the Central Coast Climate Collaborative, and community organizations to implement the Climate Action Plan. 29-1. Coordinate with regional partners to seek funding for regional climate projects, such as a weatherization program or energy efficiency rebates. 29-2. Collaborate with regional partners to share updates, case studies, and lessons learned from implementation of climate actions partners.	0	0	0		Development Services Department	Central Coast Climate Collaborative San Benito County Community organizations	Near term (by 2024)	General Fund
30. Provide emergency information, essential services, and financial assistance to the community to enhance resilience during climate hazard events. 30-1. Partner with county agencies, local weather stations, and air quality districts to provide public health advisories regarding extreme heat and poor air quality. 30-2. Fund the creation and operation of centrally located accessible resilience hubs that can serve as shelters and resource centers during climate hazard events and natural disasters. 30-3. Work with community and regional partners to identify funding options and opportunities to provide temporary or permanent free air conditioning units and/or fans for highly vulnerable residents, including low-income households especially low-income households representing multiple characteristics of vulnerability to the effects of climate change. 30-4. Provide information on how to prepare for emergencies in the event of a wildfire, flood, or other natural disaster. 30-5. Partner with community organizations and faith-based groups to raise awareness about resilience resources and financial assistance programs, such as energy bill assistance and free air conditioning units.	0	0	0		Development Services Department	San Benito County Monterey Bay Air Quality Management District Community Organizations	Near term (by 2024)	General Fund
31. Ensure that workers in outdoor industries have adequate protection from environmental hazards. 31-1. Identify and support community organizations and regional partners that provide resources and training on workplace environmental hazards, including extreme heat, poor air quality, and diseases to all employers of outdoor workers (e.g., landscaping, construction, mining, farming) in Hollister.	0	0	0		Development Services Department	Local and regional community organizations and service providers	Near term (by 2024)	General Fund
32. Provide green job trainings to create living wages and quality employment opportunities while reducing health and environmental impacts of local industries. 32-1. Partner with community colleges, local non-profits, and community groups to provide green jobs training for residents. 32-2. Provide information about green jobs, especially to people currently or recently working in polluting or extractive industries. 32-3. Collaborate with community-based organizations and regional partners to amend the City's economic development strategy and attract businesses to Hollister that contribute to a sustainable economy.	0	0	0		Development Services Department	Local community groups	Midterm (2024–26)	General Fund



Strategy Actions	GHG Emission Reductions			Metrics	Responsible Departments	Partner Agencies	Timeframe	Funding options
	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e					
33. Promote climate change awareness and GHG reduction community-wide, through a variety of mechanisms, including through support of climate change education in schools or community colleges. 33-1. Promote educational resources to students and parents each year and encourage community educators to incorporate clean energy and climate change discussions into their curriculum, by partnering with Gavilan College and school districts. 33-2. Use City newsletters to spotlight community members, including K-12 teachers and students, who are working on climate change or sustainability and who are making a difference in our community. 33-3. Increase energy educational resources in the Hollister School District by working with the San Benito County Office of Education. 33-4. Work with nonprofits and community-based organizations to develop a list of green volunteer opportunities and skills trainings for high school students, such as community gardening, tree planting, bicycle advocacy, food recovery, and composting.	0	0	0		Development Services Department	Gavilan College Hollister School District San Benito County Office of Education	Near term (by 2024)	General Fund Partnerships



APPENDIX A

This appendix provides additional details regarding the GHG emissions inventory, forecast, and reduction strategies. It summarizes the data sources, assumptions, and performance metrics used to calculate the potential for GHG savings from the community-wide reduction strategies in the Hollister Climate Action Plan (CAP).

The inventories include the years 2005 and 2019. These inventories assess emissions produced by transportation, residential and nonresidential energy use, off-road equipment, solid waste, water and wastewater, agriculture, and land use, including development and sequestration. For the purposes of the GHG inventory and forecast in the CAP, in addition to analyzing the GHG emissions in the city limits, the City assessed GHG emissions for the City's Sphere of Influence (SOI). This combined area, known as the CAP Study Area, represents the potential expanded area of the city boundary if all growth areas are annexed and incorporated into the City of Hollister as anticipated by the Hollister 2040 General Plan. Urban expansion in Hollister has the potential to significantly increase community-wide GHG emissions in the future.

Emission Factors

The City calculated most GHG emissions using data on GHG-generating activities in combination with emission factors. An emissions factor describes how many metric tons of carbon dioxide equivalent (MTCO₂e) are released per unit of an activity. **Table A-1** shows the emissions factors for 2005 and 2019. Some sectors, including agriculture and off-road emissions, are calculated using formulas or models that do not have specific emission factors.

Table A-1 Emissions Factors, 2005 and 2019

Sector	Unit	2005	2019	Source
PG&E electricity	MTCO ₂ e/kWh	0.000224	0.000002	PG&E
3CE electricity	MTCO ₂ e/kWh	N/A*	0.000005	3CE
Natural gas	MTCO ₂ e/therm	0.005319	0.005319	U.S. Community Protocol
On-road transportation (light- and medium-duty vehicles)	MTCO ₂ e/mile	0.000418	0.000352	California Air Resources Board
On-road transportation (heavy-duty vehicles)	MTCO ₂ e/mile	0.001483	0.001417	California Air Resources Board
On-road transportation (all vehicle types)	MTCO ₂ e/mile	0.000554	0.000489	California Air Resources Board
Solid waste (municipal solid waste)	MTCO ₂ e/ton	0.293219	0.286056	AMBAG

* 3CE did not operate in 2005 and did not provide electricity data or emissions factors for that year.



2005 and 2019 Inventory Updates (City Limit)

Prior to preparation of this CAP, the Association of Monterey Bay Area Governments (AMBAG) prepared community-wide GHG inventories for Hollister for the baseline year of 2005 and the most recent year of 2019. The 2005 inventory provides a baseline for establishing targets, while the 2019 inventory is the most recent indication of how emissions have changed since the baseline and is the year from which future emissions are forecasted.

The City revised the existing AMBAG GHG inventories for 2005 and 2019 to use consistent and current methods and data sources that are in line with recommended guidance and best practices. These revisions included the addition of new sectors and sources, revised emission factors, updated global warming potentials for certain GHGs, different data sources for certain sectors for consistency with the General Plan Update, and adjustments to methods for certain sectors. The new sectors added to the updated inventories are agriculture and land use and sequestration. Updates in methods most noticeably affect the results of the transportation sector; all other changes are minor. **Table A-2** and **Table A-3** show how the baseline 2005 inventory and the 2019 inventory have been updated. Both tables present inventory results in absolute and per capita emissions for comparison with previous inventories.

Table A-2 Updates to 2005 Baseline GHG Inventory within the City Limit (MTCO₂e)

Sector	Original 2005 Absolute ¹	Original 2005 Per Capita	Updated 2005 Absolute ¹	Updated 2005 Per Capita	Percentage Change
Transportation	23,660	0.54	110,040	2.52	365%
Nonresidential energy	55,120	1.26	55,120	1.27	0%
Residential energy	36,210	0.83	36,210	0.83	0%
Off-road equipment	-	-	32,310	0.74	-
Solid waste	10,660	0.24	11,330	0.26	6%
Water and wastewater	2,150	0.05	2,320	0.05	8%
Agriculture	-	-	400	0.01	-
Land use and sequestration	-	-	-2,300	-0.05	-
Development activities	-	-	1,600	0.04	-
Total Annual MTCO₂e	127,800	2.93	247,030	5.63	93%

¹Absolute emissions are rounded to the nearest 10. Totals may not equal the sum of individual rows.



Table A-3 Updates to 2019 GHG Inventory within City Limit (MTCO₂e)

Sector	Original 2019 Absolute ¹	Original 2019 Per Capita	Updated 2019 Absolute ¹	Updated 2019 Per Capita	Percentage Change
Transportation	41,490	0.79	140,350	3.64	238%
Nonresidential energy	11,150	0.21	11,150	0.29	0%
Residential energy	24,230	0.46	24,240	0.62	0%
Off-road equipment	-	-	43,690	1.13	-
Solid waste	17,930	0.34	17,930	0.47	0%
Water and wastewater	890	0.02	1,040	0.03	17%
Agriculture	-	-	320	0.01	-
Land use and sequestration	-	-	-2,460	-0.06	-
Development activities	-	-	500	0.01	-
Total Annual MTCO₂e	95,690	1.82	236,760	6.15	147%

¹Absolute emissions are rounded to the nearest 10. Totals may not equal the sum of individual rows.

The large increase in transportation-related emissions is due to a change in the method of quantifying emissions from VMT. The original GHG inventories prepared by AMBAG used a method called the “boundary model”. This model accounts for emissions from all travel miles that occurred within the geographic area, in this case, the city limits of Hollister. The boundary model does not account for travel miles outside of the area, even if the origin or destination of the trip was in Hollister. Although it does not account for travel demand, the original GHG inventories include a portion of “pass-through” or partial trips, which are those that do not begin or end in Hollister but pass through the community.

By contrast, the updated 2005 and 2019 GHG inventories use the “origin-destination” model, which accounts for travel demand by reporting all trips in which both the origin and destination are within the geographic area, as well as trips that have only an origin or destination within the area. The latter, known as transboundary trips, are quantified by allocating 50 percent of travel miles to the city where the trip began or ended. Due to the more comprehensive scope of the origin-destination model, which accounts for travel demand into and outside of the city limits, emissions associated with VMT are much higher in the updated GHG inventories. This change in method for quantifying vehicle emissions explains the large increase in emissions for the transportation sector in the updated 2005 and 2019 GHG inventories compared to the original inventory from AMBAG.

The increase in emissions for the water and wastewater sector in the revised 2005 and 2019 inventories as compared to the original AMBAG results is due to a more complete analysis of activities and emissions for this sector. The water and wastewater sector includes two types of GHG emissions: indirect and direct emissions. Indirect emissions are GHG emissions associated with electricity use for the supply, conveyance, distribution, and treatment of potable water and wastewater. Direct emissions are GHG emissions associated with biological processes that occur naturally through the treatment process. The original 2005 and 2019 GHG inventories assessed only direct emissions of nitrous oxide associated with effluent discharge and wastewater treatment. The update to the 2005 and 2019 GHG inventories includes indirect water and wastewater use in addition to the direct emissions. This change in method for quantifying the water and wastewater emissions explains the 8 and 13 percent increase in emissions for this sector in the updated 2005 and 2019 GHG inventories, respectively.



City Limits Inventory Sector Details

Each sector experienced notable changes in activity and emissions level between 2005 and 2019. This section provides a summary of the changes by sector and presents possible explanations for these changes.

Transportation

Hollister's community members drove approximately 198,652,450 vehicle miles in 2005, increasing to 287,080,730 vehicle miles in 2019. The vehicle miles traveled (VMT) in 2005 resulted in the release of approximately 110,040 MTCO₂e, which increased to 140,270 MTCO₂e in 2019. Although vehicle miles increased by 45 percent between 2005 and 2019, emissions only increased by 27 percent due to increasingly fuel-efficient vehicles, along with a wider adoption of electric vehicles (EVs). The method used to calculate VMT for the transportation sector of the CAP, and the results of this process, are consistent with those of the General Plan Update. **Table A-4** provides a breakdown of the activity data and GHG emissions for on-road transportation by each individual year included in the updated community-wide inventory.

Table A-4 Transportation Activity Data and GHG Emissions within City Limit, 2005 and 2019

Sector	2005	2019	Percentage Change 2005 to 2019
Activity Data (VMT)			
Light-duty vehicles	173,226,780	250,328,920	45%
Heavy-duty vehicles	25,425,670	36,751,810	45%
Total Annual VMT	198,652,450	287,080,730	45%
GHG Emissions (MTCO₂e)			
Light-duty vehicles	72,340	88,200	22%
Heavy-duty vehicles	37,700	52,070	38%
Total Emissions (MTCO₂e)	110,040	140,270	27%

All numbers are rounded to the nearest 10. Totals may not equal the sum of individual rows.

Residential Electricity

Hollister's GHG emissions from residential electricity totaled approximately 220 MTCO₂e in 2019, compared to 13,560 MTCO₂e in 2005, a decline of 98 percent. Improvements in energy efficiency have reduced the amount of electricity and natural gas used in Hollister despite a growing population, which has also contributed to reduced energy-related GHG emissions. While residential electricity use declined approximately 29 percent over this period due to increases in energy efficiency, much of the decline in emissions is due to electricity coming from renewable and carbon-free sources. This trend accelerated after the wide-scale adoption of 3CE, which in 2019 supplied electricity entirely from renewable and other carbon-free sources. **Table A-5** provides a breakdown of the activity data and GHG emissions for residential electricity by each individual year included in the updated community inventory.

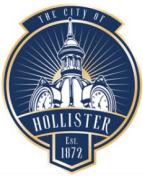


Table A-5 Residential Electricity Activity GHG Emissions by Subsector within City Limit, 2005 and 2019

Sector	2005	2019	Percentage Change 2005 to 2019
Activity Data (kWh)			
Residential electricity PG&E	60,662,240	5,013,670	-92%
Residential electricity 3CE	-	38,068,800	-
Total activity (kWh)	60,662,240	43,082,470	-29%
GHG Emissions (MTCO₂e)			
Residential electricity PG&E	13,560	10	-100%
Residential electricity 3CE	-	210	-
Total emissions (MTCO₂e)	13,560	220	-98%

All numbers are rounded to the nearest 10. Totals may not equal the sum of individual rows.

Residential Natural Gas

GHG emissions from residential natural gas use totaled approximately 24,020 MTCO₂e in 2019, compared to approximately 22,650 MTCO₂e in 2005, an increase of 6 percent. This increase in natural gas GHG emissions is proportional to the increase in natural gas use between the two inventory years. **Table A-6** provides a breakdown of the activity data and GHG emissions for residential natural gas by year in the updated community-wide GHG inventory.

Table A-6 Residential Natural Gas Activity and GHG Emissions within City Limit, 2005 and 2019

Sector	2005	2019	Percentage Change 2005 to 2019
Activity Data (therms)			
Residential natural gas	4,257,670	4,515,300	6%
GHG emissions (MTCO₂e)			
Residential natural gas	22,650	24,020	6%

All numbers are rounded to the nearest 10. Totals may not equal the sum of individual rows.



Nonresidential Electricity

Hollister's GHG emissions from nonresidential electricity, including GHG emissions from direct access electricity, totaled 510 MTCO₂e in 2019, compared to approximately 20,280 MTCO₂e in 2005, a decline of 97 percent. This decline in nonresidential electricity emissions occurred despite an increase in electricity use of 7 percent and is primarily attributable to electricity coming from cleaner sources. As mentioned previously, this trend accelerated when 3CE started to supply electricity in Hollister, which provides electricity from renewable and carbon-free sources. **Table A-7** provides a breakdown of the activity data and GHG emissions for nonresidential electricity by each year included in the updated community-wide inventory.

Table A-7 Nonresidential Electricity Activity and GHG Emissions by Subsector within City Limit, 2005 and 2019

Sector	2005	2019	Percentage Change 2005 to 2019
Activity Data (kWh)			
Nonresidential electricity PG&E	83,591,440	1,333,710	-98%
Nonresidential electricity 3CE	-	93,299,730	-
Direct access electricity*	4,874,830	-	-100%
Total activity (kWh)	88,466,270	94,633,440	7%
GHG Emissions (MTCO₂e)			
Nonresidential electricity PG&E	18,690	Less than 0.0002	-100%
Nonresidential electricity 3CE	-	510	
Direct access electricity	1,590	-	-100%
Total emissions (MTCO₂e)	20,280	510	-98%

All numbers are rounded to the nearest 10. Totals may not equal the sum of individual rows.

*No direct access electricity was reported in 2019.



Nonresidential Natural Gas

Nonresidential natural gas GHG emissions totaled approximately 10,640 MTCO₂e in 2019, compared to approximately 34,840 MTCO₂e in 2005, a decrease of 69 percent. This decrease in natural gas GHG emissions may be due to changes in weather conditions (affecting the need for natural gas heating), and general improvements in energy efficiency. Conversions from natural gas to electric appliances may also contribute to reduced natural gas emissions. **Table A-8** provides a breakdown of the activity data and GHG emissions for nonresidential natural gas by each individual year included in the updated community inventory.

Table A-8 Nonresidential Natural Gas Activity and GHG Emissions within City Limit, 2005 and 2019

Sector	2005	2019	Percentage Change 2005 to 2019
Activity Data (therms)			
Nonresidential natural gas	6,550,060	2,001,050	-69%
GHG Emissions (MTCO₂e)			
Residential natural gas	34,840	10,640	-69%

All numbers are rounded to the nearest 10. Totals may not equal the sum of individual rows.

Solid Waste

Hollister's GHG emissions associated with municipal solid waste (MSW) thrown away by community members within the city limits increased by 58 percent between 2005 and 2019, from 11,330 MTCO₂e in 2005 to 17,930 MTCO₂e by 2019. This increase in emissions, which is smaller than the rate of increase in the volume of solid waste, is potentially the result of an increase in population during the time period. **Table A-9** presents specific solid waste data for each year.

Table A-9 Solid Waste Activity and GHG Emissions within City Limit, 2005 and 2019

Sector	2005	2019	Percentage Change 2005 to 2019
Activity Data (tons)			
MSW	38,640	62,680	62%
GHG Emissions (MTCO₂e)			
MSW	11,330	17,930	58%

All numbers are rounded to the nearest 10. Totals may not equal the sum of individual rows.



Off-Road Equipment

GHG emissions from the off-road equipment sector in Hollister increased approximately 35 percent between 2005 and 2019, from 32,310 MTCO₂e in 2005 to 43,590 MTCO₂e in 2019, based on data available from the California Air Resources Board (CARB). **Table A-10** shows the change in GHG emissions for each year. As shown, emissions from transport refrigeration units (TRUs) have increased the most significantly, followed by construction and mining equipment and light commercial equipment, which rose by 8,350, 973, and 92 percent, respectively. Increases in TRU and light commercial equipment emissions may be attributed to an increase in commercial and agricultural activity, while growth in construction and mining equipment emissions may be attributed to an increase in construction activities and employment. Portable equipment emissions rose by 57 percent. These increases are largely attributed to the increases in population that Hollister experienced during this time.

Conversely, lawn and garden equipment emissions remained relatively constant, pleasure craft equipment emissions decreased by 2 percent, and recreational equipment emissions decreased by 11 percent between 2005 and 2019. The decrease in industrial equipment may be due to more fuel-efficient equipment becoming available in combination with changing equipment needs.

Table A-10 Off-Road Equipment GHG Emissions by Subsector within City Limit, 2005 and 2019

Off-Road Equipment	2005	2019	Percentage Change 2005 to 2019
Agricultural	-	20	-
Construction and mining	660	7,080	973%
Industrial	750	1,050	40%
Lawn and garden	5,510	5,490	0%
Light commercial	4,120	7,930	92%
Pleasure craft	13,100	12,790	-2%
Portable equipment	470	740	57%
Recreational	7,680	6,800	-11%
Transport Refrigeration Units	20	1,690	8,350%
Total Off-Road Equipment (MTCO₂e)	32,210	43,590	-35%

All numbers are rounded to the nearest 10. Totals may not equal the sum of individual rows.



Water and Wastewater

GHG emissions from Hollister's water and wastewater consumption decreased by 56 percent from 2,320 MTCO₂e in 2005 to 1,010 MTCO₂e in 2019. Emissions associated with indirect water and indirect wastewater (i.e., the electricity needed to move and process water and wastewater) both decreased by 97 percent. GHG emissions released from direct wastewater grew by 15 percent due to increased indoor water consumption. Although the activity data in [Table A-11](#) shows a decrease in water consumption of only 8 percent and a significant increase (41 percent) in the amount of wastewater produced, the GHG emissions for these subsectors decreased due to the use of renewable and carbon-free electricity sourced from 3CE.

Table A-11 Water and Wastewater Activity and GHG Emissions by Subsector within City Limit, 2005 and 2019

Sector	2005	2019	Percentage Change 2005 to 2019
Activity Data			
Indirect water (millions of gallons)	1,750	1,610	-8%
Indirect water (kWh)	5,331,260	4,908,890	-8%
Indirect wastewater (kWh)	1,305,600	1,836,260	41%
Water and Wastewater Total	6,636,860	6,532,090	-2%
GHG Emissions (MTCO₂e)			
Indirect water	1,190	30	-97%
Indirect wastewater	290	10	-97%
Direct wastewater	840	970	15%
Water and Wastewater Total (MTCO₂e)	2,320	1,010	-56%

All numbers are rounded to the nearest 10. Totals may not equal the sum of individual rows.



Agriculture

The project team assessed GHG emissions from agriculture by calculating the nitrous oxide emissions associated with fertilizer use for all types of agricultural production in Hollister, including field, vegetable crops, fruit, and nut crops. As shown in **Table A-12**, GHG emissions in this sector decreased from 400 MTCO₂e in 2005 to 320 MTCO₂e in 2019, a decrease of 20 percent during this period. The decrease in emissions is attributed to a decrease in agricultural production, reflected in the proportional decline in acres of crop production between 2005 and 2019.

Table A-12 Fertilizer Use and GHG Emissions within City Limit, 2005 and 2019

Sector	2005	2019	Percentage Change 2005 to 2019
Activity Data (acres)			
Acres of Fertilized Crops	1,120	890	-21%
GHG Emissions (MTCO₂e)			
Fertilizer GHG Emissions	400	320	-20%

All numbers are rounded to the nearest 10. Totals may not equal the sum of individual rows.

Land Use and Sequestration

GHG emissions from land use and sequestration can be either positive or negative. Natural lands and street trees can absorb carbon by storing it in biomass such as wood, plants, and soil. As a result, when natural land is preserved or when more street trees are planted, emissions from this sector go down because GHGs are being removed from the atmosphere. However, developing natural lands or converting them to a different form (for example, replacing forests with crop land) or removing street trees causes carbon to be released, creating GHG emissions.

The land use and sequestration sector includes emission sources and sinks from two types of activities: (1) emissions caused by permanently removing vegetation from natural lands or farmlands as a part of development (emissions source), and (2) sequestration of GHG emissions in street trees in urbanized areas (emissions sink). As shown in **Table A-13**, the development of agricultural land resulted in the release of 1,600 MTCO₂e and 500 MTCO₂e in 2005 and 2019, respectively. These emissions are calculated based on development of agricultural land that occurred during a 20-year period. Urban street trees absorbed approximately 2,300 MTCO₂e and 2,460 in 2005 and 2019, respectively, offsetting the emissions caused by urban development and other activities. As a result, the net impact of land use change, when accounting for urban street trees, is a decrease in emissions. Emissions from this sector total -700 MTCO₂e in 2005 and -1,960 MTCO₂e in 2019.

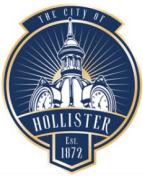


Table A-13 Land Use Change and Street Tree Biomass within City Limit 2005 and 2019

Sector	2005	2019	Percentage Change 2005 to 2019
Activity Data (acres)			
Land use change*	1,700	590	-69%
Street tree biomass	730	780	7%
GHG Emissions (MTCO₂e)			
Land use change*	1,600	500	-69%
Street tree biomass	-2,300	-2,460	-7%
Total MTCO₂e	-700	-1,960	-180%

*The conversion of agricultural to urban land method assumes that all developed agricultural land was converted into urban land uses, and no street trees were removed on those urban lands.

All numbers are rounded to the nearest 10. Totals may not equal the sum of individual rows.

2019 GHG Inventory Totals for CAP Study Area

As noted in the Introduction section, the General Plan anticipates that Hollister will grow within its existing boundary and through the annexation of land outside of the current city boundary but within the General Plan's CAP Study Area (see **Table A-14**). This land consists primarily of agricultural or low-density residential land west, south, and east of the city boundary. The Hollister SOI, totaling approximately 6,844 acres, including the area in the city boundary, is the area designated to indicate land that is likely to be annexed into the city in the near future.

Table A-14 Combined 2019 GHG Emissions – Existing City Limit, Sphere of Influence, and Combined Total (CAP Study Area)

Total Emissions (MTCO ₂ e)	2019
City Limit	236,760
Sphere of Influence	7,990
CAP Study Area (Total)	244,750



Demographic Projections

The community-wide GHG emissions forecasts are based on the 2019 community-wide GHG emissions inventory, taking into account Hollister's 2019 demographics and predicted demographic trends used in the Hollister 2040 General Plan Update. **Table A-15** shows projected changes in population, households, jobs, service population, and VMT between 2019 and 2045. The 2019 demographic statistics are from the US Census, the Department of Finance, and AMBAG. Projected demographic information is from General Plan Update buildout projections. VMT are derived from Kimley-Horn (2019). VMT is modeled for 2015 and 2040. The City interpolated and extrapolated these results to obtain VMT estimates for 2019, 2030, and 2045.

The City of Hollister's service population in the city boundary is projected to increase by 78 percent between 2019 and 2045.

Table A-15 City of Hollister Demographic Projection within City Limit, 2019-2045

Metric	2019	2030	2040	2045	Percentage Change, 2019 to 2045	Relevant Sectors
Population	38,507	53,250	63,295	68,317	77%	Off-road equipment
Households	10,660	15,352	18,619	20,253	90%	Residential energy, off-road equipment
Jobs	14,164	19,934	23,506	25,293	79%	Nonresidential energy, off-road equipment
Service population	52,671	73,183	86,801	93,610	78%	Solid, water and wastewater, off-road equipment
Vehicle miles traveled	287,080,730	453,820,480	512,416,640	541,714,540	89%	Transportation

Table A-16 shows the demographic projections used to prepare the GHG emissions forecast for the SOL.



Table A-16 Hollister Demographic Projection in Sphere of Influence, 2019-2045

Metric	2019	2030	2040	2045	Percentage Change, 2019 to 2045	Relevant Sectors
Population	1,863	2,610	3,289	3,628	95%	Off-road equipment
Households	588	829	1,048	1,157	97%	Residential energy, off-road equipment
Jobs	294	312	329	338	15%	Nonresidential energy, off-road equipment
Service population*	2,157	2,922	3,618	3,966	84%	Solid waste, water and wastewater, off-road equipment
Vehicle miles traveled (VMT)	9,178,059	13,273,444	16,996,407	18,858,062	105%	Transportation

Sources: 2019 demographic numbers are from US Census, the Department of Finance, and AMBAG.

* Service population is the sum of populations and jobs.

All numbers except residents per household are rounded to the nearest 10.

Future demographics are from buildout projections. VMT are derived from Kimley-Horn (2019) using modeled VMT analysis for the years 2015 and 2040 to interpolate and extrapolate as needed to obtain VMT estimates for 2019, 2030, and 2045.

The service population of the city's SOI, not including the city boundary, is projected to increase by 84 percent between 2019 and 2045.



STATE GHG EMISSION REDUCTIONS

California has adopted and committed to implementing policies to decrease GHG emission levels statewide, many of which apply to the major GHG emitters in Hollister. Many of these policies are identified in the State's Climate Change Scoping Plan (Scoping Plan), which was originally adopted in 2008 in response to the California Global Warming Solutions Act. The Scoping Plan outlines several regulatory and market-based solutions to achieving California's GHG emission reduction goals. Successive updates to the Scoping Plan in 2014, 2017, and 2022 revised these State level actions and identified additional opportunities for GHG emission reductions, as applicable.

While the Scoping Plan and related documents lay out policies to reduce GHG emissions statewide, the CAP focuses on the policies that most directly impact Hollister. The CAP accounts for the impacts of the State's GHG emissions reduction efforts on the level of emissions released by activities that take place in Hollister. These efforts are:

The [Renewables Portfolio Standard](#) (RPS), which requires increases in renewable and carbon-free electricity supplies. RPS was first established in 2002 and has been amended multiple times, most recently by Senate Bill (SB) 1020 in 2022. It requires all electricity providers in the state to obtain at least 60 percent of their electricity from eligible renewable resources by the end of 2030 and all their electricity from carbon-free (although not necessarily eligible renewable) resources by the end of 2045. This policy reduces GHG emissions from electricity use, including the electricity used to transport and process water and wastewater, and the electricity used for electric vehicles.

The [Clean Car Standards](#), which require increased fuel efficiency of on-road vehicles and decreased carbon intensity of vehicle fuels. In 2002, California adopted Assembly Bill (AB) 1493, the New Passenger Motor Vehicle Greenhouse Gas Emission Standards, or Pavley standard. It required a reduction in tailpipe GHG emissions from new vehicles produced from 2009 to 2015. In 2012, the California Air Resources Board (CARB) adopted an extension of this policy, the Advanced Clean Car Standards, which requires more stringent reductions in tailpipe GHG emissions from vehicles produced from 2016 to 2025. In August 2022, CARB adopted another expansion of these standards, known as the Advanced Clean Cars II standards. This regulation requires that all new light-duty vehicles (e.g., passenger cars, small trucks, and SUVs) sold in the state be zero-emission by 2035, with interim targets for new light-duty vehicle sales beginning in 2026. There are some limited exceptions for plug-in hybrid vehicles. CARB adopted similar rules for heavy-duty vehicles and State and local government fleets in 2020 (Advanced Clean Trucks) and 2023 (Advanced Clean Fleets).

The updated [Title 24](#) building energy-efficiency standards require new buildings to achieve increased energy-efficiency targets. California Code of Regulations, Title 24, Part 6 are California's energy-efficiency standards for new and renovated buildings, which are applied at the local level through the project review and building permit process. The standards are strengthened every three years, with the ultimate goal of making new buildings net-zero energy, meaning that they would generate as much energy as they use. The most recent set of Title 24 standards, known as the 2022 standards, went into effect on January 1, 2023. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, and strengthen ventilation standards. The [Low Carbon Fuel Standard](#) (LCFS) mandates reduced carbon intensity of fuels used in off-road equipment.

The short-lived climate pollutants law ([SB 1383](#)) requires that communities divert 75 percent of organic waste (e.g., food scraps, grass, and plant trimmings) away from landfills and toward alternatives such as composting or energy generation. As a part of this requirement, all jurisdictions must offer curbside composting to single-family and small multifamily properties (less than five units). Larger multifamily properties and businesses must either participate in curbside composting or self-haul organic waste to a composting



program or collection site. SB 1383 also includes requirements related to diverting surplus food to people in need, increasing the use of products made from recycled organics, and providing more detailed reporting statistics.

Title 24: Building Standards Code

Title 24 is the section of the California Code of Regulations that establishes standards to promote energy efficiency, public health, and GHG reduction standards for the construction of new commercial, residential, and public-school buildings. Title 24 includes Part 6, Building Energy Efficiency Standards (also known as the Energy Code), which focuses on reducing energy consumption of new buildings, and Part 11, CALGreen Code, which focuses on reducing environmental impacts and improving public health through mandatory measures in the building sector.

Title 24 is applied at the local level through the building permit and development review process, implemented through the municipal building code. Section 15.04.050 of the Hollister Municipal Code adopts the California Building Standards Code, including the CALGreen Code, by reference. The Municipal Code thus requires compliance with statewide Title 24 standards that improve energy efficiency, public health, and environmental sustainability in new homes and nonresidential buildings, such as high-efficiency electric air and water heating systems, improved ventilation systems, and rooftop solar and battery storage systems. This CAP was prepared with the 2022 standards in effect.

GHG Emission Reductions from State Actions in City Limit

In the city limit, if no changes in activities or emissions occur (business as usual scenario), GHG emissions are projected to increase by approximately 93 percent between 2019 and 2045. By comparison, with State actions, Hollister's community-wide GHG emissions are projected to increase by 15 percent relative to 2019 levels by 2045. **Table A-17** shows the GHG emission forecast for the city limit with and without reductions from State actions.

Table A-17 GHG Emission Reductions from State Actions in City Limit, 2019-2045

GHG Emissions	2019 MTCO ₂ e	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e	Percentage Change 2019 to 2045
Forecasted emissions without State actions	236,760	371,180	428,080	456,050	93%
Reductions from RPS	0	310	730	1,400	---
Renewable natural gas	0	3,070	9,300	11,800	---
Reductions from Clean Car standards	0	44,630	78,850	88,150	---
Reductions from Title 24	0	5,030	12,310	16,390	---
Reductions from LCFS (off-road only)	0	45,120	54,190	58,500	---
Reductions from SB 1383	0	5,870	6,960	7,500	---
Reductions from all State actions	0	104,030	162,340	183,740	---
Emissions with State actions	236,760	267,150	265,740	272,310	15%



GHG Emission Reductions from State Actions in Sphere of Influence

In the SOI, if no changes in activities or emissions occur, GHG emissions are projected to increase by 112 percent between 2019 and 2045. By comparison, with State actions, 2045 GHG emissions in the SOI are projected to increase by 28 percent. **Table A-18** shows the GHG emission forecast with and without reductions from State actions in the SOI.

Table A-18 GHG Emission Reductions from State Actions in the Sphere of Influence, 2019 – 2045

GHG Emissions	2019 MTCO ₂ e	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e	Percentage Change 2019- 2045
Forecasted emissions without State actions	7,990	11,340	13,950	16,920	112%
Reductions from RPS	0	10	20	40	-
Renewable natural gas	0	130	400	500	-
Reductions from Clean Car standards	0	1,300	2,600	3,070	-
Reductions from Title 24	0	60	120	150	-
Reductions from LCFS (off-road only)	0	1,900	2,370	2,590	-
Reductions from SB 1383	0	230	290	320	-
Reductions from all State actions	0	3,630	5,790	6,670	-
Emissions with State actions	7,980	7,710	8,170	10,250	28%

GHG Emission Reductions in CAP Study Area

With State actions, the CAP Study Area's GHG emissions are projected to increase by 15 percent relative to 2019 levels by 2045. **Table A-19** shows the GHG emission reductions from State actions in the CAP Study Area.



Table A-19 GHG Emission Reductions from State Actions in the CAP Study Area, 2019 – 2045

GHG Emissions	2019 MTCO ₂ e	2030 MTCO ₂ e	2040 MTCO ₂ e	2045 MTCO ₂ e	Percentage Change 2019- 2045
Forecasted emissions without State actions	244,750	382,520	442,030	472,970	93%
Reductions from RPS	0	320	750	1,440	-
Renewable natural gas	0	3,200	9,700	12,300	
Reductions from Clean Car standards	0	45,930	81,450	91,220	-
Reductions from Title 24	0	5,090	12,430	16,540	-
Reductions from LCFS (off-road only)	0	47,020	56,560	61,090	-
Reductions from SB 1383	0	6,100	7,250	7,820	-
Reductions from all State actions	0	107,660	168,130	190,410	-
Emissions with State actions	244,750	274,860	273,910	282,560	15%



TECHNICAL DATA FOR EXISTING AND PLANNED ACTIVITIES

Existing Activities

EXISTING ACTION 1 CITYWIDE SOLAR ENERGY SYSTEMS

Existing Action 1 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	Less than 10	Less than 10	Less than 10

EXISTING ACTION 2 3CE RENEWABLE ENERGY PORTFOLIO

Existing Action 2 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	610	400	Less than 10

EXISTING ACTION 3 INSTALLATION OF EV CHARGERS

Existing Action 3 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	Less than 10	Less than 10	Less than 10



Planned Activities

Strategy 1 MUNICIPAL ENERGY EFFICIENCY AND CONSERVATION

Strategy 1 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	10	20	20
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	10	20	20

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Percentage of municipal electricity reduced	15.0%	25.0%	30.0%	N/A	N/A	N/A	N/A
Percentage of municipal natural gas use reduced	10.0%	20.0%	25.0%	N/A	N/A	N/A	N/A

Strategy 2 SUSTAINABLE COMMUNITY-WIDE BUILDING STANDARDS

Strategy 2 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	1,210	3,170	4,900
SOI	70	110	160
CAP Study Area	1,280	3,280	5,060

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Percentage of residential electricity reduced	15.0%	25.0%	30.0%	Number of retrofitted residential units	2,290	4,570	6,860



Assumptions				Performance Standards			
Percentage of residential natural gas use reduced	10.0%	20.0%	30.0%	-	-	-	-

Source: Greenblatt, J. (2015) "Modeling California policy impacts of greenhouse gas emissions." Energy Policy. Accessed online at <https://www.sciencedirect.com/science/article/abs/pii/S0301421514006892?via%3Dihub>

Strategy 3 RESIDENTIAL ENERGY EFFICIENCY AND CONSERVATION

Strategy 3 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	510	1,330	2,500
SOI	30	70	140
CAP Study Area	540	1,400	2,640

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Percentage of residential electricity reduced	10.0%	20.0%	30.0%	Number of retrofitted low-income residential units	1,110	3,320	6,640
Percentage of residential natural gas use reduced	5.0%	15.0%	30.0%	-	-	-	-

Sources:

Greenblatt, J. (2015) "Modeling California policy impacts of greenhouse gas emissions." Energy Policy. <https://www.sciencedirect.com/science/article/abs/pii/S0301421514006892?via%3Dihub>

California Department of Housing and Community Development. (2022). State Income Limits for 2022. <https://www.hcd.ca.gov/docs/grants-and-funding/inc2k22.pdf>



Strategy 4 **NONRESIDENTIAL ENERGY CONSERVATION AND EFFICIENCY**

Strategy 4 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	980	2,210	3,320
SOI	20	40	50
CAP Study Area	1,000	2,250	3,370

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Percentage nonresidential electricity use reduced	15.0%	25.0%	30.0%	Number of nonresidential spaces retrofit	230	450	670
Percentage nonresidential natural gas use reduced	10.0%	20.0%	30.0%	-	-	-	-

Source: Greenblatt, J. (2015) "Modeling California policy impacts of greenhouse gas emissions." Energy Policy. <https://www.sciencedirect.com/science/article/abs/pii/S0301421514006892?via%3Dihub>

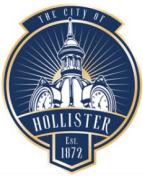

Strategy 5 ONSITE SOLAR ENERGY FOR NEW DEVELOPMENT

Strategy 5 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	Less than 10	Less than 10	Less than 10
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	Less than 10	Less than 10	Less than 10

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Percentage of new nonresidential buildings with solar installations	65.0%	80.0%	90.0%	Solar installations on new nonresidential buildings	150	290	390

Source:

U.S. Department of Energy. (n.d.). National Renewable Energy Laboratory. PV Watts Calculator. <https://pwwatts.nrel.gov/>



Strategy 6 MUNICIPAL RENEWABLE AND CARBON-FREE ENERGY

Strategy 6 GHG Reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	Less than 10	Less than 10	Less than 10
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	Less than 10	Less than 10	Less than 10

Assumptions		Performance Standards					
Description	2030	2040	2045	Description	2030	2040	2045
Number of new solar installations on municipal property	5	10	15	Number of new solar installations on municipal property	5	10	15

Source:

U.S. Department of Energy. (n.d.). National Renewable Energy Laboratory. PV Watts Calculator. <https://pwwatts.nrel.gov/>

Strategy 7 COMMUNITY-WIDE RENEWABLE, CARBON-FREE, AND RESILIENT ENERGY SYSTEMS

Strategy 7 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	Less than 10	Less than 10	Less than 10
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	Less than 10	Less than 10	Less than 10



Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Percentage existing nonresidential buildings obtaining new solar systems (city limits)	10.0%	25.0%	30.0%	New solar installations (City Limit)	1,120	2,800	3,360
Percentage existing nonresidential buildings obtaining new solar systems (SOI)	10.0%	25.0%	30.0%	New solar installations (SOI)	60	150	180

Source:

U.S. Department of Energy. (n.d.). National Renewable Energy Laboratory. PV Watts Calculator. <https://pwwatts.nrel.gov/>

Strategy 8 BUILDING ELECTRIFICATION

Strategy 8 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	8,820	15,570	16,480
SOI	400	760	830
CAP Study Area	9,220	16,330	17,310

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Percentage of existing homes converting to all-electric	30.0%	70.0%	85.0%	Residential units undergoing all-electric retrofits	3,220	7,500	9,110
Percentage of existing nonresidential spaces converting to all-electric	25.0%	50.0%	65.0%	Nonresidential spaces undergoing all-electric retrofits	140	280	370

Source:

Greenblatt, J. (2015) "Modeling California policy impacts of greenhouse gas emissions." Energy Policy. <https://www.sciencedirect.com/science/article/abs/pii/S0301421514006892?via%3Dihub>



Strategy 9

BUILDING CODE UPDATES AND INCENTIVES FOR ELECTRIFICATION OF NEW BUILDINGS

Strategy 9 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	2,010	7,020	8,050
SOI	80	270	320
CAP Study Area	2,090	7,290	8,370

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Percentage of new homes built to be all-electric	20%	70%	80%	Residential units built to be all-electric	990	5,890	8,130
Percentage of new nonresidential spaces built to be all-electric	25%	65%	75%	Nonresidential spaces built to be all-electric	60	240	330

Source:

Greenblatt, J. (2015) "Modeling California policy impacts of greenhouse gas emissions." Energy Policy. <https://www.sciencedirect.com/science/article/abs/pii/S0301421514006892?via%3Dihub>


Strategy 10 REDUCING VEHICLE MILES TRAVELED

Strategy 10 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	5,170	8,380	12,120
SOI	140	280	420
CAP Study Area	5,310	8,660	12,540

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Target participation rate in Commute Trip Reduction Program	5.0%	10.0%	15.0%	Employees participating in commute trip reduction program	1,010	2,380	3,840
Percent of new residents in transit-oriented development	5.0%	15.0%	25.0%	Residents in transit-oriented developments	770	3,930	7,890
Percent new jobs in transit-oriented development	10.0%	20.0%	30.0%	Jobs in transit-oriented developments	580	1,880	3,350
Percent new multifamily units designated affordable	20.0%	20.0%	25.0%				
Target light-duty VMT/service population reduction for new development	15.0%	20.0%	25.0%				
Percent transit routes that receive treatments	10.0%	20.0%	25.0%				

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2022). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. <https://www.airquality.org/residents/climate-change/ghg-handbook-caleemod>

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Strategy 11 **ACTIVE TRANSPORTATION INFRASTRUCTURE**

Strategy 11 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	980	1,030	1,090
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	980	1,030	1,090

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Percentage of installation of planned bicycle facilities	28.0%	56.0%	69.0%	Total mileage of bicycle facilities	10.6	21.2	26.5
Percentage of installation of planned pedestrian facilities	28.0%	56.0%	69.0%	Total mileage of pedestrian facility improvements	1.4	2.8	3.5
Percent reduction in VMT from displaced vehicles due to bicycle facility	0.4%	0.4%	0.4%				
Percent reduction in VMT from displaced vehicles due to pedestrian improvements	3.2%	3.2%	3.2%				
Percent change of residences who have access to scootering	15.0%	20.0%	25.0%				

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2022). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. <https://www.airquality.org/residents/climate-change/ghg-handbook-caleemod>

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Strategy 12 SAFE ROUTES TO SCHOOLS

Safe Routes to Schools is not a quantifiable strategy. There are no measurable GHG reductions for this strategy. There are no assumptions or performance targets.

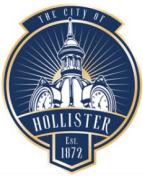
Strategy 13 TRANSIT ACCESS

Strategy 13 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	12,780	23,950	30,530
SOI	280	530	750
CAP Study Area	13,060	24,480	31,280

Assumptions					Performance Standards		
Description	2030	2040	2045	Description	2030	2040	2045
Average round trip commute distance in Hollister (miles)	50	50	50	Number of new Hollister transit trips per year with service expansion	76,110	207,050	240,120
Average round trip commute distance in Hollister SOI (miles)	50	50	50	Number of new Hollister SOI transit trips per year with service expansion	3,040	8,630	10,170
Percent increase in transit network coverage	15.0%	25.0%	35.0%				

Sources:

- California Air Pollution Control Officers Association (CAPCOA). (2022). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. <https://www.airquality.org/residents/climate-change/ghg-handbook-calemod>
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Strategy 14 ELECTRIC VEHICLES (EVs)

Strategy 14 Per reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	23,670	84,820	125,150
SOI	700	2,820	4,360
CAP Study Area	24,370	87,640	129,510

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Target for eVMT share of community wide VMT (light-duty)	25.0%	65.0%	90.0%	Light duty eVMT in city limits	59,857,630	183,793,070	251,678,790
Target for eVMT share of community wide VMT (heavy-duty)	10.0%	55.0%	85.0%	Light duty eVMT in SOI	1,782,640	6,145,170	8,800,780
City Limit target number of new charging stations	20.00	35.00	45.00	Heavy-duty eVMT in city limits	6,176,330	39,128,740	65,077,890
SOI target number of new charging stations	1	2	3	Heavy-duty eVMT in SOI	178,230	1,285,740	2,250,690

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2022). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. <https://www.airquality.org/residents/climate-change/ghg-handbook-caleemod>

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Strategy 15 EXPAND MUNICIPAL ELECTRIC VEHICLE FLEET AND PROMOTE LOW CARBON TRANSPORTATION OPTIONS.

Expand Municipal Electric Vehicle Fleet and Promote Low Carbon Transportation Options is not a quantifiable strategy in Hollister because municipal electric fleet and public bus data are not available. Instead of being quantified as a stand-alone strategy, GHG emissions reductions for this strategy were quantified at the community-wide scale. As a result, there are no specific GHG reductions, assumptions, or performance targets specific to municipal operations.

Strategy 16 CONSIDER DEVELOPING AN EV CAR SHARE PROGRAM.

Strategy 16 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	650	820	900
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	650	820	900

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Number of EVs in Car Share Program	20	30	35	Number of EVs in Car Share Program	20	30	35



Strategy 17 **ELECTRIFICATION OF CONSTRUCTION AND LANDSCAPING EQUIPMENT**

Strategy 17GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	4,830	11,460	16,560
SOI	160	100	130
CAP Study Area	4,990	11,560	16,690

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Percentage of construction equipment converted to electric	30.0%	60.0%	80.0%	N/A	-	-	-
Percentage of landscaping equipment converted to electric	40.0%	65.0%	80.0%	N/A	-	-	-
Percentage of all other off-road equipment converted to electric	30.0%	60.0%	80.0%	N/A	-	-	-

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2022). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. <https://www.airquality.org/residents/climate-change/ghg-handbook-caleemod>

California Air Resources Board (CARB). (2019). Emission Factors model (EMFAC), Emissions inventory tool. CARB. <https://arb.ca.gov/emfac/emissions-inventory>.


Strategy 18 REDUCE COMMUNITY-WIDE WASTE GENERATION

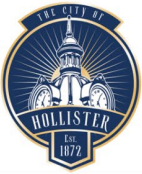
Strategy 18 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	2,860	5,650	9,750
SOI	110	240	410
CAP Study Area	2,970	5,890	10,160

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Reduction in solid waste generation	15.0%	25.0%	40.0%	N/A	-	-	-

Strategy 19 RECYCLING AND COMPOSTING EDUCATION

Strategy 19 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	780	930	1,500
SOI	30	40	60
CAP Study Area	810	970	1,560

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Organic recycling target	85.0%	85.0%	90.0%	Tons of solid waste reduced	1,820	2,160	3,500



Strategy 20

METHANE CAPTURE AT LANDFILLS

Strategy 20 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	3,080	6,400	8,920
SOI	120	270	380
CAP Study Area	3,200	6,670	9,300

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Current methane capture rate	75.0%	75.0%	75.0%	N/A	-	-	-
Target for methane capture rate	80.0%	85.0%	92.0%	N/A	-	-	-
Percentage of captured methane that will be combusted for cogeneration	4.0%	6.0%	8.0%	N/A	-	-	-

Source:

California Air Pollution Control Officers Association (CAPCOA). (2022). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. <https://www.airquality.org/residents/climate-change/ghg-handbook-caleemod>

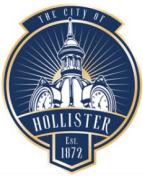

Strategy 21 REDUCE COMMUNITY-WIDE WATER USE

Strategy 21 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	280	410	530
SOI	10	20	20
CAP Study Area	290	430	550

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Percentage of water use reduced	20.0%	25.0%	30.0%	Water use reduction (MG)	310	360	430
N/A	-	-	-	Wastewater generation reduction (MG)	120	150	170
N/A	-	-	-	Energy use reduction (kWh)	1,568,230	2,325,060	3,008,920

Source:

PlaceWorks. (2021). City of Hollister 2019 GHG Inventory, Water and Wastewater Sector. PlaceWorks.



Strategy 22 **REDUCE MUNICIPAL WATER USE**

Strategy 22 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	Less than 10	Less than 10	Less than 10
SOI	Less than 10	Less than 10	Less than 10
CAP Study Area	Less than 10	Less than 10	Less than 10

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Efficiency improvement in water treatment and distribution system	10.0%	15.0%	20.0%	Electricity use of water treatment and distribution system	3,570,070	3,041,870	2,688,970

Strategy 23 **METHANE CAPTURE FOR WASTEWATER TREATMENT FACILITIES**

Strategy 23 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	100	210	510
SOI	Less than 10	10	20
CAP Study Area	100	220	530

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
RDWWTP's existing wastewater methane capture rate (2019)	0.0%	0.0%	0.0%	N/A	-	-	-
RDWWTP's target wastewater methane capture rate	70%	80%	90%	N/A	-	-	-

Source:

PlaceWorks. (2021). City of Hollister 2019 GHG Inventory, Water and Wastewater Sector. PlaceWorks.



Strategy 24 NATURAL RESOURCES AND OPEN SPACE

Reducing Community-wide Waste Generation is not a quantifiable strategy. There are no measurable GHG reductions for this strategy. There are no assumptions or performance targets.

Strategy 25 TREE PLANTING AND PRESERVATION

Strategy 25 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	250	310	150
SOI	50	60	30
CAP Study Area	300	370	180

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Trees planted	100	300	500	N/A	-	-	-
Mortality rate	5.5%	5.5%	5.5%	N/A	-	-	-
Cumulative total number of trees planted	700	1,700	2,200	N/A	-	-	-

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2010). Quantifying Greenhouse Gas Mitigation Measures. CAPCOA. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf>

Hilbert, D. R., Roman, L. A., Koeser, A. K., Vogt, J., & van Doorn, N. S. (2019). Urban tree mortality: a literature review. *Arboriculture & Urban Forestry*, 45 (5): 167-200., 45(5), 167-200.

Strategy 26 GREEN INFRASTRUCTURE

Green Infrastructure is not a quantifiable strategy. There are no measurable GHG reductions for this strategy. There are no assumptions or performance targets.

Strategy 27 LOCAL FOOD SYSTEMS

Local Food Systems is not a quantifiable strategy. There are no measurable GHG reductions for this strategy. There are no assumptions or performance targets.



Strategy 28 SUSTAINABLE AGRICULTURE AND CARBON SEQUESTRATION

Strategy 28 GHG reduction (MTCO ₂ e)			
Geography	2030	2040	2045
City Limit	180	0	0
SOI	660	0	0
CAP Study Area	840	0	0

Assumptions				Performance Standards			
Description	2030	2040	2045	Description	2030	2040	2045
Percentage of prime farmland involved in Healthy Soils Program	10.0%	0.0%	0.0%	City limit acres of prime farmland involved in Healthy Soils Program	49	0	0
Percentage of grazing land involved in Healthy Soils Program	10.0%	0.0%	0.0%	SOI acres of farmland involved in Healthy Soils Program	178	0	0

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2022). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. <https://www.airquality.org/residents/climate-change/ghg-handbook-caleemod> California Air Resources Board (CARB).

USDA, Natural Resources Conservation Service (NRCS). (2022). COMET-Planner CDFA Healthy Soils Program (HSP). USDA NRCS. <http://comet-planner-cdfahsp.com/#:~:text=COMET%2DPlanner%20California%20Healthy%20Soils&text=COMET%2DPlanner%20for%20the%20CDFA,Practices%20included%20in%20the%20program>

Strategy 29 REGIONAL COOPERATION

Regional Cooperation is not a quantifiable strategy. There are no measurable GHG reductions for this strategy. There are no assumptions or performance targets.

Strategy 30 COMMUNITY RESILIENCE RESOURCES

Community Resilience Resources is not a quantifiable strategy. There are no measurable GHG reductions for this strategy. There are no assumptions or performance targets.

**Strategy 31 SAFETY FOR OUTDOOR WORKERS**

Safety for Outdoor Workers is not a quantifiable strategy. There are no measurable GHG reductions for this strategy. There are no assumptions or performance targets.

Strategy 32 GREEN JOBS

Green Jobs is not a quantifiable strategy. There are no measurable GHG reductions for this strategy. There are no assumptions or performance targets.

Strategy 33 CLIMATE CHANGE AWARENESS AND EDUCATION

Climate Change Awareness and Education is not a quantifiable strategy. There are no measurable GHG reductions for this strategy. There are no assumptions or performance targets.



APPENDIX B

State of California Regulations and Guidance

California has adopted several laws to reduce GHG emissions and prepare for the impacts of climate change. These laws and associated regulations are briefly summarized here.

Executive Order S-03-05

In 2005, Governor Arnold Schwarzenegger issued Executive Order (EO) S-03-05, which established the first statewide GHG reduction goals for California: reduce emissions to 2000 levels by 2010, reduce emissions to 1990 levels by 2020, and reduce emissions 80 percent below 1990 levels by 2045.

Assembly Bill 32: California Global Warming Solutions Act of 2006

Assembly Bill (AB) 32 was adopted in 2006. It establishes a legislative target for the State of California to reduce its GHG emissions to 1990 levels by 2020. It also makes the California Air Resources Board (CARB) responsible for reducing statewide GHG emissions. AB 32 includes the major GHGs and groups of GHGs that are being emitted into the atmosphere. These gases include carbon dioxide (CO₂), methane (CH₄), nitrogen dioxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃). Through the adoption of AB 32, the California Legislature declared:

- (a) Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the State from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.
- (b) Global warming will have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry. It will also increase the strain on electricity supplies necessary to meet the demand for summer air conditioning in the hottest parts of the State.

Climate Change Scoping Plan

The Climate Change Scoping Plan (Scoping Plan) was first adopted by CARB in 2008. It lays out the State's plan to reduce GHG emissions in accordance with adopted targets, including direct regulations, alternate compliance mechanisms, incentives, voluntary actions, and market-based approaches like a cap-and-trade program. CARB updated the Scoping Plan in 2014 and 2017 to reflect new State targets and additional opportunities for GHG emission reduction.

In December 2022, CARB adopted a third update to the Scoping Plan. Core strategies in the 2022 Scoping Plan include:

- Making the transition to zero-emission vehicles (ZEVs) and near-ZEV technologies.
- Continued investment in renewables, such as solar, wind, and other types of renewable energy.
- Greater use of low carbon fuels.



State of California Regulations and Guidance

- Integrated land conservation and development strategies.
- Coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases).
- Integrated land use planning to support livable, transit-connected communities and conserve agricultural and other lands.
- Requirements for GHG reductions at stationary sources complement local air pollution control efforts by the local air districts to tighten criteria air pollutant and toxic air contaminant emissions limits on a broad spectrum of industrial sources.

Senate Bill 375: Sustainable Communities and Climate Protection Act of 2008

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations.

Executive Order B-30-15

Executive Order (EO) B-30-15 was signed in 2015 by Governor Jerry Brown and set a goal of reducing GHG emissions in the State to 40 percent below 1990 levels by 2030. EO B-30-15 directed CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the State and requires State agencies to implement strategies to meet the interim 2030 goal.

Senate Bill 32 and Assembly Bill 197

In 2016, Governor Brown signed SB 32 and AB 197, making the EO goal for 2030 into a statewide, mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

Executive Order B-55-18

EO B-55-18, signed in 2018, sets a goal “to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter”. EO B-55-18 directs CARB to work with relevant State agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning that not only should emissions be reduced to 80 percent below 1990 levels by 2045, but that, by no later than 2045, the remaining emissions should be offset by equivalent net removals of carbon dioxide equivalent (CO₂e) from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Executive Order N-79-20

In 2020, Governor Newsom issued EO N-79-20, which sets a time frame for the transition to ZEVs, including passenger vehicles, trucks, and off-road equipment. It directs CARB to develop and propose passenger vehicle and truck regulations requiring increasing volumes of new ZEVs sold in California toward the target of 100 percent of in-state sales by 2035, and similar regulations for medium- and heavy-duty vehicles to achieve a target of 100 percent fleet electrification by 2045. In addition, EO N-79-20 provides strategies—in cooperation with other State agencies, the EPA, and local air districts—to achieve 100 percent zero emissions from all off-road vehicles and equipment operations in California by 2035.



Assembly Bill 1279

AB 1279, also referred to as the California Climate Crisis Act, was approved by the California legislature on August 31, 2022, and signed by Governor Newsom on September 16, 2022. The California Climate Crisis Act requires the State to:

- Achieve net-zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter.
- Ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below statewide 1990 levels.

The legislation requires CARB to work with relevant State agencies to ensure that updates to the Climate Change Scoping Plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California, as specified. “Net zero greenhouse gas emissions” means emissions of GHGs released to the atmosphere are balanced by removals of GHG emissions over a period of time, as determined by the State board. The goals established by AB 1279 are in addition to, and do not replace or supersede, the statewide GHG emissions reduction targets established by AB 32 for SB 32.

Monterey Bay Air Resources District

The Monterey Bay Air Resources District (MBARD) is the regional air district responsible for air quality management in Monterey, Santa Cruz, and San Benito Counties, also geographically known as the North Central Coast Air Basin (NCCAB). The MBARD is responsible for monitoring air quality, achieving and maintaining air quality standards, and supporting the mission to protect environmental and public health in the Monterey Bay region. MBARD plays an important role in controlling emissions of GHGs, such as carbon dioxide, released from privately owned facilities in the region that are not under the jurisdiction of city planning. These facilities are called stationary sources of emissions, and they include industrial facilities and natural gas fired-power plants. In addition, MBARD is the regional agency responsible for compliance with State air quality standards, such as the California Clean Air Act (CCAA), which established regulatory standards for ozone, carbon monoxide, sulfur dioxide, or nitrogen dioxide. Pinnacles National Park is classified as a nonattainment area for ozone under the State’s Ambient Air Quality Standards, which means that it exceeds the threshold for ozone levels deemed acceptable for human health in California.¹⁸ According to the United States Environmental Protection Agency (US EPA), GHG emissions and ozone levels are correlated because ozone formation in the atmosphere accelerates as temperature increases. Ozone exposure can exacerbate human health conditions such as cardiovascular disease, asthma, and other respiratory diseases.¹⁹ Fortunately, studies show that nitrogen oxide (NOx) emissions from the San Francisco Bay Area and San Joaquin Air Basins areas are forecast to decline through the year 2030.

¹⁸ Monterey Bay Air Resources District. 2017, March 15. *Air Quality Management Plan: 2012-2017*. https://www.mbard.org/files/6632732f5/2012-2015-AQMP_FINAL.pdf

¹⁹ Environmental Protection Agency (EPA). 2022, February 15. “How Climate Change May Impact Ozone Pollution and Public Health Through the 21st Century.” <https://www.epa.gov/sciencematters/how-climate-change-may-impact-ozone-pollution-and-public-health-through-21st-century>.



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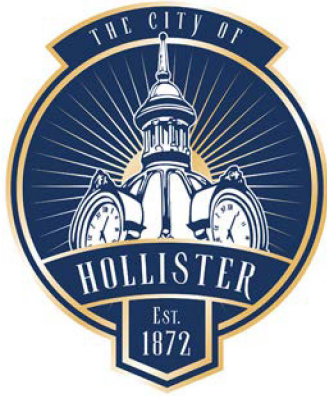
HOLLISTER 2040 GENERAL PLAN

Climate Action Plan and Agricultural Lands Preservation Program
ENVIRONMENTAL IMPACT REPORT

Final | October 2024

SCH: 2021040277







HOLLISTER 2040

GENERAL PLAN

Climate Action Plan and Agricultural Lands Preservation Program

ENVIRONMENTAL IMPACT REPORT

Final | October 2024
CITY OF HOLLISTER



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1. Introduction

1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This Final Environmental Impact Report (EIR), which has been prepared in compliance with the California Environmental Quality Act (CEQA), provides responses to comments received on the Revised Draft EIR for the adoption and implementation the proposed City of Hollister 2040 General Plan (2040 General Plan), Climate Action Plan (CAP), and Agricultural Lands Preservation Program (ALPP), herein referred to separately or together as the “proposed project.” The Revised Draft EIR identifies significant impacts associated with the proposed project, identifies, and considers alternatives to the proposed project, and identifies mitigation measures to avoid or reduce potential environmental impacts.

This Final EIR also contains text revisions to the Revised Draft EIR. This Final EIR, together with the Revised Draft EIR, constitutes the complete EIR for the proposed project.

1.2 ENVIRONMENTAL REVIEW PROCESS

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project, and to provide the general public with an opportunity to comment on the Draft EIR. A Draft EIR was prepared for the proposed project to provide an assessment of the potential environmental consequences of adoption and implementation of the proposed project. A Notice of Preparation of an EIR was issued by the City of Hollister (City) on April 9, 2021, for a 30-day-review period. A Notice of Availability (NOA) was issued by the City on May 17, 2023, and the Draft EIR was made available for public review for a 45-day public review period through June 30, 2023.

Since the release of the 2023 Draft EIR, changes have been made to each of the key components of the proposed project. Pursuant to CEQA Guidelines, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review but before certification. Accordingly, the City recirculated the Revised Draft EIR for the proposed project to provide additional analysis as a result of these changes to the project description. The Revised Draft EIR provides an additional assessment of potential environmental consequences of the approval and implementation of the proposed project as revised. A summary of the proposed changes to the key components of the proposed project and subsequent revisions to the environmental analyses are summarized in see Chapter 1, *Introduction*, and described in detail of Chapter 3, *Project Description*, of the Revised Draft EIR.

The NOA for the Revised Draft EIR was issued by the City on July 3, 2024, and the Revised Draft EIR was made available for public review for a 45-day public review period through August 16, 2024. The Revised Draft EIR was distributed to local, regional, and State agencies and the general public was advised of the

INTRODUCTION

availability of the Revised Draft EIR. The Revised Draft EIR was made available for review to interested parties online at: <https://hollister2040.org/>.

Written comments received on the 2023 Draft EIR and the Revised Draft EIR are included in their original format as Appendix G, *Comments Letters*, of this Final EIR. These comments are also reproduced in Chapter 4, *Comments and Responses*, of this Final EIR, and responses to comments that were made on environmental issues are provided.

This Final EIR will be presented at a Planning Commission hearing at which the Commission will advise the City Council on certification of the EIR. However, the Planning Commission will not take final action on the EIR or the proposed project. Instead, the City Council will consider the Planning Commission's recommendations on the Final EIR and the proposed project during a noticed public hearing and will take the final action with regard to certification of the Final EIR. The City Council will consider certification of the complete EIR (Revised Draft and Final) at a public hearing in Fall 2024.

2. Executive Summary

This Final Environmental Impact Report (EIR) has been prepared to provide an assessment of the potential environmental consequences of approving and implementing City of Hollister 2040 General Plan (2040 General Plan), Climate Action Plan (CAP), and Agricultural Lands Preservation Program (ALPP), herein referred to separately or together as the “proposed project.” The Final EIR contains responses to comments received on the 2023 Draft EIR and the Revised Draft EIR. The Final EIR also contains corrections, clarifications, and changes to the text and analysis of the Revised Draft EIR, where warranted.

Table 2-1, *Summary of Significant Impacts, Mitigating Policies, and Mitigation Measures*, summarizes the conclusions of the environmental analysis in the Revised Draft EIR and presents a summary of the identified significant impacts and the proposed 2040 General Plan policies and actions and the CEQA-required mitigation measures that reduce impacts. As summarized in Table 2-1, and as required by CEQA, some impacts remain significant and unavoidable after implementation of proposed 2040 General Plan policies and actions and consideration of feasible mitigation. Table 2-1 is organized to correspond with the environmental issues in Chapter 4, *Environmental Analysis*, and its subchapters, 4.1 through 4.18, of the Revised Draft EIR. Table 2-1 is arranged in four columns: (1) environmental impact, (2) significance without mitigation, (3) General Plan policies and actions and CEQA-required mitigation measures, and (4) significance with mitigation. All environmental topics not listed in this table were found to have less-than-significant impacts without mitigation. For a complete description of potential impacts, please refer to the specific discussions in Chapter 4, *Environmental Analysis*, and Sections 4.1 through 4.18 of the Revised Draft EIR.

Some text revisions in Table 2-1 include typographical corrections, insignificant modifications, amplifications and clarifications to the Revised Draft EIR. Revisions are shown as underlined text to represent language that has been added to the EIR and text with ~~striethrough~~ represent language that has been deleted from the Revised Draft EIR. None of the revisions constitutes significant new information as defined in CEQA Guidelines Section 15088.5; therefore, the Revised Draft EIR does not need to be recirculated.

EXECUTIVE SUMMARY

TABLE 2-1 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATING POLICIES, AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
AGRICULTURAL RESOURCES (AG)			
Impact AG-1: Implementation of the proposed project would result in the conversion of Prime Farmland, Farmland of Statewide Importance, or Unique Farmland land (together referred to as “qualified Farmland”) to nonagricultural land uses.	Significant	<p>Open Space and Agriculture (OS)</p> <ul style="list-style-type: none"> ▪ *Policy OS-2.1: Offsets for Loss of Agricultural Land. Require that all new developments that convert agricultural land to urban uses provide for preservation of the same amount agricultural land in perpetuity. (new) ▪ *Action OS-2.1: Offsets for Agricultural Land Conversion. Require the creation and adoption of an agricultural preservation program to address the conversion of land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City Limits and Sphere of Influence to nonagricultural uses. (new) <p>In compliance with CEQA, “each public agency shall mitigate or avoid the significant effects on the environment of the project it carries out or approves whenever it is feasible to do so.”¹ The term “feasible” is defined in CEQA to mean, “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.”² CEQA Guidelines Section 15370 defines “mitigation” as: (1) avoiding the impact altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of an action and its implementation; (3) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (4) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and (5) compensating for the impact by replacing or providing substitute resources or environments. The following is a brief discussion of the mitigation measures considered for mitigating or avoiding the impact of the conversion of agricultural lands to other uses and their infeasibility. However, as shown, no feasible mitigation measures are available that would reduce the agricultural resource impact to less-than-significant levels.</p> <ul style="list-style-type: none"> ▪ Replacement of Agricultural Resources. This measure would replace the existing agricultural use with the same use on other property that is not currently used for agriculture. From a statewide perspective, the replacement of farmland means that there will be no net loss of farmland in the state. However, qualified Farmlands would still be developed. There is limited undeveloped land within the proposed Sphere of Influence (SOI) of the EIR Study Area that is not currently designated as agricultural, restricting the amount of agricultural land that would be able to be replaced elsewhere in the area, and thus conversion of these lands would be insufficient to achieve no net loss. Moreover, 	Significant and Unavoidable

¹ Public Resources Code, Section 21002.1(b).

² Public Resources Code, Section 21061.1

EXECUTIVE SUMMARY

TABLE 2-1 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATING POLICIES, AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>even if adequate land could be identified to achieve no net loss, the challenges of creating the soil, irrigation, climatic, and economic conditions that are required for productive farmland (i.e., that achieves the same Important Farmland, Farmland of Statewide Importance, or Unique Farmland status) are significant and there would be no guarantee that replacement land could be successfully farmed. In addition, replacing existing undeveloped areas with active agriculture could trigger a range of negative environmental impacts, including increased groundwater consumption, habitat destruction, erosion, air quality impacts, and herbicide and pesticide application. As such, the replacement of the existing agricultural uses on other properties within the proposed SOI is infeasible.</p> <ul style="list-style-type: none"> ▪ Transfer of Development Rights. Transferring development rights would involve the purchasing of the right to develop land from a currently undeveloped piece of land and transferring those rights to farmland within the city. Thus, this option is also infeasible because there would still be a net loss of farmland (i.e., the farmland preserved would still likely be preserved anyhow). Even if farmland would be preserved elsewhere in San Benito County, the qualified Farmland in the city would be developed, resulting in a net loss of Farmland. Therefore, for the reasons outlined previously, and in this paragraph, it would not prevent significant impacts from occurring in the city and it would not be an effective CEQA mitigation measure, nor is this mitigation measure feasible from an economic perspective within this region. ▪ Relocation of Prime Farmland Topsoil. This measure would remove the top 12 to 18 inches of topsoil from affected areas and haul this soil to a farm site or several farm sites that have lower-quality soils. The Prime Farmland, Farmland of Statewide Importance, or Unique Farmland soils may assist in increasing crop yield at the relocated site. This measure would have its own environmental impacts, including increased truck traffic on local roadways from both hauling soil off-site and replacement of soil on-site, increased diesel truck emissions, construction noise, and increased duration of construction. The relocation of prime farmland soils on another active farm would increase other environmental impacts and is therefore considered infeasible. <p>As described, these measures were considered and found to be infeasible for mitigating or avoiding the impact of the conversion of agricultural lands to other uses pursuant to the definition of CEQA in that there is no guarantee that measures would result in successfully establishing Important Farmland, Farmland of Statewide Importance, or Unique Farmland, if doing so could happen within a reasonable period of time, that their implementation would not potentially cause greater environmental impacts, and that acquiring additional lands to be established as Important Farmland, Farmland of Statewide Importance, or Unique Farmland would be economically possible.</p> <p>As discussed previously, implementation of the proposed 2040 General Plan would designate qualified Farmland as nonagricultural land uses. Through the proposed 2040 General Plan goals, policies, and actions, and the proposed Agricultural Lands Preservation Program (ALPP), impacts related to the</p>	

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TABLE 2-1 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATING POLICIES, AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>conversion of qualifying agricultural lands would be reduced, but not to a less-than-significant level. The proposed 2040 General Plan contains a policy and action to mitigate and reduce the conversion of qualifying agricultural lands. Specifically, proposed *Policy OS-2.1, <i>Offsets for Loss of Agricultural Land</i>, and proposed *Action OS-2.1, <i>Offsets for Agricultural Land Conversion</i>, requiring all new developments that convert agricultural land to urban uses provide for the preservation of agricultural land at a 1:1 ratio, which are being implemented via the proposed ALPP. Proposed *Policy OS-2.1 and proposed *Action OS-2.1 and the proposed ALPP, would not reduce the amount of acreage converted under buildout of the proposed 2040 General Plan; however, they would forestall development of the best agricultural land within the EIR Study Area. While these efforts and other mitigation measures were considered, such as preserving agricultural uses in the EIR Study Area, replacement of agricultural resources by replacing lost agricultural uses to other areas of the city, and relocation of Prime Farmland topsoil to other areas, these mitigations are not feasible. While these efforts and other mitigating efforts, such as proposed Policy OS-2.3, <i>San Benito County Future Development Areas</i>, encouraging San Benito County to focus future development within the areas identified for development; proposed Policy OS-2.4, <i>Coordination with San Benito County to Preserve Important Farmlands</i>, requiring coordination with the County of San Benito in efforts to maintain prime farmlands, unique farmlands, and farmlands of statewide significance in active agricultural use; and proposed Action OS-2.3, <i>Urban Growth Boundary</i>, to establish and maintain an Urban Growth Boundary that delineates future urbanization areas from areas in which urbanization will not occur, work to mitigate impacts, the only way to fully avoid the agricultural impact from implementation of the proposed project is to not allow the conversion of state-designated Prime Farmland, Farmland of Statewide Importance, or Unique Farmland to nonagricultural land uses, thereby eliminating the agricultural impact. However, doing so is not feasible or practical as the City has a responsibility to meet other conflicting obligations, including increases in the number and type of jobs available in Hollister and to reduce the need for residents to commute to high-quality jobs. These measures are critical to reducing single-occupant vehicle travel to and from Hollister and meeting State targets for greenhouse gas reduction. The City needs to promote both economic development and corresponding residential development, as required by State housing law, within its City Limits. While possible forms of mitigation for, or avoidance of, conservation of agricultural lands in the EIR Study Area would be implemented by the City through proposed *Policy OS-2.1 and proposed *Action OS-2.1 and the proposed ALPP, doing so to reduce impacts to a less-than-significant level would be infeasible and inconsistent with City planning goals and objectives. Therefore, impacts would remain <i>significant and unavoidable</i>.</p>	
Impact AG-2: Implementation of the proposed project would	Significant	<p>Open Space and Agriculture (OS)</p> <ul style="list-style-type: none"> *Policy OS-2.1: Offsets for Loss of Agricultural Land. Require that all new developments that convert agricultural land to urban uses provide for preservation of the same amount agricultural land in perpetuity. (new) 	Significant and Unavoidable

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TABLE 2-1 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATING POLICIES, AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
result in the loss of agricultural land under the Williamson Act.		<ul style="list-style-type: none"> ▪ *Action OS-2.1: Offsets for Agricultural Land Conversion. Require the creation and adoption of an agricultural preservation program to address the conversion of land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City Limits and Sphere of Influence to nonagricultural uses. (new) <p>As described under Impact Discussion AG-1, pursuant to CEQA, the City has considered mitigation to reduce impacts from implementation of the proposed project that could conflict with lands under a Williamson Act contract. However, as shown, no feasible mitigation measures are available that would reduce the agricultural resource impact to less-than-significant levels. Specifically, the City considered a measure that would result in the replacement of Williamson Act contract farmland that would place other farmland under Williamson Act contract. Even if feasible, the placing of alternative farmland under Williamson Act contract would establish a commitment to retain that alternative farmland for agricultural use. The length of time that the alternative land will remain in agricultural use would depend on the terms of the Williamson Act contract. However, the Williamson Act contract will only reduce the potential that the alternative land will convert to nonagricultural use. The individual and cumulative loss of agricultural land caused by the proposed project would still occur. Therefore, this mitigation measure will not reduce impacts on agriculture to below the level of significance. For these reasons, placing alternative privately held land under permanent restriction through Williamson Act contracts is considered infeasible.</p> <p>As described under Impact Discussion AG-1, the proposed 2040 General Plan includes a policy and action to mitigate and reduce the conversion of qualifying agricultural lands. Proposed <i>*Policy OS-2.1, Offsets for Loss of Agricultural Land</i>, and proposed <i>*Action OS-2.1, Offsets for Agricultural Land Conversion</i>, requiring all new developments that convert agricultural land to urban uses provide for the preservation of agricultural land at a 1:1 ratio, which are being implemented via the proposed Agricultural Land Preservation Program (ALPP). Proposed <i>*Policy OS-2.1</i> and proposed <i>*Action OS-2.1</i> and the proposed ALPP would also minimize impacts from conflicts with Williamson Act lands and reduce the likelihood of premature contract cancellations by the property owners of the Williamson Act parcels in the EIR Study Area. Additional mitigation for this impact was considered, including the placement of other farmland under Williamson Act contract. However, the individual and cumulative loss of agricultural land under the Williamson Act caused by the proposed project would still occur. Given that CEQA does not require that the project be changed to avoid an impact, and no additional mitigation is available, this would result in a <i>significant and unavoidable</i> impact.</p>	
Impact AG-4: The proposed project, in combination with past, present, and reasonably foreseeable projects, could	Significant	<p>Open Space and Agriculture (OS)</p> <ul style="list-style-type: none"> ▪ *Policy OS-2.1: Offsets for Loss of Agricultural Land. Require that all new developments that convert agricultural land to urban uses provide for preservation of the same amount agricultural land in perpetuity. (new) 	Significant and Unavoidable

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TABLE 2-1 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATING POLICIES, AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
result in a significant cumulative impact with respect to the conversion of Prime Farmland, Farmland of Statewide Importance, or Unique Farmland land (together referred to as “qualified Farmland”) under CEQA and Williamson Act properties to nonagricultural uses.		<ul style="list-style-type: none"> ▪ *Action OS-2.1: Offsets for Agricultural Land Conversion. Require the creation and adoption of an agricultural preservation program to address the conversion of land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City Limits and Sphere of Influence to nonagricultural uses. (new) <p>As described previously, implementation of the proposed project would result in significant impacts related to the conversion of qualified Farmland under CEQA and Williamson Act properties to nonagricultural uses. As such, the proposed project would contribute to the cumulative impact described in the San Benito County General Plan Update EIR. Although the proposed 2040 General Plan *Policy OS-2.1, <i>Offsets for Loss of Agricultural Land</i>, and proposed *Action OS-2.1, <i>Offsets for Agricultural Land Conversion</i>, and the proposed Agricultural Lands Preservation Program would reduce and partially offset regional agricultural impacts, as well as consideration of mitigation measures to avoid conversion, the only way to fully avoid the agricultural impact of the proposed project is to not allow development on state-designated farmland. However, this would be infeasible and inconsistent with City planning goals and objectives. Further, the amount of growth foreseen in the region and the decisions of San Benito County and other surrounding counties regarding conversion of agricultural land are outside the control of the City of Hollister. Therefore, this impact would be <i>significant and unavoidable</i>.</p>	
AIR QUALITY (AIR)			
Impact AIR-1: Implementation of the proposed project would result in the generation of substantial operational (long-term) criteria air pollutant emissions that would exceed Monterey Bay Air Resources District’s (MBARD’s) regional significance threshold for Volatile Organic Compounds (VOC), nitrogen oxides (NO _x), and carbon monoxide (CO) and would; therefore, not be considered consistent with the existing Air Quality Management Plan (AQMP).	Significant	<p>Natural Resource and Conservation (NRC)</p> <ul style="list-style-type: none"> ▪ *Policy NRC-3.6: Technical Assessments. Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities. (new) <p>The various goals, policies, and actions of the proposed 2040 General Plan identified under Impact Discussions AIR-1 and AIR-2, in addition to applicable MBARD rules and regulations, would reduce operational (long-term) criteria air pollutant emissions to the extent feasible. Specifically, proposed *Policy NRC-3.6, <i>Technical Assessments</i>, would mitigate impacts by requiring project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts and submit to the City of Hollister for review and approval. Pursuant to proposed *Policy NRC-3.6, the evaluations must be prepared in conformance with MBARD criteria and methodology in assessing air quality impacts. Where the technical assessment finds that air pollutants have the potential to exceed the MBARD-adopted thresholds of significance, the technical assessment shall identify project-specific mitigation measures to reduce air pollutant emissions during construction or operational</p>	Significant and Unavoidable

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TABLE 2-1 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATING POLICIES, AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		activities. Examples of types of project-specific mitigation measures that are available to future projects in Hollister are listed in Impact Discussion AIR-2. However, because of the magnitude and intensity of development accommodated by the proposed 2040 General Plan, as well as regional air quality influences beyond the control of Hollister, impacts associated with consistency with the MBARD would remain <i>significant and unavoidable</i> . No additional feasible mitigation measures or mitigating policies at the program level would ensure consistency of the proposed project with the MBARD's AQMP. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable project-level thresholds of significance.	
Impact AIR-2a: Operation of development projects that could occur from implementation of the project would generate emissions that would exceed Monterey Bay Air Resources District's (MBARD's) regional significance thresholds for Volatile Organic Compounds (VOC), nitrogen oxides (NO _x), and carbon monoxide (CO).	Significant	<p>Natural Resource and Conservation (NRC)</p> <ul style="list-style-type: none"> ▪ *Policy NRC-3.6: Technical Assessments. Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities. (new) <p>Long-term emissions for VOC that could occur over the buildout horizon of the proposed 2040 General Plan would exceed MBARD's regional significance thresholds and cumulatively contribute to the nonattainment designation of the North Central Coast Air Basin (NCCAB). The goals, policies, and actions of the proposed 2040 General Plan, and implementation of MBARD Rule 207, <i>Review of New or Modified Sources</i>, would reduce air pollutant emissions to the extent feasible. Specifically, proposed *Policy NRC-3.6, <i>Technical Assessments</i>, would mitigate impacts by requiring project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval. Pursuant to proposed *Policy NRC-3.6, the evaluations must be prepared in conformance with MBARD criteria and methodology in assessing air quality impacts. Where the technical assessment finds that air pollutants have the potential to exceed the MBARD-adopted thresholds of significance, the technical assessment shall identify project-specific mitigation measures to reduce air pollutant emissions during construction or operational activities. Possible mitigation measures for potential future project-specific developments to reduce operational (long-term) emissions can include, but are not limited to the following:</p> <ul style="list-style-type: none"> ▪ Provide preferential carpool/vanpool parking spaces ▪ Implement a parking surcharge for single occupant vehicles ▪ Provide for shuttle/mini-bus service 	Significant and Unavoidable

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TABLE 2-1 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATING POLICIES, AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<ul style="list-style-type: none"> Provide bicycle storage/parking facilities and bicycle paths within major subdivisions that link to an external network Provide shower/locker facilities Provide onsite child care centers Provide transit design features within the development Develop park-and-ride lots Off-site mitigation <ul style="list-style-type: none"> Employ a transportation/rideshare coordinator Implement a rideshare program Provide incentives to employees to rideshare or take public transportation Implement flexible work schedules that do not reduce transit ridership Implement compressed work schedules Implement telecommuting program Provide pedestrian facilities within major subdivisions 	
		<p>The measures and policies covering topics such as expansion of the pedestrian and bicycle networks, promotion of public and active transit, and support to increase building energy efficiency and energy conservation would also reduce criteria air pollutants within the city. However, operational (long-term) emissions would remain significant and unavoidable due to the increase in VOCs from residential development and increase in NOX and CO from mobile sources associated with the project.</p> <p>This EIR quantifies the increase in criteria air pollutants emissions in the city. However, at a programmatic level analysis, it is not feasible to quantify the increase in toxic air contaminants (TACs) from stationary sources associated with the proposed project or meaningfully correlate how regional criteria air pollutant emissions above the MBARD's significance thresholds correlate with basin wide health impacts.</p> <p>To determine cancer and noncancer health risk, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important as model parameters as the quantity of TAC emissions. The white paper prepared by the Association of Environmental Professionals' Climate Change Committee, <i>We Can Model Regional Emissions, But Are the Results Meaningful for CEQA</i>, describes several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and TACs.</p> <p>Similarly, the two amicus briefs filed by the air districts on the Friant Ranch case describe two positions regarding CEQA requirements, modeling feasibility, variables, and reliability of results for determining</p>	

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>specific health risks associated with criteria air pollutants. The discussions also include the distinction between criteria air pollutant emissions and TACs with respect to health risks. Additionally, the MBARD's CEQA Air Quality Guidelines demonstrate the infeasibility based on the current guidance/methodologies. The following summarizes major points about the infeasibility of assessing health risks of criteria air pollutant emissions and TACs associated with implementation of a general plan. The white paper and amicus briefs are provided in Appendix B, Revised Air Quality and Greenhouse Gas Emissions Data, of this Revised Draft EIR.</p> <p>To achieve and maintain air quality standards, the MBARD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. MBARD has established criteria for Negative Declarations, Mitigated Negative Declarations, and EIRs which can be used by lead agencies as a checklist to determine a project's significance on air quality.³ The numerical emission indicators are based on the recognition that the NCCAB is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are expected not to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan's emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.</p> <p>MBARD currently does not have methodologies that would provide the city with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health impacts unless emissions are sufficiently high to use a regional model. MBARD has not provided methodology to assess the specific correlation between mass emissions generated and their effect on health (note Appendix B, <i>Revised Air Quality and Greenhouse Gas Emissions Data</i>, of this Revised Draft EIR provides the San Joaquin Valley Air Pollution Control District's amicus brief and South Coast Air Quality Management District's amicus brief).</p> <p>Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric</p>	

³ The criteria for Negative Declarations are equivalent to those for a NEPA Finding of No Significant Impact (FONSI) while the criteria for an EIR are equivalent to those for a NEPA Environmental Impact Statement (EIS).

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>stability, and wind patterns. Secondary formation of particulate matter (PM) and ozone can occur far from sources as a result of regional transport due to wind and topography (e.g., low-level jet stream). Photochemical modeling depends on all emission sources in the entire domain (i.e., modeling grid). Low resolution and spatial averaging produce “noise” and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National Ambient Air Quality Standards (AAQS) and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.</p> <p>Current models used in CEQA air quality analyses are designed to estimate potential project construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region’s ability to attain the health-based standards. This serves to protect public health in the overall region, but there is currently no CEQA methodology to determine the impact of emissions (e.g., pounds per day) on future concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region.</p> <p>Further, as shown in Table 4.3-10, <i>Net Change in Regional Criteria Air Pollutant Emissions from Existing Baseline</i>, compared to existing baseline year conditions, emissions of NO_x are projected to decrease from current levels and be below MBARD’s regional significance threshold despite growth associated with the proposed 2040 General Plan. Meaning, that the finding that the project would cumulatively contribute to health effects is conservative in light of reductions in emissions as a result of improvements in technology. However, because cumulative development within the city would exceed the regional significance thresholds compared to the no project conditions, this EIR identifies that the proposed project could contribute to an increase in health effects in the NCCAB until the attainment standards are met.</p> <p>The EIR must provide an analysis that is understandable for decision making and public disclosure. Regional-scale modeling may provide a technical method for this type of analysis, but it does not necessarily provide a meaningful way to connect the magnitude of a project’s criteria pollutant emissions to health effects without speculation. Additionally, this type of analysis is not feasible at a general plan level because the location of emissions sources and quantity of emissions are not known.</p> <p>In summary, as described above, implementation of the proposed project would generate emissions that would exceed MBARD’s regional significance thresholds for VOC, NO_x, and CO. The proposed 2040 General Plan includes goals, policies, and actions to reduce these long-term regional criteria air pollutant emissions. Proposed *Policy NCR-3.6, <i>Technical Assessments</i>, requires potential future development in Hollister to prepare and submit a technical assessment evaluating potential project operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval by the</p>	

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		City. Where the technical assessment determines the MBARD-adopted thresholds are exceeded, the applicants for new development projects would be required to incorporate mitigation measures to reduce air pollutant emissions during operational activities. Due to the programmatic nature of this EIR, no additional mitigation measures or mitigating policies are available, and the impact is found to be <i>significant and unavoidable</i> . The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable thresholds of significance.	
Impact AIR-2b: Construction activities that could occur over the buildout horizon of the proposed 2040 General Plan would generate substantial short-term criteria air pollutant emissions that would exceed Monterey Bay Air Resources District's (MBARD's) regional significance thresholds and cumulative contribute to the nonattainment designations of the North Central Coast Air Basin (NCCAB).	Significant	<p>Natural Resource and Conservation (NRC)</p> <ul style="list-style-type: none"> ▪ *Policy NRC-3.6: Technical Assessments. Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities. (new) <p>Implementation of the proposed project would occur over a period of 15 years or longer. Construction activities associated with development that could occur under the proposed project could generate short-term emissions that exceed the MBARD's significance thresholds during this time and cumulatively contribute to the nonattainment designations of the NCCAB. Implementation of applicable regulatory measures (e.g., MBARD Rule 400, <i>Visible Emissions</i>, Rule 402, <i>Nuisances</i>, and Rule 426, <i>Architectural Coatings</i>) and the proposed 2040 General Plan goals and policies listed above would reduce criteria air pollutant emissions from construction-related activities to the extent feasible and may result in reducing construction-related regional air quality impacts of subsequent individual projects to less than significant. Specifically, proposed *Policy NRC-3.6, <i>Technical Assessments</i>, would mitigate impacts by requiring project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval. Pursuant to proposed *Policy NRC-3.6, the evaluations must be prepared in conformance with MBARD criteria and methodology in assessing air quality impacts. Where the technical assessment finds that air pollutants have the potential to exceed the MBARD-adopted thresholds of significance, the technical assessment shall identify project-specific mitigation measures to reduce air pollutant emissions during construction or operational activities. Future project-specific mitigation measures to reduce construction-related emissions could include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim (model year 2008 or newer) or higher emission limits, applicable for engines between 	Significant and Unavoidable

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>50 and 750 horsepower. A list of construction equipment by type and model year shall be maintained by the construction contractor on-site, which shall be available for City review upon request.</p> <ul style="list-style-type: none"> Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. Use of alternative-fueled or catalyst-equipped diesel construction equipment, if available and feasible. Clearly posted signs that require operators of trucks and construction equipment to minimize idling time (e.g., five-minute maximum). Preparation and implementation of a fugitive dust control plan that may include the following measures: <ul style="list-style-type: none"> Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure. Prohibit all grading activities during periods of high wind (over 15 miles per hour). Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area. Haul trucks shall maintain at least two feet and zero inches of freeboard. Cover all trucks hauling dirt, sand, or loose materials. Plant tree windbreaks on the windward perimeter of construction projects, if adjacent to open land. Plant vegetative ground cover in disturbed areas as soon as possible. Cover inactive storage piles. Install wheel washers at the entrance to construction sites for all exiting trucks. Pave all roads on construction sites. Sweep streets if visible soil material is carried out from the construction site. Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the MBARD shall be visible to ensure compliance with Rule 402 (Nuisances). Limit the area under construction at any one time. <p>However, due to the programmatic nature of the proposed project, construction time frames and equipment for individual site-specific projects are not available and there is a potential for multiple developments to be constructed at any one time, resulting in significant construction-related emissions.</p>	

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		Therefore, despite adherence to proposed *Policy NRC-3.6, <i>Technical Assessments</i> , and due to the programmatic nature of the proposed project, no additional mitigation measures or mitigating policies are available, and this impact would remain <i>significant and unavoidable</i> . The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable thresholds of significance.	
Impact AIR-3a: Implementation of the proposed project could expose air quality sensitive receptors to substantial toxic air contaminant concentrations from non-permitted sources during operation.	Significant	<p>Natural Resource and Conservation (NRC)</p> <ul style="list-style-type: none"> ▪ *Policy NRC-3.15: Operational Health Risk Assessment. Require project applicants of discretionary projects to prepare an operational health risk assessment (HRA) for industrial or warehousing land uses and commercial land uses that would generate substantial diesel truck travel (i.e., 100 diesel trucks or 40 or more trucks with diesel-powered transport refrigeration units per day based on the California Air Resources Board recommendations for siting new sensitive land uses) prior to project approval. The operational HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Monterey Bay Air Resources District (MBARD). If the operational HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD, the City shall require the project applicant to identify and demonstrate measures, such as those listed in the General Plan Environmental Impact Report, that can reduce potential cancer and noncancer risks to an acceptable level. (new) <p>Potential future development from implementation of the proposed 2040 General Plan could result in a substantial increase in <u>diesel particulate matter (DPM)</u> near existing or planned air quality sensitive receptors (e.g., children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases, disadvantaged communities). Proposed 2040 General Plan *Policy NRC-3.15, <i>Operational Health Risk Assessments</i>, would mitigate impacts by requiring that applicants of industrial or warehousing land uses in addition to commercial land uses that would generate substantial diesel truck travel (i.e., 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day based on the California Air Resources Board recommendations for siting new sensitive land uses) to prepare and submit an operational health risk assessment (HRA) to the City of Hollister for review and approval. If the operational HRA determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the Monterey Bay Air Resource District (MBARD), project-specific mitigation measures shall be integrated to reduce cancer and acute risk below the MBARD threshold. The operational HRA is required to be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and MBARD. If the operational HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD at the time a project is considered, the project applicant would be required to identify and demonstrate that measures</p>	Significant and Unavoidable

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>can reduce potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms.</p> <p>Examples of project-specific mitigation measures that future projects in Hollister can apply to reduce risk impacts may include but are not limited to:</p> <ul style="list-style-type: none"> ▪ Restricting idling onsite beyond Air Toxic Control Measures idling restrictions, as feasible. ▪ Electrifying warehousing docks. ▪ Requiring use of newer equipment and/or vehicles. ▪ Restricting offsite truck travel through the creation of truck routes. <p>Implementation of proposed *Policy NRC-3.15, <i>Operational Health Risk Assessments</i>, would ensure mobile sources of emissions not covered under MBARD permits are considered and mitigated during subsequent project-level environmental review by the City of Hollister. Potential future development projects in the city that have the potential to generate potentially significant risks associated with the release of TACs are required to undergo an analysis of their potential health risks associated with (toxic air contaminants) TACs based upon the specific details of each individual project. Though individual projects would be required to have less-than-significant impacts, cumulative development in the City would result in an increase in diesel particulate matter (DPM) concentrations and could increase the environmental burden on sensitive populations, including environmental justice communities, in the North Central Coast Air Basin. Overall, because there are no specific development projects identified or approved under the proposed 2040 General Plan and the location and exact nature of future development projects are unknown, determining health risk at this time is considered speculative pursuant to Section 15145 of the CEQA Guidelines. Health risk impacts from development of industrial and commercial land uses are considered a <i>significant and unavoidable</i> project and cumulative impact. However, the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable thresholds of significance.</p>	
Impact AIR-3b: Construction activities associated with potential future development could expose nearby air quality sensitive receptors to substantial concentrations of toxic air contaminants during construction.	Significant	<p>Natural Resource and Conservation (NRC)</p> <ul style="list-style-type: none"> ▪ *Policy NRC-3.6: Technical Assessments. Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities. (new) 	Significant and Unavoidable

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<ul style="list-style-type: none"> ▪ *Policy NRC-3.14: Construction Health Risk Assessment. Require project applicants of discretionary projects on sites greater than one acre, within 1,000 feet of sensitive land uses (e.g., residences, schools, day care facilities, and nursing homes, etc.), as measured from the property line of the project, that utilize off-road equipment of 50 horsepower or more, and that occur for more than 12 months of active construction (i.e., exclusive of interior renovations) to prepare a construction health risk assessment (HRA) in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and Monterey Bay Air Resources District (MBARD). If the construction HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD, require the project applicant to identify and demonstrate measures, such as those listed in the General Plan Environmental Impact Report, that can reduce potential cancer and noncancer risks to an acceptable level. (new) 	
		<p>Implementation of the proposed project would occur over a period of 15 years or longer. Construction activities associated with potential future development over the buildout horizon of the proposed 2040 General Plan could expose air quality sensitive receptors to short-term construction emissions. Implementation of proposed 2040 General Plan *Policy NRC-3.14, <i>Construction Health Risk Assessment</i>, would mitigate impacts by requiring subsequent project-specific evaluation of qualifying future development projects to assess potential impacts and mitigate those impacts to acceptable levels. Proposed *Policy NRC-3.14 would require new sources of air pollution that will generate new air quality impacts or expose to harmful emissions of toxic air pollutants to prepare a construction Health Risk Assessment in alignment with the State Office of Environmental Health Hazard Assessment and Monterey Bay Air Resource District's CEQA Air Quality Guidelines. The construction Health Risk Assessment shall be submitted to the City of Hollister for review and approval and shall identify project-specific mitigation measures to reduce air pollutant emissions during construction activities such as the use of construction equipment with United States Environmental Protection Agency Tier 4-rated (or higher) engines. Implementation of proposed *Policy NRC-3.6, <i>Technical Assessments</i>, in addition to applicable regulatory measures, would reduce criteria air pollutant emissions from construction-related activities to the extent feasible and may result in reducing construction-related regional air quality impacts of subsequent individual projects to a less-than-significant level. However, due to the programmatic nature of the proposed project, construction time frames and equipment for individual site-specific projects are not available and there is a potential for multiple developments to be constructed at any one time, resulting in significant construction-related emissions. Therefore, despite adherence to proposed *Policy NRC-3.6, due to the programmatic nature of the proposed project, no additional mitigation measures or mitigating policies are available, and this impact would remain <i>significant and unavoidable</i>. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable thresholds of significance.</p>	

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
<u>Impact AIR-4: Operation of new industrial land uses accommodated under the proposed 2040 General Plan has the potential to create objectionable odors that could affect a substantial number of people.</u>	<u>Significant</u>	<p>Natural Resource and Conservation (NRC)</p> <ul style="list-style-type: none"> *Policy NRC-3.16: Technical Assessments. Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities. (new) <p><u>Implementation of proposed 2040 General Plan *Policy NRC-3.16, <i>Odor Management Plan</i>, would ensure that sources identified by MBARD are mitigated through adherence to an odor control plan and comply with MBARD Rule 402, <i>Nuisances</i>. Therefore, Impact AIR-4 would be mitigated to a less-than-significant level.</u></p>	<u>Less than significant</u>
Impact AIR-5: The emissions that could occur over the buildout horizon of the proposed 2040 General Plan could generate a substantial increase in emissions that exceeds the Monterey Bay Air Resources District's (MBARD's) significance thresholds and cumulatively contribute to the nonattainment designations and health risk in the North Central Coast Air Basin (NCCAB).	Significant	<p>Natural Resource and Conservation (NRC)</p> <ul style="list-style-type: none"> *Policy NRC-3.6: Technical Assessments. Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities. (new) *Policy NRC-3.14: Construction Health Risk Assessment. Require project applicants of discretionary projects on sites greater than one acre, within 1,000 feet of sensitive land uses (e.g., residences, schools, day care facilities, and nursing homes, etc.), as measured from the property line of the project, that utilize off-road equipment of 50 horsepower or more, and that occur for more than 12 months of active construction (i.e., exclusive of interior renovations) to prepare a construction health risk assessment (HRA) in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and Monterey Bay Air Resources District (MBARD). If the construction HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD, require the project applicant to identify and demonstrate measures, such as those listed in the General Plan Environmental Impact Report, that can reduce potential cancer and noncancer risks to an acceptable level. (new) *Policy NRC-3.15: Operational Health Risk Assessment. Require project applicants of discretionary projects to prepare an operational health risk assessment (HRA) for industrial or warehousing land 	Significant and Unavoidable

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>uses and commercial land uses that would generate substantial diesel truck travel (i.e., 100 diesel trucks or 40 or more trucks with diesel-powered transport refrigeration units per day based on the California Air Resources Board recommendations for siting new sensitive land uses) prior to project approval. The operational HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Monterey Bay Air Resources District (MBARD). If the operational HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD, the City shall require the project applicant to identify and demonstrate measures, such as those listed in the General Plan Environmental Impact Report, that can reduce potential cancer and noncancer risks to an acceptable level. (new)</p> <p>Criteria air pollutant emissions generated by land uses of the proposed 2040 General Plan could exceed the MBARD regional thresholds (see Impact Discussions AIR-2 and AIR-3). Air quality impacts identified in the discussion under Impact AIR-2a, AIR-2b, AIR-3a, and AIR-3b constitute the proposed project's contribution to cumulative air quality impacts in the NCCAB. Proposed 2040 General Plan *Policy NRC-3.6, <i>Technical Assessments</i>, *Policy NRC-3.14, <i>Construction Health Risk Assessments</i>, and *Policy NRC-3.15, <i>Operational Health Risk Assessments</i>, identified previously to mitigate impacts by reducing project-related emissions, would reduce impacts to the extent feasible. Due to the programmatic nature of the project, no additional mitigation measures are available. Air pollutant emissions associated with the project would result in a cumulatively considerable contribution to air quality impacts and remain <i>significant and unavoidable</i> at the program level. The identification of this program-level cumulative impact does not preclude the finding of less-than-significant cumulative impacts for subsequent projects analyzed at the project level.</p>	
BIOLOGICAL RESOURCES (BIO)			
Impact BIO-1: Impacts to special-status species or the inadvertent loss of bird nests in active use, which would conflict with the federal Migratory Bird Treaty Act and California Fish and Game Code, could occur as a result of implementation of the proposed project.	Significant	<p>Natural Resource and Conservation (NRC)</p> <ul style="list-style-type: none"> *Policy NRC-1.4: Specialized Surveys for Special-Status Species and Sensitive Natural Communities. Require that sites with suitable natural habitat, including creek corridors through urbanized areas, be surveyed for special-status species and sensitive natural communities prior to development approval as part of the environmental review process. Such surveys shall be conducted by a qualified biologist and occur prior to development-related vegetation removal. All surveys shall take place during appropriate seasons to determine presence or absence, including nesting or breeding occurrences, with a determination on whether the project site contains suitable habitat for such species and sensitive natural community types. These results would inform the site assessment and environmental review process for proposed developments and other activities that could adversely affect special-status species. (Policy NRC1.7) *Policy NRC-1.5: Biological Site Assessment. Require a biological resource assessment for proposed development on sites with natural habitat conditions that may support special-status species, 	Less than significant

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>sensitive natural communities, or regulated wetlands and waters. The assessment shall be prepared prior to project approval and conducted by a qualified biologist to determine the presence or absence of any sensitive resources that could be affected by proposed development, shall provide an assessment of the potential impacts, and shall define measures for protecting the resource and surrounding buffer habitat, in compliance with City policy and state and federal laws. An assessment shall not be necessary for locations where past and existing development have eliminated natural habitat and the potential for presence of sensitive biological resources and regulated waters. (new)</p> <ul style="list-style-type: none"> ▪ *Policy NRC-1.6: Mitigation of Potential Impacts on Special-Status Species and Sensitive Habitat Areas. Require that potential significant impacts on special-status species, occurrences of sensitive natural communities, or regulated wetlands and waters be minimized through adjustments and controls on the design, construction, and operations of a proposed project prior to project approval. Where impacts to these sensitive biological habitat areas are unavoidable, appropriate compensatory mitigation shall be required by the City. Such compensatory mitigation shall be developed and implemented in accordance with City policy and any relevant state and federal regulations. These may include on-site set asides, off-site acquisitions (conservation easements, deed restrictions, etc.), and specific restoration efforts that benefit the special-status species and sensitive habitat areas. (new) ▪ *Policy NRC-1.7: Preconstruction Surveys for the San Joaquin Kit Fox. Require preconstruction surveys for the San Joaquin kit fox prior to project approval, in accordance with the U.S. Fish and Wildlife Service Guidelines for Preconstruction Surveys for the endangered San Joaquin Kit Fox, for new developments in the County-designated kit fox habitat area. Development in the habitat area boundaries shall be assessed an impact fee by the County for every home or acre developed. (new) ▪ *Policy NRC-1.8: California Red-Legged Frog and California Tiger Salamander Site Assessments. Require site assessments by a qualified biologist to evaluate the potential for proposed projects in identified Critical Habitat areas for the California red-legged frog and/or California tiger salamander to have a negative effect on these species. Such assessments shall be prepared prior to project approval and identify any high-quality habitat for these species and shall be peer reviewed by a second qualified biologist. Protocol surveys may be warranted to confirm presence or absence of these species based on the results of the habitat assessment. Development in areas with identified high-quality occupied habitat shall be avoided. High-quality habitat includes sites known to be occupied by the species, breeding habitat, large areas of suitable habitat, and the absence of nearby development. (new) ▪ *Policy NRC-1.9: Surveys and Mitigation for Burrowing Owls. Require project applicants with proposed projects on grazing or fallow agricultural land to conduct a survey for burrowing owls in accordance with the latest guidelines of the California Department of Fish and Wildlife prior to project approval. Project applicants in the Fairview Road/Santa Ana Road area shall be required to develop and implement a mitigation plan to avoid or otherwise compensate for any disturbance to the burrowing 	

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>owl colony in that area. This plan shall be developed in coordination with the California Department of Fish and Wildlife. (Implementation Measure NRC.G & NRC.I)</p> <ul style="list-style-type: none"> ▪ *Policy NRC-1.10: Preconstruction Surveys for Nesting Birds. Require preconstruction surveys for nesting native birds, to be conducted prior to site disturbance by a qualified biologist, for those projects that would affect on-site oaks or orchards, or which would involve vegetation removal and construction during the nesting season (February 1 to August 31). The City shall allow no construction activities that would result in the disturbance of an active native bird nest (including tree removal) to proceed until after it has been determined by a qualified biologist that the nest has been abandoned. (Implementation Measure NRC.U) ▪ *Policy NRC-1.13: Wetland Preservation. Require appropriate public and private wetlands preservation, restoration, and/or rehabilitation through compensatory mitigation in the development process for unavoidable impacts. Continue the City's practice of requiring mitigation for projects that would affect wetlands in conjunction with requirements of state and federal agencies. (Implementation Measure NRC.V and Policy NRC1.5) ▪ *Policy NRC-1.14: Wetlands Delineation. Require a delineation of jurisdictional waters by a qualified wetland specialist at the outset of the project planning stage of any proposed development that may contain wetlands or other regulated waters. This delineation shall be verified and approved by the U.S. Army Corps of Engineers or the Regional Water Quality Control Board where federally regulated waters are absent prior to project approval. (Implementation Measure NRC.X) <p>The proposed 2040 General Plan policies and actions would mitigate impacts to special-status species by requiring that detailed surveys and assessments be completed as part of future project approval and/or environmental review, when applicable, to identify occurrences of special-status species and minimize adverse impacts on any species identified as an endangered, threatened, candidate, sensitive, or special-status species and their habitat. Where natural habitat remains that could support special-status species, wetlands, and other sensitive resources, further detailed studies and assessment would be performed to verify presence or absence. Specifically, proposed 2040 General Plan <i>*Policy NRC-1.4, Specialized Surveys for Special-Status Species and Sensitive Natural Communities</i>, requires surveys and project-specific mitigation for sites known to support special-status species; <i>*Policy NRC-1.5, Biological Site Assessment</i>, requires the preparation of biological resource assessment for proposed development on sites with natural habitat conditions that may support special-status species, sensitive natural communities, or regulated wetlands and waters; <i>*Policy NRC-1.6, Mitigation of Potential Impacts on Special-Status Species and Sensitive Habitat Areas</i>, requires that potential significant impacts on special-status species, occurrences of sensitive natural communities, or regulated wetlands and waters be minimized through adjustments and controls on the design, construction, and operations of a proposed project; <i>*Policy NRC-1.7, Preconstruction Surveys for the San Joaquin Kit Fox</i>, <i>*Policy NRC-1.8, California Red-Legged Frog and California Tiger Salamander Site Assessments</i>, <i>*Policy NRC-1.9, Surveys and Mitigation for Burrowing</i></p>	

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p><i>Owls</i>, *Policy NRC-1.10, <i>Preconstruction Surveys for Nesting Birds</i>, all require surveys and project-specific mitigation; and *Policy NRC-1.13, <i>Wetland Preservation</i>, and *Policy NRC-1.14, <i>Wetlands Delineation</i>, require the protection of wetlands through surveys and project-specific mitigation measures. Additionally, future development on parcels with a proposed Specific Plan land use designation would be subject to additional site-specific policies to guide development and protect sensitive natural communities in these areas.</p> <p>Furthermore, the location and nature of future development considered would be guided by the proposed 2040 General Plan and the Hollister Municipal Code. Future development would continue to be reviewed through the City's entitlement process and CEQA review, where applicable, to ensure consistency with local, state, and federal regulations and proposed 2040 General Plan goals, policies, and actions intended to protect sensitive biological resources. Therefore, potential impacts on special-status species would be <i>less than significant</i>.</p>	
Impact BIO-2: Impacts to riparian areas, drainages, and sensitive natural communities could occur from potential future development under the proposed 2040 General Plan where natural habitat remains.	Significant	<p>Natural Resource and Conservation (NRC)</p> <ul style="list-style-type: none"> ▪ *Policy NRC-1.4: Specialized Surveys for Special-Status Species and Sensitive Natural Communities. Require that sites with suitable natural habitat, including creek corridors through urbanized areas, be surveyed for special-status species and sensitive natural communities prior to development approval as part of the environmental review process. Such surveys shall be conducted by a qualified biologist and occur prior to development-related vegetation removal. All surveys shall take place during appropriate seasons to determine presence or absence, including nesting or breeding occurrences, with a determination on whether the project site contains suitable habitat for such species and sensitive natural community types. These results would inform the site assessment and environmental review process for proposed developments and other activities that could adversely affect special-status species. (Policy NRC1.7) ▪ *Policy NRC-1.5: Biological Site Assessment. Require a biological resource assessment for proposed development on sites with natural habitat conditions that may support special-status species, sensitive natural communities, or regulated wetlands and waters. The assessment shall be prepared prior to project approval and conducted by a qualified biologist to determine the presence or absence of any sensitive resources that could be affected by proposed development, shall provide an assessment of the potential impacts, and shall define measures for protecting the resource and surrounding buffer habitat, in compliance with City policy and state and federal laws. An assessment shall not be necessary for locations where past and existing development have eliminated natural habitat and the potential for presence of sensitive biological resources and regulated waters. (new) ▪ *Policy NRC-1.6: Mitigation of Potential Impacts on Special-Status Species and Sensitive Habitat Areas. Require that potential significant impacts on special-status species, occurrences of sensitive natural communities, or regulated wetlands and waters be minimized through adjustments and controls on 	Less than significant

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>the design, construction, and operations of a proposed project prior to project approval. Where impacts to these sensitive biological habitat areas are unavoidable, appropriate compensatory mitigation shall be required by the City. Such compensatory mitigation shall be developed and implemented in accordance with City policy and any relevant state and federal regulations. These may include on-site set asides, off-site acquisitions (conservation easements, deed restrictions, etc.), and specific restoration efforts that benefit the special-status species and sensitive habitat areas. (new)</p> <p>Implementation of the proposed 2040 General Plan goals, policies, and actions listed would serve to ensure that occurrences of sensitive natural communities are identified, avoided, or adequately mitigated. Specifically, proposed 2040 General Plan *Policy NRC-1.4, <i>Specialized Surveys for Special-Status Species and Sensitive Natural Communities</i>, *Policy NRC-1.5, <i>Biological Site Assessment</i>, and *Policy NRC-1.6, <i>Mitigation of Potential Impacts on Special-Status Species and Sensitive Habitat Areas</i>, would mitigate impacts through site surveys and project-specific mitigation measures. Additionally, future development within the Sphere of Influence on parcels with a proposed Specific Plan land use designation would be subject to additional site-specific policies to guide development and protect sensitive natural communities in these areas. Therefore, potential impacts on sensitive natural communities would be <i>less than significant</i>.</p>	
Impact BIO-3: Potential future development from implementation of the proposed 2040 General Plan could result in direct and indirect impacts to wetland habitat.	Significant	<p>Natural Resource and Conservation (NRC)</p> <ul style="list-style-type: none"> ▪ *Policy NRC-1.5: Biological Site Assessment. Require a biological resource assessment for proposed development on sites with natural habitat conditions that may support special-status species, sensitive natural communities, or regulated wetlands and waters. The assessment shall be prepared prior to project approval and conducted by a qualified biologist to determine the presence or absence of any sensitive resources that could be affected by proposed development, shall provide an assessment of the potential impacts, and shall define measures for protecting the resource and surrounding buffer habitat, in compliance with City policy and state and federal laws. An assessment shall not be necessary for locations where past and existing development have eliminated natural habitat and the potential for presence of sensitive biological resources and regulated waters. (new) ▪ *Policy NRC-1.6: Mitigation of Potential Impacts on Special-Status Species and Sensitive Habitat Areas. Require that potential significant impacts on special-status species, occurrences of sensitive natural communities, or regulated wetlands and waters be minimized through adjustments and controls on the design, construction, and operations of a proposed project prior to project approval. Where impacts to these sensitive biological habitat areas are unavoidable, appropriate compensatory mitigation shall be required by the City. Such compensatory mitigation shall be developed and implemented in accordance with City policy and any relevant state and federal regulations. These may include on-site set asides, off-site acquisitions (conservation easements, deed restrictions, etc.), and specific restoration efforts that benefit the special-status species and sensitive habitat areas. (new) 	Less than significant

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<ul style="list-style-type: none"> ▪ *Policy NRC-1.13: Wetland Preservation. Require appropriate public and private wetlands preservation, restoration, and/or rehabilitation through compensatory mitigation in the development process for unavoidable impacts. Continue the City's practice of requiring mitigation for projects that would affect wetlands in conjunction with requirements of state and federal agencies. (Implementation Measure NRC.V and Policy NRC1.5) ▪ *Policy NRC-1.14: Wetlands Delineation. Require a delineation of jurisdictional waters by a qualified wetland specialist at the outset of the project planning stage of any proposed development that may contain wetlands or other regulated waters. This delineation shall be verified and approved by the U.S. Army Corps of Engineers or the Regional Water Quality Control Board where federally regulated waters are absent prior to project approval. (Implementation Measure NRC.X) <p>The proposed 2040 General Plan goals, policies, and actions would serve to ensure that wetlands and regulated waters are identified, avoided, or adequately mitigated. Specifically, proposed 2040 General Plan *Policy NRC-1.5, <i>Biological Site Assessment</i>, requires the preparation of biological resource assessment for proposed development on sites with natural habitat conditions that may support special-status species, sensitive natural communities, or regulated wetlands and waters; *Policy NRC-1.6, <i>Mitigation of Potential Impacts on Special-Status Species and Sensitive Habitat Areas</i>, requires that potential significant impacts on special-status species, occurrences of sensitive natural communities, or regulated wetlands and waters be minimized through adjustments and controls on the design, construction, and operations of a proposed project; and *Policy NRC-1.13, <i>Wetland Preservation</i>, and *Policy NRC-1.14, <i>Wetlands Delineation</i>, require the protection of wetlands through surveys and project-specific mitigation measures. Additionally, future development within the Sphere of Influence on parcels with a proposed Specific Plan Area land use designation would be subject to additional site-specific policies to guide development in these areas. Therefore, potential impacts on wetlands and regulated waters would be <i>less than significant</i>.</p>	
CULTURAL RESOURCES (CUL)			
Impact CUL-1: Impacts to known or yet to be classified historic buildings or structures could occur from potential future development under the proposed 2040 General Plan.	Significant	<p>Land Use (LU)</p> <ul style="list-style-type: none"> ▪ *Policy LU-19.1: Historic Structure Preservation, Renovation, and Rehabilitation. Require the preservation, renovation and rehabilitation of historic structures that conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures and the California Historical Building Code and require project applicants to demonstrate compliance with these standards when proposing new or redevelopment that could affect historic structures in Hollister. (new) ▪ *Policy LU-19.5: Historic Structure Alteration. Prior to approving alteration (including demolition) of historically significant buildings, require the evaluation of alternatives, including structural preservation, relocation or other mitigation, and demonstrate that financing has been secured for 	Less than significant

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>replacement use. Demolition of historically significant buildings shall only be considered after all other options have been thoroughly reviewed and exhausted. (new)</p> <p>Implementation of the proposed 2040 General Plan goals, policies, and actions would ensure that new development and exterior remodels are compatible with cultural and historic resources; that landmarks and historic treasures would be preserved, enhanced, and rehabilitated; and that cultural and historic resources in the EIR Study Area would be protected and restored. Specifically, proposed *Policy LU-19.1, <i>Historic Structure Preservation, Renovation, and Rehabilitation</i>, would mitigate potential impacts by requiring the City to promote preservation, renovation and rehabilitation of historic structures that conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures and the California Historical Building Code and require project applicants to demonstrate compliance with these standards when proposing new or redevelopment that could affect historic structures in Hollister, and proposed *Policy LU-19.5, <i>Historic Structure Alteration</i>, would require that prior to approving alteration (including demolition) of historically significant buildings, the City shall require the evaluation of alternatives, including structural preservation, relocation or other mitigation, and demonstrate that financing has been secured for replacement use. Demolition of historically significant buildings shall only be considered after all other options have been thoroughly reviewed and exhausted. Additionally, implementation of the proposed 2040 General Plan would require the formation of a historic resources commission whose function would be to evaluate the proposed demolition or alteration of historic buildings or cultural resources to minimize development impact.</p> <p>Furthermore, Hollister Municipal Code (HMC) Section 15.04.050 adopts the California State Historic Building Code, which provides regulations for permitting repairs, alterations, and additions necessary for the preservation, rehabilitation, relocation, related construction, change of use, or continued use of a qualified historical building or structure. Section 15.16.060 of the HMC outlines the responsibilities of the Historic Resources Commission, including establishing criteria to conduct a comprehensive survey in conformance with federal and state survey standards and guidelines of historic resources; maintaining a local register of historic resources; and reviewing and commenting on the conduct of land use, housing and redevelopment, municipal improvement, and other types of planning and programs as they relate to the survey results and historic resources. Additionally, any permits for work for or on a designated historic resource are to be reviewed and approved by the commission staff, as outlined in HMC Section 15.16.090. HMC Section 17.16.030 establishes the procedure in the event of discovery of a historic resource during construction. Construction activities are to cease, and the City's Planning Department is to be notified so that a qualified historian may record the extent and location of discovered materials. Additionally, the City's Downtown Design Guidelines contain design guidelines for new development projects as well as downtown projects that involve renovating or modifying historic buildings (as determined by the National Register or local equivalent). These guidelines also apply to property owners who wish to maintain the historical integrity of a building. The Downtown Design Guidelines include</p>	

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>standards for renovating or modifying historic buildings and addresses roofs, building façades, projecting façade elements, landscaping, and mechanical equipment. The Downtown Design Guidelines are to be used in conjunction with the guidelines for the appropriate building types (i.e., main street commercial building, apartment flat building, townhouse building, or detached house building) and other resources, such as the Secretary of the Interior’s standards.</p> <p>Finally, CEQA would require that future potential projects permitted under the proposed 2040 General Plan with the potential to significantly impact historical resources be subject to project-level CEQA review wherein the future potential project’s potential to affect the significance of a surrounding historical resource would be evaluated and mitigated to the extent feasible. The requirement for subsequent CEQA review, pursuant to state law, would minimize the potential for new development to indirectly affect the significance of existing historical resources to the maximum extent practicable.</p> <p>Potential impacts from future development on historical resources could lead to (1) demolition, which by definition results in the material impairment of a resource’s ability to convey its significance; (2) inappropriate modification, which may use incompatible materials, designs, or construction techniques in a manner that alters character-defining features; and (3) inappropriate new construction, which could introduce incompatible new buildings that clash with an established architectural context. While any of these scenarios, especially demolition and alteration, have the potential to change the historic fabric or setting of an architectural resource such that the resource’s ability to convey its significance may be materially impaired, adherence to the proposed 2040 General Plan goals, policies, and actions, specifically, proposed *Policy LU-19.1, <i>Historic Structure Preservation, Renovation, and Rehabilitation</i>, and proposed *Policy LU-19.5, <i>Historic Structure Alteration</i>, and HMC regulations identified, and compliance with federal and state laws as described in Section 4.5.1.1, <i>Regulatory Framework</i>, would ensure future development would not be detrimental or injurious to property or improvements in the vicinity and impacts would be <i>less than significant</i>.</p>	
Impact CUL-2: Impacts to known and unknown archeological resources could occur from potential future development under the proposed 2040 General Plan.	Significant	<p>Natural Resource and Conservation (NRC)</p> <ul style="list-style-type: none"> *Policy NRC-2.3: Protection and Preservation of Archaeological Resources. Require project applicants to comply with state and federal standards to evaluate and mitigate impacts to tribal resources prior to project approval. Continue to require that project areas found to contain significant archaeological resources be examined by a qualified consulting archaeologist with recommendations for protection and preservation. (new) <p>Implementation of the proposed 2040 General Plan goals, policies, and actions would ensure that new development in the EIR Study Area reduces potential impacts to archeological resources. Specifically, proposed *Policy NRC-2.3, <i>Protection and Preservation of Archaeological Resources</i>, would mitigate impacts from potential future development by requiring future project applicants to comply with state and federal standards to evaluate and mitigate impacts to archeological resources, including requiring</p>	Less than significant

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>that project areas found to contain significant archaeological resources be examined by a qualified consulting archaeologist with recommendations for protection and preservation. Additionally, the City plans to actively encourage infill development through the implementation of the proposed 2040 General Plan to focus new residential and job-generating uses in the downtown and on residential and mixed-use infill sites where development already occurs and is in close proximity to existing infrastructure and services. The City does not support new urban development outside the proposed Sphere of Influence (SOI) and will work with the County to focus future development in already urbanized areas, thereby reducing the potential for unearthing archaeological resources on undeveloped lands. Specifically, proposed Policy LU-1.1, <i>Infill Development</i>, requires the City to maintain a well-defined compact urban form that prioritizes infill development over the annexation of properties, thus reducing potential impacts to development in undisturbed lands which are more likely to contain unknown archaeological resources. Where development is considered outside of the SOI, future development with a proposed Specific Plan land use designation would be subject to additional site-specific policies to guide development and protect potential archeological resources in these areas. As demonstrated, the proposed General Plan goals, policies, and actions encourage infill development, adaptive reuse of structures, development on underutilized land, and the protection of open spaces, and specifically proposed *Policy NRC-2.3 requires the City to evaluate and mitigate project-specific impacts to archeological resources, which would reduce the potential for disturbing archaeological deposits since ground-disturbing activities have already taken place in developed areas.</p> <p>As further shown in Impact Discussion CUL-4, the proposed 2040 General Plan also promotes the registration of historic sites in the National and California Register and requires applicants of major development projects to consult with Native American representatives regarding cultural resources to identify locations of importance to Native Americans, including archaeological sites and traditional cultural properties.</p> <p>Compliance with existing federal, state, and local laws and regulations, and the proposed 2040 General Plan goals, policies, and actions listed previously, would protect recorded and unrecorded archaeological deposits in the greater EIR Study Area by providing for the early detection of potential conflicts between development and resource protection, and by preventing or minimizing the material impairment of the ability of archaeological deposits to convey their significance through excavation or preservation would ensure that potential impacts from implementation of the proposed 2040 General Plan would be <i>less than significant</i>.</p>	
Impact CUL-4: Impacts to tribal cultural resources could occur from potential future	Significant	<p>Natural Resource and Conservation (NRC)</p> <ul style="list-style-type: none"> *Policy NRC-2.3: Protection and Preservation of Archaeological Resources. Require project applicants to comply with state and federal standards to evaluate and mitigate impacts to tribal resources prior to project approval. Continue to require that project areas found to contain significant archaeological 	Less than significant

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TABLE 2-1 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATING POLICIES, AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
development under the proposed 2040 General Plan.		<p>resources be examined by a qualified consulting archaeologist with recommendations for protection and preservation. (new)</p> <ul style="list-style-type: none"> ▪ *Policy NRC-2.4: Tribal Coordination During Project Construction. Require the developer of a proposed project that could impact a tribal cultural resource to contact an appropriate tribal representative to train construction workers on appropriate avoidance and minimization measures, requirements for confidentiality and culturally appropriate treatment, other applicable regulations, and consequences of violating State laws and regulations prior to construction. (new) ▪ *Policy NRC-2.5: Preconstruction Investigations. Require project applicants to prepare preconstruction investigations of potential tribal cultural resources and on-site mitigation for all developments prior to the issuance of building permits. (new) <p>Implementation of the proposed 2040 General Plan goals, policies, and actions would ensure that new development in the EIR Study Area reduces potential impacts to tribal cultural resources (TCRs). Specifically, proposed 2040 General Plan <i>*Policy NRC-2.3, Protection and Preservation of Archaeological Resources</i>, would mitigate impacts from potential future development by requiring future project applicants to comply with state and federal standards to evaluate and mitigate impacts to archeological resources; <i>*Policy NRC-2.4, Tribal Coordination During Project Construction</i>, would mitigate impacts by requiring the developer of a proposed project that could impact a TCR to contact an appropriate tribal representative to train construction workers on appropriate avoidance and minimization measures, requirements for confidentiality and culturally appropriate treatment, other applicable regulations, and consequences of violating State laws and regulations; and <i>*Policy NRC-2.5, Preconstruction Investigations</i>, would mitigate impacts by requiring project applicants to prepare preconstruction investigations of potential TCRs and on-site mitigation for all developments. Implementation of these mitigating policies and compliance with existing federal, state, and local laws and regulations, and the proposed 2040 General Plan goals, policies, and actions listed here and under Impact Discussion CUL-2 would protect unrecorded TCRs in the EIR Study Area by providing for the early detection of potential conflicts between development and resource protection, and by preventing or minimizing the material impairment of the ability of archaeological deposits to convey their significance through excavation or preservation. Therefore, the proposed 2040 General Plan would result in a <i>less-than-significant</i> impact on TCRs.</p>	
GEOLOGY AND SOILS (GEO)			
Impact GEO-1: Impacts from potential future development under the proposed 2040 General Plan where there are known geological hazards	Significant	<p>Health and Safety (HS)</p> <ul style="list-style-type: none"> ▪ *Policy HS-1.1: Location of Future Development. Permit development only in areas where potential danger to the health, safety, and welfare of the community can be adequately mitigated. This includes prohibiting development that would be subject to severe flood damage or geological hazard because of its location and/or design and that cannot be mitigated to safe levels. 	Less than significant

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
could occur over the buildout horizon of the proposed project.		<p>Development shall also be prohibited where emergency services, including fire protection, cannot be provided. (Policy HS1.1)</p> <ul style="list-style-type: none"> ▪ *Policy HS-1.2: Safety Considerations in Development Review. Require project applicants to prepare appropriate studies to assess identified hazards and ensure that impacts are adequately mitigated prior to project approval. (Policy HS1.2) ▪ *Policy HS-3.2: Geotechnical and Geologic Review. Require all geologic hazards to be adequately addressed and mitigated prior to the issuance of certificate of occupancy through project development. Development proposed within areas of potential geological hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties. (Policy HS1.5) ▪ *Policy HS-3.3: Engineering Tests for Geologic Conditions. Require engineering tests prior to issuance of building permits for those development projects that may be exposed to impacts associated with expansive soils, so that building foundation footings, utility lines, roadways, and sidewalks can be designed to accept the estimated degree of soil contraction, expansion, and settlement, according to the standards of the Uniform Building Code. (Policy HS1.6) <p>Implementation of the goals, policies, and actions of the proposed 2040 General Plan would reduce potential impacts from development in geologically hazardous areas. Specifically, proposed 2040 General Plan *Policy HS-1.1, <i>Location of Future Development</i>, would mitigate impacts by permitting development only in areas where potential danger to the health, safety, and welfare of the community can be adequately mitigated. This includes prohibiting development that would be subject to severe flood damage or geological hazard due to its location and/or design and that cannot be mitigated to safe levels; *Policy HS-1.2, <i>Safety Considerations in Development Review</i>, would mitigate impacts by requiring require project applicants to prepare appropriate studies to assess identified hazards and ensure that impacts are adequately mitigated prior to project approval; *Policy HS-3.2, <i>Geotechnical and Geologic Review</i>, would mitigate impacts by requiring that all geologic hazards be adequately addressed and mitigated through project development. Development proposed within areas of potential geological hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties, and proposed *Policy HS-3.3, <i>Engineering Tests for Geologic Conditions</i>, would mitigate impacts by requiring engineering tests for those development projects that may be exposed to impacts associated with expansive soils, so that building foundation footings, utility lines, roadways, and sidewalks can be designed to accept the estimated degree of soil contraction, expansion and settlement, according to the standards of the Uniform Building Code. Implementation of these goals, policies, and actions, and specifically *Policy HS-1.1, *Policy HS-1.2, *Policy HS-3.2, and *Policy HS-3.3 of the proposed 2040 General Plan, as well as compliance with state, regional, and local regulations pertaining to structural safety regarding fault rupture, ground shaking, liquefaction, and landslides, would ensure that potential future development that results from implementation of the proposed 2040 General Plan</p>	

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TABLE 2-1 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATING POLICIES, AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides. Therefore, impacts would be <i>less than significant</i> .	
NOISE (NOI)			
Impact NOI-1.1: Construction activities associated with potential future development under the proposed 2040 General Plan could expose sensitive receptors in close proximity to a construction site to excessive noise from construction equipment.	Significant	<p>Health and Safety (HS)</p> <ul style="list-style-type: none"> ▪ *Action HS-8.1: Review New Development for Potential Noise Impacts. Require review of all development proposals prior to project approval to verify that the proposed development would not increase noise beyond the City's established thresholds and that it would not generate noise that would be incompatible with existing uses in the vicinity of the proposed development. (Implementation Measure HS.T) ▪ *Action HS-8.6: Periodic Updates to Noise Ordinance. Require the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan and to develop a procedure for handling noise complaints. (Implementation Measure HS.O) ▪ *Action HS-8.8: Noise and Vibration Thresholds. Require adoption of the noise and vibration thresholds applied in the General Plan Environmental Impact Report into the Noise Ordinance. For noise thresholds, this shall include the Federal Transit Administration's (FTA) criteria for acceptable levels of construction noise as well as Construction Equipment Noise Emission Levels based on a distance of 50 feet between the equipment and noise receptor. For vibration thresholds, this shall include FTA criteria for acceptable levels of groundborne vibration during operation of commercial or industrial uses and groundborne vibration for various types of construction equipment. If vibration levels exceed the FTA limits for construction, alternative methods/equipment shall be used. (new) ▪ *Action HS-8.9: Construction Best Management Practices. Require the adoption of the construction best management practices outlined in the General Plan Environmental Impact Report to be incorporated into the Noise Ordinance to minimize construction noise to the extent feasible. (new) <p>In most cases, construction of individual developments associated with implementation of the proposed 2040 General Plan would temporarily increase the ambient noise environment in the vicinity of each individual project, potentially affecting existing and future nearby sensitive uses. The policies and actions of the proposed 2040 General Plan would minimize the effects of construction noise. Specifically, implementation of the proposed *Action HS-8.8, <i>Noise and Vibration Thresholds</i>, and proposed *Action HS-8.9, <i>Construction Best Management Practices</i>, would mitigate noise impacts by requiring the City to adopt noise and vibration thresholds based on the Federal Transit Authority criteria for acceptable levels of construction noise applied in this analysis (i.e., 80 dB(A) $L_{eq(8hr)}$), the Construction Equipment Noise Emission Levels based on a distance of 50 feet between the equipment and noise receptor, and the construction best management practices outlined above. As part of the project approval process, future</p>	Significant and Unavoidable

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>project applicants would be required to comply with these new standards in the Hollister Municipal Code pursuant to proposed *Action HS-8.6, <i>Periodic Updates to Noise Ordinance</i>, which requires the City to revise the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan. Proposed Policy HS-8.3, <i>Construction Noise</i>, is required to regulate construction activity to reduce noise as established in the Hollister Noise Ordinance, which prohibits excessive or unusually loud noises and vibrations from any and all sources in the community. Furthermore, proposed *Action HS-8.1, <i>Review New Development for Potential Noise Impacts</i>, requires the City to review all development proposals to verify that the proposed development would not significantly increase noise beyond the City's established thresholds. However, because construction activities associated with any individual development may occur near noise-sensitive receptors and because—depending on the project type, equipment list, time of day, phasing and overall construction durations—noise disturbances may occur for prolonged periods of time, during the more sensitive nighttime hours, or may exceed 80 dB(A) $L_{eq(8hr)}$ even with future project-level mitigation, construction noise impacts associated with implementation of the proposed project are considered <i>significant and unavoidable</i>. Due to the programmatic nature of this EIR, project-level conclusions of construction noise would be speculative; however, the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level that do not exceed the noise thresholds.</p>	
Impact NOI-1.2: Operational vehicle traffic noise increases would exceed the City's significance thresholds with implementation of the proposed project.	Significant	<p>Health and Safety (HS)</p> <ul style="list-style-type: none"> ▪ *Policy HS-8.1: Protect Noise Sensitive Areas from Unacceptable Traffic Noise Levels. Protect the noise environment in existing residential areas by requiring mitigation measures be identified prior to project approval for the operational phase of projects under the following circumstances: (a) the project would cause the day-night average sound level (L_{dn}) to increase 5 dB(A) where ambient noise is below 60 dB(A); (b) the project would cause the L_{dn} to increase 3 dB(A) where ambient noise is between 60 dB(A) and 70 dB(A); or (c) the project would cause the L_{dn} to increase 1.5 dB(A) where ambient noise is 70 dB(A) or greater. (Policy HS3.1) ▪ *Action HS-8.1: Review New Development for Potential Noise Impacts. Require review all development proposals prior to project approval to verify that the proposed development would not increase noise beyond the City's established thresholds and that it would not generate noise that would be incompatible with existing uses in the vicinity of the proposed development. (Implementation Measure HS.T) ▪ *Action HS-8.6: Periodic Updates to Noise Ordinance. Require the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan and to develop a procedure for handling noise complaints. (Implementation Measure HS.O) <p>Implementation of proposed 2040 General Plan *Policy HS-8.1, <i>Protect Noise Sensitive Areas from Unacceptable Traffic Noise Levels</i>, requires the City to protect the noise environment where there are uses that are sensitive to noise (e.g., residences, schools, motels and hotels, libraries, religious</p>	Significant and Unavoidable

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TABLE 2-1 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATING POLICIES, AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		institutions, hospitals, and nursing homes) by requiring the evaluation of mitigation measures for the operational phase of projects that exceed the City's established noise thresholds. As part of the project approval process, future project applicants would be required to comply with these new standards in the Hollister Municipal Code pursuant to proposed *Action HS-8.6, <i>Periodic Updates to Noise Ordinance</i> , which requires the City to revise the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan. Proposed Policy HS-8.5, <i>Site Planning and Design</i> , and proposed Policy HS-8.7, <i>Techniques to Reduce Traffic Noise</i> , would reduce impacts from traffic through site design such as installing earth berms, increasing the distance between the receptor and the noise source, using non-sensitive structures as shields, and the use roadway design. Roadway design could include installing and maintaining noise barriers and/or rubberized or special asphalt paving such as open grade asphalt concrete along roadway segments with significant noise increases that are adjacent to sensitive receptors, and working with the State to address noise impacts from highway traffic. Roadway design could include installing and maintaining noise barriers and/or rubberized or special asphalt paving, such as open grade asphalt concrete, along roadway segments with significant noise increases that are adjacent to sensitive receptors. Notable reductions in tire noise have been achieved via the implementation of special paving materials, such as rubberized asphalt or open-grade asphalt concrete overlays. For example, Caltrans conducted a study of pavement noise along I-80 in Davis, California, and found an average improvement of 6 to 7 dB(A) compared to conventional asphalt overlay with only minimal noise increases over a ten-year period. ⁴ These quieter pavement types can be used alone or in combination with noise barriers, which are common throughout the city. However, barriers may not be feasible in all cases if they would prevent access to driveways or properties. Further, proposed *Action HS-8.1, <i>Review of New Development for Potential Noise Impacts</i> , requires the City to review all development proposals to verify that the proposed development would not exceed the City's established thresholds and proposed Action HS-8.5, <i>Traffic Noise Mitigation</i> , requires the City to continue to enforce City Ordinances that restrict through truck traffic to approved truck routes only and prohibit the parking and maintenance of trucks in residential districts to reduce traffic noise from trucks. Since project-specific details are unknown and noise barriers and/or quieter pavement technologies may not be feasible or reduce vehicle traffic noise below significance thresholds in all cases, this impact is conservatively considered <i>significant and unavoidable</i> . The identification of this program-level impact	

⁴ California Department of Transportation, May 13, 2011, *I-80 Davis OGAC Pavement Noise Study: Traffic Noise Levels Associated With Aging Open Grade Asphalt Concrete Overlay*.

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level that do not exceed the noise thresholds.	
Impact NOI-2.1: Construction activities associated with potential future development under the proposed 2040 General Plan could generate excessive short-term vibration levels during project construction.	Significant	<p>Health and Safety (HS)</p> <ul style="list-style-type: none"> ▪ *Action HS-8.1: Review New Development for Potential Noise Impacts. Require review of all development proposals prior to project approval to verify that the proposed development would not increase noise beyond the City's established thresholds and that it would not generate noise that would be incompatible with existing uses in the vicinity of the proposed development. (Implementation Measure HS.T) ▪ *Action HS-8.6: Periodic Updates to Noise Ordinance. Require the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan and to develop a procedure for handling noise complaints. (Implementation Measure HS.O) ▪ *Action HS-8.8: Noise and Vibration Thresholds. Require adoption of the noise and vibration thresholds applied in the General Plan Environmental Impact Report into the Noise Ordinance. For noise thresholds, this shall include the Federal Transit Administration's (FTA) criteria for acceptable levels of construction noise as well as Construction Equipment Noise Emission Levels based on a distance of 50 feet between the equipment and noise receptor. For vibration thresholds, this shall include FTA criteria for acceptable levels of groundborne vibration during operation of commercial or industrial uses and groundborne vibration for various types of construction equipment. If vibration levels exceed the FTA limits for construction, alternative methods/equipment shall be used. (new) <p>Implementation of proposed 2040 General Plan Policy HS-8.3, <i>Construction Noise</i>, requires the City to regulate construction activity to reduce noise as established in the Hollister Noise Ordinance, which prohibits noise sources from excessive or unusually loud noises and vibrations from any and all sources in the community. Proposed *Action HS-8.1, <i>Review New Development for Potential Noise Impacts</i>, requires the City to review all development proposals to verify that the proposed development would not increase noise beyond the City's established thresholds. Proposed *Action HS-8.8, <i>Noise and Vibration Thresholds</i>, requires the City to adopt vibration thresholds based on the Federal Transit Administration (FTA) criteria for acceptable levels of groundborne vibration for various types of construction equipment and should the FTA criteria be exceeded, a list of alternate methods/equipment shall be established, as provided above. This would ensure that construction vibration impacts would remain less than significant because alternate methods/equipment with less or no vibration, such as those shown in Table 4.13-14, <u><i>Reference Vibration Levels for Construction Equipment</i></u>, would meet the thresholds. As part of the project approval process, future project applicants would be required to comply with these new standards in the Hollister Municipal Code pursuant to proposed *Action HS-8.6, <i>Periodic Updates to Noise Ordinance</i>, which requires the City to revise the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan. Furthermore, Hollister Municipal Code Section 17.10.040 requires the City</p>	Less than Significant

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		to not approve any land use that generates ground vibration perceptible without instruments at any point along or outside the property line of the use, except for motor vehicle operations. Therefore, the temporary program-level construction vibration impacts associated with implementation of the proposed 2040 General Plan are considered <i>less than significant</i> .	
Impact NOI-2-2: Operational activities associated with potential future development under the proposed 2040 General Plan could generate excessive long-term vibration levels.	Significant	<p>Health and Safety (HS)</p> <ul style="list-style-type: none"> *Action HS-8.8: Noise and Vibration Thresholds. Require adoption of the noise and vibration thresholds applied in the General Plan Environmental Impact Report into the Noise Ordinance. For noise thresholds, this shall include the Federal Transit Administration's (FTA) criteria for acceptable levels of construction noise as well as Construction Equipment Noise Emission Levels based on a distance of 50 feet between the equipment and noise receptor. For vibration thresholds, this shall include FTA criteria for acceptable levels of groundborne vibration during operation of commercial or industrial uses and groundborne vibration for various types of construction equipment. If vibration levels exceed the FTA limits for construction, alternative methods/equipment shall be used. (new) <p>Implementation of proposed 2040 General Plan *Action HS-8.8, <i>Noise and Vibration Thresholds</i>, requires the City to adopt vibration thresholds based on the Federal Transit Administration (FTA) criteria. As described in Section 4.13.2.3, <i>Vibration</i>, the FTA establishes vibration limits from operational activities in order for impacts to be less than significant on a project-by-project basis. For vibration annoyance from operational sources, the FTA recommends the following criteria for frequent events: 65 VdB for highly sensitive uses with vibration-sensitive equipment (e.g., microscopes in hospitals and research facilities) and 72 VdB for residences. As part of the project approval process, future project applicants would be required to comply with these new standards in the Hollister Municipal Code pursuant to proposed *Action HS-8.6, <i>Periodic Updates to Noise Ordinance</i>, which requires the City to revise the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan. Furthermore, proposed *Action HS-8.1, <i>Review New Development for Potential Noise Impacts</i>, requires the City to review all development proposals to verify that the proposed development would not significantly increase noise beyond the City's established thresholds. Therefore, with implementation of the proposed 2040 General Plan *Action HS-8.1, *Action HS-8.6, and *Action HS-8.8, vibration from operation impacts is considered <i>less than significant</i>.</p>	Less than Significant
Impact NOI-4: Implementation of the proposed 2040 General Plan could contribute to an increase in cumulative	Significant	<p>Health and Safety (HS)</p> <ul style="list-style-type: none"> *Policy HS-8.1: Protect Noise Sensitive Areas from Unacceptable Traffic Noise Levels. Protect the noise environment in existing residential areas by requiring mitigation measures be identified prior to project approval for the operational phase of projects under the following circumstances: (a) the project would cause the day-night average sound level (L_{dn}) to increase 5 dB(A) where ambient noise 	Significant and Unavoidable

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
construction noise and operational vehicle noise.		<p>is below 60 dB(A); (b) the project would cause the L_{dn} to increase 3 dB(A) where ambient noise is between 60 dB(A) and 70 dB(A); or (c) the project would cause the L_{dn} to increase 1.5 dB(A) where ambient noise is 70 dB(A) or greater. (Policy HS3.1)</p> <ul style="list-style-type: none"> ▪ *Action HS-8.1: Review New Development for Potential Noise Impacts. Require review all development proposals prior to project approval to verify that the proposed development would not increase noise beyond the City's established thresholds and that it would not generate noise that would be incompatible with existing uses in the vicinity of the proposed development. (Implementation Measure HS.T) ▪ *Action HS-8.6: Periodic Updates to Noise Ordinance. Require the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan and to develop a procedure for handling noise complaints. (Implementation Measure HS.O) ▪ *Action HS-8.8: Noise and Vibration Thresholds. Require adoption of the noise and vibration thresholds applied in the General Plan Environmental Impact Report into the Noise Ordinance. For noise thresholds, this shall include the Federal Transit Administration's (FTA) criteria for acceptable levels of construction noise as well as Construction Equipment Noise Emission Levels based on a distance of 50 feet between the equipment and noise receptor. For vibration thresholds, this shall include FTA criteria for acceptable levels of groundborne vibration during operation of commercial or industrial uses and groundborne vibration for various types of construction equipment. If vibration levels exceed the FTA limits for construction, alternative methods/equipment shall be used. (new) ▪ *Action HS-8.9: Construction Best Management Practices. Require the adoption of the construction best management practices outlined in the General Plan Environmental Impact Report into the Noise Ordinance to minimize construction noise to the extent feasible. (new) <p>Because construction details are unknown, potential future development under the proposed 2040 General Plan could exceed the City's significance threshold for construction noise. Even with proposed 2040 General Plan Policy HS-8.3, <i>Construction Noise</i>, *Action HS-8.1, <i>Review New Development for Potential Noise Impacts</i>, *Action HS-8.6, <i>Periodic Updates to Noise Ordinance</i>, *Action HS-8.8, <i>Noise and Vibration Thresholds</i>, and *Action HS-8.9, <i>Construction Best Management Practices</i>, described under Impact Discussion NOI-1, because construction details are unknown at the time and construction activities associated with any individual development may occur near noise-sensitive receptors, noise disturbances may exceed the City's significance thresholds even with future project-level mitigation.</p> <p>In addition, operational vehicle noise generated under the proposed project would exceed the City's significance threshold. Even with proposed 2020-2040 General Plan *Policy HS-8.1, <i>Protect Noise Sensitive Areas from Unacceptable Traffic Noise Levels</i>, *Action HS-8.1, and *Action HS-8.6, <i>Periodic</i></p>	

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Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p><i>Updates to Noise Ordinance</i>, described under Impact Discussion NOI-1, the effectiveness of traffic noise-reduction strategies is not certain.</p> <p>Due to the programmatic nature of the project, no additional mitigation measures are available. Construction noise and operational vehicle noise associated with the proposed project would result in a cumulatively considerable contribution to noise impacts and remain <i>significant and unavoidable</i> at the program level. The identification of this program-level cumulative impact does not preclude the finding of less-than-significant cumulative impacts for subsequent projects analyzed at the project level.</p>	
TRANSPORTATION (TRANS)			
<p>Impact TRANS-2:</p> <p>Implementation of the proposed 2040 General Plan would result in a significant vehicle miles traveled (VMT) impact for VMT per Capita (Residential) and Retail VMT over 50,000 square feet, due to forecasted land use growth through 2040, based on a comparison of the VMT rate increment for VMT to the corresponding average baseline rates for the San Benito County region.</p>	Significant	<p>Circulation (C)</p> <ul style="list-style-type: none"> ▪ *Policy C-1.5: Transportation Demand Management. Require new development to reduce single-occupant vehicle usage using Transportation Demand Management strategies prior to project approval. (new) ▪ *Action C-1.1: Performance and Monitoring. Require the monitoring of the City's mode split progress on reducing VMT and reducing GHG emissions from VMT, as data is available. (new) ▪ *Action C-1.2: VMT Mitigation Banking Fee Program. Require the establishment of a Vehicle Miles Traveled (VMT) Mitigation Banking Fee Program. This program shall fund the construction of facilities throughout Hollister that support active transportation (cycling and walking) and transit ridership to mitigate VMT impacts from new development. (new) ▪ *Policy C-4.6: Transportation Demand Management Requirements. Require new or existing developments that meet specific size, capacity, and/or context conditions to implement Transportation Demand Management strategies and other single-occupancy vehicle reduction methodologies. Require new developments to comply with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets of the City's VMT CEQA thresholds prior to project approval. (new) <p>Implementation of the proposed 2040 General Plan goals, policies, and actions would mitigate VMT impacts to the degree feasible. Proposed <i>*Policy C-1.5, Transportation Demand Management</i>, requires the City to reduce single-occupant vehicle usage using Transportation Demand Management (TDM) strategies. Proposed <i>*Action C-1.1, Performance and Monitoring</i>, requires the City to monitor mode split progress on reducing VMT, and reducing GHG emissions from VMT, as data is available. Proposed <i>*Action C-1.2, VMT Mitigation Banking Fee Program</i>, requires the City to establish a VMT Mitigation Banking Fee Program to fund the construction of facilities that support active transportation and transit ridership to mitigate VMT impacts from new development. Proposed <i>*Policy C-4.6, Transportation Demand Management Requirements</i>, requires new or existing developments that meet specific size, capacity, and/or context conditions to implement TDM strategies and other single-occupancy vehicle reduction methodologies. Compliance with tiered trip reduction and VMT reduction targets and</p>	Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 2-1 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATING POLICIES, AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>monitoring that are consistent with the targets of the City's VMT CEQA thresholds is also required. In addition, as listed under Impact Discussion TRANS-1, the City has numerous policies to promote safe and user-friendly transit and improve the bicycle and pedestrian network in Hollister, all which would serve to promote alternative forms of transportation and reduce VMT.</p> <p>Furthermore, as previously described, given the lack of specifics that are available for this program-level EIR, it is not possible to fully account for the effect of specific design principles, policies, and improvements that will reduce VMT as part of this analysis. Although many of the VMT-reducing design principles, policies, and improvements that are described in the prior section may ultimately mitigate and/or potentially reduce the VMT impacts outlined in this evaluation, necessary details to ensure implementation and appropriately evaluate their effect are not yet available. While some of the approaches to VMT reduction described in the prior section are supportive of existing City policies and guidelines, the VMT-reducing approaches cited would require further planning and development as well as committed funding sources, including those from participants in the development community (many of which may not be identified yet as large areas of land may be further subdivided into specific projects and developments). As such, it is reasonable to conclude that the findings of this analysis reflect a worst-case scenario for this program EIR. This program-level land use impact for VMT does not preclude the finding of less-than-significant impacts for subsequent development projects that achieve applicable VMT thresholds of significance. However, due to the programmatic nature of the proposed 2040 General Plan, no additional mitigation measures are available, and the impact is considered <i>significant and unavoidable</i>.</p>	
Impact TRANS-5: Implementation of the proposed 2040 General Plan would cumulatively contribute to regional vehicle miles traveled (VMT).	Significant	<p>Circulation (C)</p> <ul style="list-style-type: none"> ▪ *Policy C-1.5: Transportation Demand Management. Require new development to reduce single-occupant vehicle usage using Transportation Demand Management strategies prior to project approval. (new) ▪ *Action C-1.1: Performance and Monitoring. Require the monitoring of the City's mode split progress on reducing VMT and reducing GHG emissions from VMT, as data is available. (new) ▪ *Action C-1.2: VMT Mitigation Banking Fee Program. Require the establishment of a Vehicle Miles Traveled (VMT) Mitigation Banking Fee Program. This program shall fund the construction of facilities throughout Hollister that support active transportation (cycling and walking) and transit ridership to mitigate VMT impacts from new development. (new) ▪ *Policy C-4.6: Transportation Demand Management Requirements. Require new or existing developments that meet specific size, capacity, and/or context conditions to implement Transportation Demand Management strategies and other single-occupancy vehicle reduction methodologies. Require new developments to comply with tiered trip reduction and VMT reduction 	Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 2-1 SUMMARY OF SIGNIFICANT IMPACTS, MITIGATING POLICIES, AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	General Plan Policies/Actions and CEQA-Required Mitigation	Significance with Mitigation
		<p>targets and monitoring that are consistent with the targets of the City's VMT CEQA thresholds prior to project approval. (new)</p> <p>Even with the proposed 2040 General Plan *Policy C-1.5, Transportation Demand Management, *Action C-1.1, Performance and Monitoring, *Action C-1.2, VMT Mitigation Banking Fee Program, and *Policy C-4.6, Transportation Demand Management Requirements, described under Impact Discussion TRANS-2 to mitigate the impacts related to VMT, the effectiveness of the VMT-reduction strategies is not certain. As such, the cumulative impact on VMT is considered <i>significant and unavoidable</i>. The identification of this program-level cumulative impact does not preclude the finding of less-than-significant cumulative impacts for subsequent projects analyzed at the project level.</p>	

3. *List of Commenters*

Comments on the 2023 Draft EIR and the Revised Draft EIR were received from the following agencies and organizations. Each comment letter and comment has been assigned a letter and a number as indicated below. The comments are organized by government organizations (GOV), private organizations (ORG), members of the public (PUB), and public hearing (PH).

3.1 GOVERNMENT ORGANIZATIONS

Comments on 2023 Draft EIR

- GOV1 Heather Adamson, Association of Monterey Bay Area Governments, June 9, 2023
- GOV2 P. Cooper, Captain, Department of California Highway Patrol, June 21, 2023
- GOV3 Julie A. Vance, Regional Manager, California Department of Fish and Wildlife, June 27, 2023
- GOV4 Chris Bjornstad, California Department of Transportation, June 30, 2023
- GOV5 Shawn Tennenbaum, San Benito High School District, June 30, 2023

Comments on Revised Draft EIR

- GOV6 N.C. Coady, Captain Commander, Department of California Highway Patrol, July 29, 2024
- GOV7 Heather Anderson, Director of Planning, Association of Monterey Bay Area Governments, August 5, 2024
- GOV8 Edward Ballaron, Air Quality Planner I, Monterey Bay Air Resources District, August 16, 2024
- GOV9 Shawn Tannenbaum, San Benito High School District, August 16, 2024
- GOV10 Julie A. Vance, Regional Manager, California Department of Fish and Wildlife, August 21, 2024

3.2 PRIVATE ORGANIZATIONS

Comments on 2023 Draft EIR

- ORG1 Dennis Martin, Building Industry Association of the Bay Area, June 15, 2023
- ORG2 Matt Nohr, Orosco Group, June 28, 2023
- ORG3 Kristina Chaves Wyatt, San Benito County Business Council, June 30, 2023
- ORG4 Matt Nohr, Orosco Group, June 30, 2023

LIST OF COMMENTERS

3.3 MEMBERS OF THE PUBLIC

Comments on 2023 Draft EIR

PUB1 Jim Safranek, May 30, 2023

PUB2 Ingrid and Alex Sywak, June 16, 2023

3.4 PUBLIC HEARING

Comments on Revised Draft EIR

PH1 Jeffrey Small, July 16, 2024

PH2 Alexander Sywak, July 16, 2024

PH3 Dennis Martin, July 16, 2024

PH4 Victor Gomez, July 16, 2024

PH5 Dennis Martin, July 16, 2024

4. Comments and Responses

This chapter includes a reproduction of, and responses to, each significant environmental issue raised during the public review period. Comments are presented in their original format in Appendix G, *Comment Letters*, of this Final Environmental Impact Report (EIR), along with annotations that identify each comment number. Comment letters in this chapter follow the same order as listed in Chapter 3, *List of Commenters*, of this Final EIR. The comments are organized and categorized by government organizations (GOV) and public hearing (PH).

Responses to those individual comments are provided in this chapter alongside the text of each corresponding comment. Letters are identified by category and each comment is labeled with the comment reference number in the margin. Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response. Where a response requires revisions to analysis presented in the Draft EIR, these revisions are explained and shown in Chapter 5, *Revisions to the Revised Draft EIR*, of this Final EIR. All comments included in this document are formally acknowledged for the record and will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.

Certain topics raised by commenters require a lengthy response, and certain topics addressed in this Final EIR require a detailed explanation. In addition, certain topics were raised repeatedly, albeit in slightly different forms, in comments on the Revised Draft EIR. In order to minimize duplication and to provide a more comprehensive discussion, “master responses” have been prepared for some of these issues. Responses to individual comments reference these master responses as appropriate. A particular master response may provide more information than requested by any individual comment. Conversely, the master response may not provide a complete response to a given comment, and additional information may be contained in the individual response to that comment. Master responses in this Final EIR address the project merits, speculation without substantial evidence, and additional analysis.

4.1 PROJECT MERITS

Often during review of an EIR, commenters raise issues that relate to qualities of the project itself (in this case, the project includes the proposed City of Hollister 2040 General Plan (2040 General Plan), Climate Action Plan (CAP), and Agricultural Lands Preservation Program (ALPP) or the project’s community consequences or benefits, personal wellbeing and quality of life, and economic or financial issues (referred to here as “project merits”), rather than the environmental analyses or impacts and mitigations raised in the EIR. However, consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15131, *Economic and Social Effects*, the Draft EIR is not meant to address these project merits, rather, the purpose of CEQA and the Draft EIR is to fully analyze and mitigate the project’s potentially significant physical impacts on the environment to the extent feasible.

COMMENTS AND RESPONSES

In accordance with Sections 15088 and 15132 of the CEQA Guidelines, a Final EIR must include a response to comments on the Draft EIR pertaining to environmental issues analyzed under CEQA. Several of the comments provided in response to the Revised Draft EIR express an opinion for or against the components of the project, but do not address the adequacy of the analysis or conclusions in the Revised Draft EIR. Rather, these opinions relate to the merits of the project.

Lead Agency review of environmental issues and project merits are both important in the decision of what action to take on a project, and both are considered in the decision-making process for a project. However, as part of the environmental review process, a lead agency is only required by CEQA to respond to environmental issues that are raised. The City of Hollister (City) will hold a publicly noticed hearing to consider action on the merits of the proposed project for approval or disapproval. The City will consider both the EIR and project merit issues that have been raised prior to acting to approve or disapprove the proposed project.

Section 15204(a), Focus of Review, of the State CEQA Guidelines provides direction for parties reviewing and providing comment on a Draft EIR, as follows:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

Therefore, in accordance with CEQA Guidelines Section 15204(a), the City is not required to respond to comments that express an opinion about the project merits, but do not relate to environmental issues covered in the Revised Draft EIR. Although such opinions and comments on the project merits that were received during the EIR process do not require responses in the EIR, as previously noted, they do provide important input to the process of reviewing the project overall. Therefore, merits and opinion-based comment letters are included in the EIR to be available for consideration by the City decision-makers at the merits stage of the project. City decision-makers may consider these letters and issues as part of their deliberations on the merits of the project and whether to approve, modify, or disapprove the project.

4.2 SPECULATION WITHOUT SUBSTANTIAL EVIDENCE

Various commenters assert or request that significance conclusions of the EIR should be revised but fail to provide substantial evidence in support of their assertion. Predicting the project's physical impacts on the

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environment without substantial evidence based on facts to support the analysis would require a level of speculation that is inappropriate for an EIR.

CEQA Section 21082.2(a), *Significant Effect on Environment; Determination; Environmental Impact Report Preparation*, requires that the lead agency “shall determine whether a project may have a significant effect on the environment based on substantial evidence in light of the whole record.” CEQA Guidelines Section 15384(a), *Substantial Evidence*, clarifies that “‘substantial evidence’... means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion or narrative evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment, does not constitute substantial evidence.” CEQA Guidelines Section 15384(b) goes on to state that “substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.” Where there are no facts available to substantiate a commenter’s assertion that the physical environment could ultimately be significantly impacted as a result of the project, the City acting as the lead agency, is not required to analyze that effect, nor to mitigate for that effect. Section 15204(c) of the CEQA Guidelines advises reviewers that comments should be accompanied by factual support:

Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

Under CEQA, the decision as to whether an environmental effect should be considered significant is reserved to the discretion of the lead agency based on substantial evidence in the record as a whole. The analysis of the Draft EIR is based on scientific and factual data, which has been reviewed by the lead agency and reflects its independent judgment and conclusions. CEQA permits disagreements of opinion with respect to environmental issues addressed in an EIR. As Section 15151, *Standards for Adequacy of an EIR*, of the CEQA Guidelines states, even “[d]isagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts.”

CEQA Guidelines Section 15145, *Speculation*, provides that:

If, after thorough investigation, a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.

4.3 ADDITIONAL ANALYSIS

During the review period for the Revised Draft EIR, some commenters requested additional analysis, mitigation measures, or revisions that are not provided in this Final EIR for reasons more specifically addressed in the individual comments. As described above, Section 15204(a) of the CEQA Guidelines

COMMENTS AND RESPONSES

provides that CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters.

Section 15003, *Policies*, of the CEQA Guidelines, also explains the emphasis of CEQA upon good-faith efforts at full disclosure rather than technical perfection:

(i) CEQA does not require technical perfection in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure. A court does not pass upon the correctness of an EIR's environmental conclusions, but only determines if the EIR is sufficient as an informational document. (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692).

(j) CEQA requires that decisions be informed and balanced. It must not be subverted into an instrument for the oppression and delay of social, economic, or recreational development or advancement. (*Laurel Heights Improvement Assoc. v. Regents of U.C.* (1993) 6 Cal.4th 1112 and *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553).

Sections 15204(a) and 15003 reflect judicial interpretation of CEQA. Under CEQA, lead agencies need only respond to significant environmental issues, and do not need to provide all information requested by reviewers, so long as a good-faith effort at full disclosure is made in the EIR.

4.4 REVISIONS TO THE 2023 DRAFT EIR

This Final EIR addresses comments on both the 2023 Draft EIR and the Revised Draft EIR. As described under Section 1.3.3, *Revised Draft EIR*, in Chapter 1, *Introduction*, of the Revised Draft EIR, after preparation of the 2023 Draft EIR, the City made modifications to the proposed project and evaluated those modifications and subsequent residual impacts in response to comments made during the 45-day public review period for the 2023 Draft EIR. Accordingly, some comments submitted on the 2023 Draft EIR have been addressed in the Revised Draft EIR and do not warrant further response. Revisions made to the proposed project and the resulting environmental analysis updates are summarized in Section 1.3.3.1, *Summary of Revisions*, in Chapter 1 of the Revised Draft EIR, and described in detail in Chapter 3, *Project Description*, of the Revised Draft EIR.

4.5 INDIVIDUAL RESPONSES

Responses to individual comments on the Draft EIR are presented in Table 4-1, *Responses to Comments on the Draft EIR*. Individual comments are reproduced from the original versions in Appendix G, *Comment Letters*, of this Final EIR, along with the comment numbers shown in Appendix G, followed by the response. Table 4-1 includes responses to comment letters received on both the 2023 Draft EIR and the Revised Draft EIR.

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
Government Organizations		
GOV1	Heather Adamson, Association of Monterey Bay Area Governments, June 9, 2023	
GOV1-1	<p>Thank you for the opportunity to review Draft Environmental Impact Report (DEIR) for the City of Hollister’s General Plan 2040, Climate Action Plan, and Agricultural Lands Preservation Program. The following comments are offered for your consideration.</p> <p>In Chapter 4 (Environmental Analysis), Chapter 4.8 (Greenhouse Gas Emissions), Chapter 4.11 (Land Use Planning), and Chapter 4.14 (Population and Housing), Chapter 4.16 (Transportation), and Chapter 6 (CEQA Required Assessment), AMBAG requests the following revisions:</p>	This comment serves as an opening remark. No response is required.
GOV1-2	<p><i>Chapter 4. (Environmental Analysis)</i></p> <ul style="list-style-type: none"> On page 4-8, the DIER [sic] states: “Land Use and Planning: The geographic context for the cumulative land use and planning effects considers im0pacts from projected growth in the rest of San Benito County and the surrounding region, as forecast in the 2045 AMBAG MTP/SCS” and “Public Services and Recreation: Cumulative impacts are considered in the context of projected growth in the rest of San Benito County and the surrounding region, as forecast by the 2045 AMBAG MTP/SCS, and contiguous with the service area boundaries of the service providers evaluated in this section.” <p>Revise the sentences to state “...the AMBAG 2045 MTP/SCS.”</p> <p><i>Chapter 4.8 (Greenhouse Gas Emissions)</i></p> <ul style="list-style-type: none"> On page 4.8-25, revise the sentence regarding the AMBAG Energy Watch Program. The AMBAG Energy Watch Program does not exist anymore and instead AMBAG has a 	<p>The commenter’s requested revisions were made to Chapter 4, <i>Environmental Analysis</i>, Chapter 4.8, <i>Greenhouse Gas Emissions</i>, and Chapter 4.11, <i>Land Use and Planning</i>, of the 2023 Draft EIR. The updated text is presented in the Revised Draft EIR and changes are shown as follows.</p> <p>The text on page 4-8 of Chapter 4, <i>Environmental Analysis</i>, of the 2023 Draft EIR was revised to correct the title of the AMBAG document.</p> <ul style="list-style-type: none"> ▪ Land Use and Planning: The geographic context for the cumulative land use and planning effects considers impacts from projected growth in the rest of San Benito County and the surrounding region, as forecast in the 2045 AMBAG <u>2045</u> MTP/SCS. ▪ Public Services and Recreation: Cumulative impacts are considered in the context of projected growth in the rest of San Benito County and the surrounding region, as forecast by the 2045 AMBAG <u>2045</u> MTP/SCS, and contiguous with

COMMENTS AND RESPONSES

TABLE 4-1	RESPONSES TO COMMENTS ON THE DRAFT EIR	
Comment #	Comment	Response
	<p>Sustainability Program. Furthermore, the proposed 2023 CAP also supports partnering with CCCE and AMBAG Energy <u>AMBAG's Sustainability Program</u> by publicizing energy-efficiency programs (Strategies 3, 4, and 7). Thus, implementation of the proposed 2023 CAP would result in beneficial impacts to GHG emissions. Implementation of the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and impacts would be <i>less than significant</i>.</p> <ul style="list-style-type: none"> On page 4.8-26, the DIER [sic] states: "The 2045 AMBAG RTP/SCS focuses on achieving GHG reduction goals by focusing housing and employment growth in urbanized areas; protecting sensitive habitat and open space; and investing in a more accessible transportation system." <p>Revise the sentences to state "...the AMBAG 2045 MTP/SCS."</p> <ul style="list-style-type: none"> On page 4.8-26, revise the citation regarding the adoption date of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy. The 2045 MTP/SCS was adopted in June 2022, not June 2020. <p>Association of Monterey Bay Area Governments (AMBAG), <u>2022</u>2020, June. Monterey Bay 2045 Moving Forward: 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). https://www.ambag.org/sites/default/files/2022-07/AMBAG_MTP-SCS_Final_EntireDocument_PDFA_Updated071422.pdf, accessed August 11, 2022.</p>	<p>the service area boundaries of the service providers evaluated in this section.</p> <p>The text on page 4.8-25 of Chapter 4.8, <i>Greenhouse Gas Emissions</i>, of the 2023 Draft EIR was revised to correct the name of the AMBAG program.</p> <p>Furthermore, the proposed 2023 CAP also supports partnering with CCCE and AMBAG Energy <u>AMBAG's Sustainability Program</u> by publicizing energy-efficiency programs (Strategies 3, 4, and 7).</p> <p>The text on page 4.8-26 of Chapter 4.8, <i>Greenhouse Gas Emissions</i>, of the 2023 Draft EIR was revised to correct the title and date of the AMBAG document.</p> <p>The 2045 AMBAG <u>2045 RTP</u>MTP/SCS focuses on achieving GHG reduction goals by focusing housing and employment growth in urbanized areas; protecting sensitive habitat and open space; and investing in a more accessible transportation system.</p> <p>Footnote 25. Association of Monterey Bay Area Governments (AMBAG), <u>2020</u> <u>2022</u>, June. <i>Monterey Bay 2045 Moving Forward: 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy</i> (MTP/SCS).</p> <p>The text on page 4.8-27 of Chapter 4.8, <i>Greenhouse Gas Emissions</i>, of the 2023 Draft EIR was revised to correct the title of the AMBAG document.</p> <p>Thus, the proposed project would be consistent with the overall goals of AMBAG's 2045 RTP<u>MTP</u>/SCS in concentrating new</p>

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
	<ul style="list-style-type: none"> On page 4.8-27, the DEIR states: “As described in Chapter 4.16, <i>Transportation</i>, the proposed 2040 General Plan outlines specific goals, policies, and actions that will help reduce VMT and therefore reduce GHG emissions from automobiles. Please see Impact Discussion TRANS-2 for a complete list of these goals, policies, and actions. Furthermore, implementation of the 2040 General Plan is projected to result in a decrease in GHG emissions on a per-capita basis. Thus, the proposed project would be consistent with the overall goals of AMBAG’s 2045 RTP/SCS in concentrating new development in locations where there is existing infrastructure and transit (see Chapter 4.11, <i>Land Use and Planning</i>). Therefore, the proposed project would not conflict with the land use concept plan in AMBAG’s 2045 RTP/SCS and impacts would be <i>less than significant</i>.” <p>Revise the sentences to state “...the AMBAG 2045 MTP/SCS.”</p>	<p>development in locations where there is existing infrastructure and transit (see Chapter 4.11, <i>Land Use and Planning</i>).</p> <p>Therefore, the 2023 CAP would be complementary to statewide and regional plans to reduce GHG and would not interfere with or obstruct the implementation of the CARB Scoping Plan or the 2045 AMBAG <u>2045 RTP</u>MTP/SCS.</p> <p>The text on page 4.11-2 of Chapter 4.11, <i>Land Use and Planning</i>, of the 2023 Draft EIR was revised to correct the title of the AMBAG document.</p> <p>By considering the regional forecasts, and goals and policies of the AMBAG <u>2045 MTP</u>SCS, the City of Hollister General Plan can support these regional planning efforts. AMBAG is currently developing the 2050 MTP/SCS, which is scheduled for adoption in 2026.</p>
	<ul style="list-style-type: none"> On page 4.8-27, the DEIR states: “The proposed 2023 CAP is a strategic plan focused on GHG emissions reduction through recommended community-wide GHG reduction strategies and an implementation plan and does not involve any land use changes that would result in indirect growth or change in building density and intensity. Furthermore, as discussed under Impact Discussion GHG-1, implementation of the 2023 CAP would result in beneficial GHG emissions impacts by contributing to reducing VMT, increasing energy and water use efficiency, and increasing renewable energy use. Therefore, the 2023 CAP would be complementary to statewide and regional plans to reduce GHG and would not interfere with or obstruct the implementation of the CARB Scoping Plan or the 2045 AMBAG RTP/SCS. Implementation 	

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
	<p>of the proposed CAP would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions and impacts would be <i>less than significant</i>.”</p> <p>Revise the sentences to state “...the AMBAG 2045 MTP/SCS.”</p> <p><i>Chapter 4.11 (Land Use Planning)</i></p> <ul style="list-style-type: none"> On pages 4.11-2, the DEIR states “By considering the regional forecasts, and goals and policies of the AMBAG MTS/SCS, the City of Hollister General Plan can support these regional planning efforts. AMBAG is currently developing the 2050 MTP/SCS, which is scheduled for adoption in 2026.” <p>Revise the sentences to state “...the AMBAG 2045 MTP/SCS.”</p>	
GOV1-3	<p><i>Chapter 4.14 (Population and Housing)</i></p> <ul style="list-style-type: none"> On page 4.14-1, the DEIR states “The Association of Monterey Bay Area Governments (AMBAG) is the official comprehensive planning agency for Monterey County, San Benito County, and Santa Cruz County. AMBAG is responsible for taking the overall regional housing needs allocation (RHNA) provided by the State and preparing a formula for allocating that housing need by income level across its jurisdiction. AMBAG produces growth projections on four-year cycles so that other regional agencies, including the San Benito County Council of Governments, can use the forecast to make project funding and regulatory decisions. AMBAG projections have practical consequences that shape growth and environmental quality, and the general plans, zoning regulations, and growth management programs of local jurisdictions inform the AMBAG projections. The AMBAG 	<p>As described under Impact Discussion POP-1 in Chapter 4.14, <i>Population and Housing</i>, of the Revised Draft EIR, the Council of San Benito County Governments issues the Regional Housing Needs Allocation (RHNA) to the City of Hollister. The City of Hollister’s RHNA of the 6th Cycle (2023 to 2033) is identified in the <i>San Benito County Regional Housing Needs Allocation Plan</i> dated October 20, 2022 (see Table 1: <i>6th Cycle RHNA Allocation, by Income Level, for San Benito County</i>, page 3).</p> <p>While both regional forecasts and RHNA are discussed in the impact discussion, the City understands they are based on different assumptions and serve different purposes. The impact discussion is based on the City’s projected growth as compared to the regional projected growth. The RHNA projections are relevant to the</p>

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
	<p>projections are also developed to reflect the impact of “smart growth” policies and incentives that could be used to shift development patterns from historical trends toward a better jobs-housing balance, increased preservation of open space, and greater development and redevelopment in urban core and transit-accessible areas throughout the AMBAG region.</p> <p>AMBAG is the Metropolitan Planning Organization for the tri-county region of Monterey, San Benito, and Santa Cruz Counties [sic] and prepares regional growth forecasts for the tricounty region. AMBAG is the Council of Governments for Monterey and Santa Cruz Counties [sic]. AMBAG develops RHNA for Monterey and Santa Cruz Counties only. The Council of San Benito County Governments is the Council of Governments for San Benito County and prepares RHNA for the Cities of Hollister and San Juan Bautista and the County of San Benito. Please revise this section to correctly state that the Council of San Benito County Governments allocates RHNA in San Benito County.</p> <ul style="list-style-type: none"> On page 4.14-7, the DEIR states “The regional projections for Hollister anticipate a 17 percent increase in population and a 26 percent increase in housing units, as shown in Table 4.14-6, <i>Buildout Comparison of the Proposed 2040 General Plan to Regional Growth Projections</i>. However, the table also shows that the regional forecasts do not accommodate the City’s fair share of 4,163 housing units for the 2023–2031 Housing Element. Though the RHNA methodology considered the AMBAG 2022 Regional Growth Forecast, the forecast data were accepted for planning purposes by AMBAG Board of Directors in November 2020 and did not 	<p>discussion because the City’s growth projections accommodate the 2023-2031 RHNA allocations.</p> <p>Revisions were made to Chapter 4.14, <i>Population and Housing</i>, of the 2023 Draft EIR to provide clarifying information. The updated text is presented in the Revised Draft EIR and changes are shown as follows.</p> <p>The text on page 4.14-1 of Chapter 4.14 of the 2023 Draft EIR was revised to clarify the roles of AMBAG and SBCOG with respect to assigning regional housing needs allocation.</p> <p>The Association of Monterey Bay Area Governments (AMBAG) is the official comprehensive planning agency for Monterey County, San Benito County, and Santa Cruz County. AMBAG <u>is also the Council of Governments for Monterey and Santa Cruz Counties and</u> is responsible for taking <u>determining</u> the overall regional housing needs allocation (RHNA) using the <u>regional housing need determination</u> provided the by the State of <u>California’s Department of Housing and Community Development (HCD)</u> and preparing a formula for allocating that housing need by income level across its jurisdiction (<u>Monterey and Santa Cruz Counties</u>).</p> <p><u>Council of San Benito County of Governments</u></p> <p>The Council of San Benito County of Governments (SBCOG) <u>has the responsibility for identifying the share of the housing needs for San Benito County, the City of Hollister, and the City of San Juan Bautista. In September 2021, HCD issued a Regional Housing Need Determination of 5,005 units to the SBCOG for the 6th Cycle planning period of June 30, 2023 to December 15, 2031. Senate Bill (SB) 375, passed into state law in 2008,</u></p>

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	<p>consider the 2023-2031 RHNA allocations, which were finalized in 2022.² [sic] Accordingly, this indicates that the City needs to plan for development that exceeds the AMBAG 2040 regional growth forecasts, and the City is appropriately planning in order to provide its fair share of regional housing as part of the future Housing Element 2023-2031.”</p> <p>AMBAG does not develop RHNA for the City of Hollister. Furthermore, the Regional Growth Forecast and RHNA projections are based on different assumptions and serve different purposes. The Regional Growth Forecast projects a realistic future housing demand, while the RHNA numbers include unmet existing housing need AND future housing demand. Finally, the Regional Housing Needs Determination was issued in September 2021 to the County of San Benito County Governments, well after the regional growth forecast was completed.</p>	<p><u>requires the coordination of housing planning with regional transportation planning through the MTP/SCS. As stated previously, this coordination requires consistency in growth projections for land use, housing, and transportation purposes.</u></p> <p>The text on page 4.14-7 of the Chapter 4.14 of 2023 Draft EIR was revised to clarify the role of AMBAG as the Council of Governments for Monterey and Santa Cruz Counties with respect to assigning regional housing needs allocation to those counties.</p> <p>The regional projections for Hollister anticipate a 17 percent increase in population and a 26 percent increase in housing units, as shown in Table 4.14-6, <i>Buildout Comparison of the Proposed 2040 General Plan to Regional Growth Projections</i>. However, the table also shows that the regional forecasts do not accommodate the City’s fair share of 4,163 housing units for the 2023–2031 Housing Element. Though the RHNA methodology considered the AMBAG 2022 Regional Growth Forecast, the forecast data were accepted for planning purposes by AMBAG Board of Directors in November 2020 and did not consider the 2023–2031 RHNA allocations, which were finalized in 2022.¹ Accordingly, this indicates that the City needs to plan for development that exceeds the AMBAG 2040 regional growth forecasts, and the City is appropriately planning in order to provide its fair share of regional housing as part of the future Housing Element 2023-2031.</p> <p>Footnote 2: Association of Monterey Bay Area Governments, February 2022, Frequently Asked Questions About RHNA,</p>

¹ Association of Monterey Bay Area Governments, February 2022, Frequently Asked Questions About RHNA, https://www.ambag.org/sites/default/files/2022-02/RHNA%20FAQs_February%202022_PDFA_0.pdf, accessed February 28, 2023.

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		https://www.ambag.org/sites/default/files/2022-02/RHNA%20FAQs_February%202022_PDFA_0.pdf , accessed February 28, 2023.
GOV1-4	<p><i>Chapter 4.16 (Transportation)</i></p> <ul style="list-style-type: none"> On page 4.16-30, the DEIR states “Implementation of AMBAG’s SB 375 Measures. Some of the key strategies identified in the AMBAG RTP/SCS that would apply to the Hollister General Plan include land use strategies, such as improve job-housing balance in the region, focus new growth around transit; and transportation strategies such as improve 5 transit network, promote and improve active transportation, and promote shared mobility.” <p>Revise the sentences to state “...the AMBAG 2045 MTP/SCS.”</p>	<p>The commenter’s requested revision was made to Chapter 4.16, <i>Transportation</i>, of the 2023 Draft EIR. The updated text is presented in the Revised Draft EIR and changes are shown as follows.</p> <p>The text on page 4.16-30 of Chapter 4.16, <i>Transportation</i>, of the 2023 Draft EIR was revised to correct the title of the AMBAG document.</p> <ul style="list-style-type: none"> Implementation of AMBAG’s SB 375 Measures. Some of the key strategies identified in the AMBAG <u>2045 RTP MTP/SCS</u> that would apply to the Hollister General Plan include land use strategies, such as improve job-housing balance in the region, focus new growth around transit; and transportation strategies such as improve transit network, promote and improve active transportation, and promote shared mobility.
GOV1-5	<p><i>Chapter 6 (CEQA Required Assessment)</i></p> <ul style="list-style-type: none"> On page 6.5, the DEIR states “The proposed project is a plan-level document and does not propose any specific development; however, implementation of the proposed project would induce growth by increasing the development potential in the EIR Study Area, as shown in Table 3-3, <i>Proposed 2040 Buildout Projections in the EIR Study Area</i>, in Chapter 3, <i>Project Description</i>. As shown in Table 3-3, the 2040 forecast for the EIR Study Area is approximately 60,535 total population, 17,640 housing units, 16,985 households, and 20,025 jobs. State law requires the City to promote the production of housing to meet its fair share of the regional housing needs distribution made by AMBAG. While the City provides adequate sites to meet its fair-share housing 	<p>The commenter’s requested revision remove reference of AMBAG as the preparer of the RHNA for San Benito County has been made to Chapter 4.6, <i>CEQA Required Assessment</i>, of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i>, of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i>.</p>

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	<p>obligations, the additional housing capacity provided by the project would meet the additional demand generated by new job growth. In addition, the proposed 2040 General Plan would result in regional benefits by promoting growth that encourages less automobile dependence, which could have associated air quality and GHG benefits. Encouraging infill growth in designated areas would help to reduce development pressures on lands outside the City Limits.”</p> <p>AMBAG does not prepare RHNA for San Benito County. RHNA for Hollister, San Juan Bautista, and San Benito County is developed by Council of San Benito County Governments.</p>	
GOV1-6	Thank you for the opportunity to review the DEIR for the General Plan 2040. Please feel free to contact me at hadamson@ambag.org or (831) 264-5086 if you have any questions.	This comment serves as a closing remark. No response is required.
GOV2	P. Cooper, Captain, Department of California Highway Patrol, June 21, 2023	
GOV2-1	I was recently requested to review the Notice of Environmental Impact document from the State Clearinghouse (SCH) related to the Hollister 2040 General Plan. After reviewing SCH# 2021040277, as well as the information and procedures outlined in General Order 41.2, <i>Environmental Impact Documents</i> , the Hollister-Gilroy Area does not believe the addition of bicycle paths within the City of Hollister will adversely affect traffic-related matters in the area.	This comment serves as an opening remark. No response is required.
GOV2-2	The Hollister-Gilroy Area is opposed to the bus-on-shoulder concept of this project. Motorists involved in traffic crashes, experiencing medical emergencies, or who have mechanical troubles, are instructed to move to the shoulder and out of the traffic lanes. Peace officers respond to these incidents make all efforts to move the involved vehicles off the freeway or to the right shoulder to minimize secondary traffic crashes and the	<p>The commenter’s concern regarding the proposed bus-on-shoulder scenario is acknowledged for the record.</p> <p>As described in Chapter 4.16, <i>Transportation</i>, on page 4.16-6 of the Revised Draft EIR, the bus-on shoulder scenario is one of three scenarios that was analyzed by the San Benito County Local Transportation Authority to improve transit options for those</p>

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	<p>associated risks. When officers make traffic stops on the freeway, drivers pull to the shoulder and stop, as they are instructed to do in driving classes and per California Vehicle Code §21806. Based on past experiences in San Benito and Santa Clara counties, if busses (or other vehicles) are allowed to drive on the shoulder, other motorists will undoubtedly follow suit, creating an additional lane and removing the availability of the shoulder for true emergencies. Busses driving on the shoulders, and the inevitable vehicles which follow them, may cause confusion for other motorists and result in an increase of traffic related crashes in the area. Additionally, Appendix F, exhibit 5, identifies a Class III Bicycle Path along SR-25. These scenarios have the potential of making the roadways more dangerous and increasing liability for the State and all involved government agencies. Authorizing any vehicle to drive on the shoulder will cause an undue safety hazard to the motoring public, road workers, and peace officers working in the area. If the bus-on-shoulder program were to progress, additional discussion would be needed to develop proper procedures regulating specific times or scenarios which would allow busses to use the shoulder as well as the speeds at which they would be allowed to travel. The Hollister-Gilroy CHP Area has concerns with this overall project.</p>	<p>traveling between Hollister and areas to the north, including Gilroy and the Bay Area, using the State Route 25/rail corridor. The bus-on-shoulder concept is not a City of Hollister project. As stated in the Draft EIR, at this time, there is no funding in place for these improvements. The Council of San Benito County Governments is currently pursuing grant funding opportunities to conduct a detailed operational analysis.</p> <p>The SR-25 corridor study was completed in 2021 for San Benito Council of Governments to which the City of Hollister was a stakeholder. The findings in this study would be further analyzed by Council of San Benito County Governments. However, the comment period for this study has closed. The City of Hollister will pass the commenter's opinion regarding the proposed bus-on-shoulder scenario onto SBCOG.</p> <p>The comment does not address the adequacy of the Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>
GOV2-3	<p>The Hollister-Gilroy Area supports the construction of a Class I Bicycle Path adjacent to the existing railway. The Hollister-Gilroy Area recommends additional safety measures be considered for the proposed bicycle path along the existing railway to ensure the safety of the bicyclist and the passenger/freight trains. If you have any questions, please contact our office at (408) 427-0700.</p>	<p>The commenter's recommendation for additional safety measures for the future bike path is acknowledged for the record. The comment does not address the adequacy of the Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>

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GOV3	Julie A. Vance, Regional Manager, California Department of Fish and Wildlife, June 27, 2023	
GOV3-1	<p>The California Department of Fish and Wildlife (CDFW) received a DEIR from the City of Hollister for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.</p> <p>Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.</p> <p>CDFW ROLE</p> <p>CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (<i>Id.</i>, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.</p> <p>CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory</p>	This comment serves as an opening remark. No response is required.

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	authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.	
GOV3-2	<p>PROJECT DESCRIPTION SUMMARY</p> <p>Proponent: City of Hollister</p> <p>Objective: The existing General Plan for the City of Hollister (City) was adopted in 2005, with a horizon year of 2023. The City is now updating its plan to extend the planning period to 2040. The Hollister General Plan Update will build off the current General Plan and provide a framework for land use, transportation, and conservation decisions through the year 2040. The proposed General Plan will direct future growth within the EIR Study Area and address the City's vulnerability to environmental challenges such as earthquakes, wildland fires, and other hazards identified in the proposed Local Hazard Mitigation Plan and Climate Action Plan, which is to be completed concurrently with the General Plan Update. The General Plan is intended to respond to local and regional housing needs, foster economic growth and local job creation, enhance civic identity and placemaking, and protect sensitive natural resources. The proposed Climate Action Plan (CAP) will identify strategies and measures to reduce greenhouse gas emissions generated by existing and potential future uses in the City. The General Plan Update could potentially lead to Sphere of Influence amendments and annexations that would</p>	The comment summarizes the proposed project. The comment does not address the adequacy of the Draft EIR, and no further response is required.

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	<p>accommodate future housing sites and limited commercial development.</p> <p>Location: City of Hollister, San Benito County.</p> <p>Timeframe: 2040</p>	
GOV3-3	<p>COMMENTS AND RECOMMENDATIONS</p> <p>Special-Status Species: Given the City-wide nature of the Project, there is the potential for the Project to impact State-listed species. Records from the California Natural Diversity Database (CNDDDB) show that the following special-status species, including CESA-listed species (CDFW 2023) could be impacted: the State endangered (SE) and federally endangered (FE) San Joaquin kit fox (<i>Vulpes macrotis mutica</i>), the federally threatened (FT) vernal pool fairy shrimp (<i>Branchinecta lynchi</i>), the FT and State threatened (ST) California tiger salamander-central population (<i>Ambystoma californiense</i>), the State candidate-listed endangered (SCE) Crotch bumblebee (<i>Bombus crotchii</i>), the ST Swainson’s hawk (<i>Buteo swainsoni</i>) and tricolored blackbird (<i>Agelaius tricolor</i>), the FT and State species of special concern (SSC) California red-legged frog, the FT steelhead, south/central California coast (<i>Oncorhynchus mykiss irideus</i>), and the SSC burrowing owl (<i>Athene cunicularia</i>), western spadefoot (<i>Spea hammondi</i>), Monterey hitch (<i>Lavinia exilicauda</i>), western pond turtle (<i>Emys marmorata</i>), American badger (<i>Taxidea taxus</i>), and San Joaquin coachwhip (<i>Masticophis flagellum ruddocki</i>), and the 1B.2 plant rank (plants rare, threatened, or endangered in California and elsewhere) San Joaquin spearscale (<i>Extriplex joaquinana</i>) and Hall’s tarplant (<i>Deinandra halliana</i>). Along with the species listed above that have been observed within the Project limits, there was a 2021 sighting of the SE and FE California condor (<i>Gymnogyps californianus</i>) approximately two miles northeast of the proposed Project site near the John Smith Landfill, as well as a</p>	<p>The proposed 2040 General Plan is a policy-level document that does not include any development projects. The certification of the EIR or the approval of the proposed 2040 General Plan does not approve or deny any potential future development in the City of Hollister or the EIR Study Area.</p> <p>As described in Section 3.9, <i>Intended Uses of the EIR</i>, in Chapter 3, <i>Project Description</i>, of the Revised Draft EIR, this EIR is intended to review potential environmental impacts associated with the adoption and implementation of the proposed project and determine corresponding mitigation measures, as necessary. This EIR is a program-level EIR and does not evaluate the impacts of specific, individual developments that may occur under the buildout horizon of the proposed 2040 General Plan. Each specific future project will conduct separate project approval processes, including environmental review as required by CEQA, to secure the necessary discretionary development permits. Therefore, while subsequent environmental review may be tiered off this EIR, this EIR is not intended to address impacts of individual projects. Subsequent projects will be reviewed by the City for consistency with the 2040 General Plan and this EIR. Because this EIR is a program level evaluation, the specific details of future projects and the conditions at the time they are proposed are not known, it would be speculative to estimate any potential long-term or permanent changes, including those to the regulatory setting, and CEQA does not condone speculation (CEQA Guidelines Section 15145). See Section 4.2, <i>Speculation without Substantial Evidence</i>.</p>

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	<p>2023 sighting of the fully protected (FP) golden eagle (<i>Aquila chrysaetos</i>) just north of the landfill site (CDFW 2023).</p> <p>The primary purpose of a DEIR is to consider all the potential impacts associated with the suite of projects that would eventually tier from the EIR over time. As such, the DEIR should serve primarily as a planning level EIR and consider, in detail, the cumulative impacts of the reasonably foreseeable projects on the environment, and on the species CDFW has identified in this comment letter. CDFW recommends that habitat assessments be conducted in and surrounding all locations for planned work/ground disturbance in the DEIR and identify all the potential plant, animal, invertebrate, and fish species that could be present. Then, for those species, CDFW recommends a robust analysis of cumulative impacts for each of those species along with avoidance, minimization, and mitigation measures that could be implemented on each project to reduce harm. For many species, subsequent protocol level surveys may be required during biological studies conducted in support of the future CEQA documents that will be tiered from the Final EIR and, depending on the results, avoidance and minimization measures, permits, and mitigation may be required.</p> <p>CDFW recommends that survey-level protocols be conducted for these species as part of the biological technical studies prepared in support of each future CEQA document tiered from the Final EIR, with conclusions of those studies summarized therein and repeated as necessary prior to Project ground-disturbing activities. For all future projects tiered from the EIR, CDFW recommends that focused surveys be conducted by qualified biologists familiar with the appropriate survey protocols per individual species. In the future CEQA documents tiered from</p>	<p>As described under Section 1.4.1.1, <i>Base Resources for General Plan Implementation and Review of Future Development Projects</i>, in Chapter 1, <i>Introduction</i>, of the Revised Draft EIR, when a new development project is filed with the City, it is reviewed for completeness and consistency with the General Plan goals, policies, and actions, and City codes and practices. Because City policies, actions, and codes, presented in this program EIR will minimize impacts, development projects will inherently implement these measures to: (a) mitigate environmental impacts and (b) achieve consistency with the General Plan and compliance with City codes. Pursuant to CEQA and the CEQA Guidelines, where the “project” subject to CEQA is a “plan, policy, regulation, or other public project,” the obligation to mitigate impacts can be effectuated “by incorporating the mitigation measures into the plan, policy, regulation, or project design.” (Public Resources Code, Section 21081.6(b); CEQA Guidelines, Section 15126.4(a)(2)).</p> <p>The Revised Draft EIR states that mandatory compliance with federal, State, and local regulations described under Section 4.4.1.1, <i>Regulatory Framework</i>, in Chapter 4.4, <i>Biological Resources</i>, of the Revised Draft EIR, would reduce impacts to biological resources. The proposed 2040 General Plan also includes specific mandatory policies that would also reduce impacts to biological resources, including the State threatened and federally endangered species listed by the commenter, other special-status species, nesting birds, and sensitive habitat such as streams, creeks, and wetlands. These policies are based on the recommendations of professional biologists who were part of the 2040 General Plan team. Specific proposed 2040 General Plan policies that address potential impacts to biological resources, including those identified by the commenter, are identified under Section 4.4.3, <i>Impact Discussion</i>, in Chapter 4.4 of the Revised Draft EIR. Each of the proposed 2040 General Plan</p>

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	the EIR, CDFW advises that special status species be addressed with appropriate avoidance and minimization measures. If take could occur as a result of Project implementation, consultation with CDFW would be warranted.	policies and actions identified require local planning and development decisions to consider impacts to biological resources. Many of the proposed policies are specifically in alignment with the comments provided by the California Department of Fish and Wildlife (CDFW). Proposed Policy NRC-1.2 identifies and protects the habitats of special-status species and sensitive natural communities that may found within the Hollister Planning Area, in cooperation with the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, through the review of development proposals for compliance with regulations of these agencies and the California Environmental Quality Act. Proposed Policy NRC-1.4 requires that sites with suitable natural habitat, including creek corridors through urbanized areas, be surveyed for special-status species and sensitive natural communities prior to development approval as part of the environmental review process. Such surveys shall be conducted by a qualified biologist and occur prior to development-related vegetation removal. All surveys shall take place during appropriate seasons to determine presence or absence, including nesting or breeding occurrences, with a determination on whether the project site contains suitable habitat for such species and sensitive natural community types. These results would inform the site assessment and environmental review process for proposed developments and other activities that could adversely affect special-status species. Proposed 2040 General Plan Policy NRC-1.7, Policy NRC-1.8, Policy NRC-1.9, and Policy NRC-1.10 require preconstruction surveys for San Joaquin Kit Fox, California Red-Legged Frog, California Tiger Salamander, burrowing owls, and nesting birds, respectively.
GOV3-4	Cumulative Impacts: CDFW recommends that a cumulative impact analysis be conducted for all biological resources that will either be significantly or potentially significantly impacted by implementation of the Project, including those whose impacts are determined to be less than significant with mitigation	As described in Chapter 4, <i>Environmental Analysis</i> , of the Revised Draft EIR, the cumulative impact analysis relies on a projections approach and takes into account growth from the proposed project within the EIR Study Area in combination with impacts from projected growth in the rest of San Benito County and the

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	incorporated or for those resources that are rare or in poor or declining health and will be impacted by the Project, even if those impacts are relatively small (i.e. less than significant). CDFW recommends cumulative impacts be analyzed using an acceptable methodology to evaluate the impacts of past, present, and reasonably foreseeable future projects on resources and be focused specifically on the resource, not the Project. An appropriate resource study area identified and utilized for this analysis is advised. CDFW staff is available for consultation in support of cumulative impacts analyses as a trustee and responsible agency under CEQA and we recommend that the City reach out to CDFW to discuss various methodologies and strategies for an analysis of this type for CDFW trustee agency resources.	surrounding region. The cumulative discussions in Chapters 4.1 through 4.18 of the Revised Draft EIR explain the geographic scope of the area affected by each cumulative effect (e.g., immediate project vicinity, county, watershed, or air basin). Impact Discussion BIO-6, in Chapter 4.4, <i>Biological Resources</i> , of the Revised Draft EIR states that because the proposed 2040 General Plan goals, policies, and actions would serve to reduce any potential biological impacts within the EIR Study Area to a less-than-significant level, the proposed project would not make a cumulatively considerable contribution to any significant cumulative impacts on special-status species, sensitive natural communities, or regulated waters. As discussed in Response GOV3-3, the proposed 2040 General Plan policies and actions identified require local planning and development decisions to consider impacts to biological resources, which includes consideration of the cumulative context.
GOV3-5	CNDDDB: Please note that the CNDDDB is populated by and records voluntary submissions of species detections. As a result, species may be present in locations not depicted in the CNDDDB but where there is suitable habitat and features capable of supporting species. A lack of an occurrence record in the CNDDDB does not mean a species is not present. In order to adequately assess any potential Project-related impacts to biological resources, surveys conducted by a qualified biologist during the appropriate survey period(s) and using the appropriate protocol survey methodology are warranted in order to determine whether or not any special status species are present at or near the Project area.	The commenter's note regarding the reporting of species occurrences is acknowledged for the record. As described in Chapter 4.4, <i>Biological Resources</i> , on page 4.4-9 of the Revised Draft EIR, the California Natural Diversity Database (CNDDDB) is described as California's primary inventory on the distribution of special-status species, which is maintained by the Biogeographic Data Branch of the CDFW; it provides the most comprehensive statewide information on the location and distribution of special-status species and sensitive natural communities; occurrence data is obtained from a variety of scientific, academic, professional organizations, and private consulting firms; and occurrences of species of concern in a particular region is an indication that an additional population may occur at another location if habitat conditions are suitable. The Revised Draft EIR also describes that the absence of an occurrence in a particular location does not necessarily mean that special-status species are absent from the area in question, it only indicates that no data has been entered into the CNDDDB inventory, and that detailed

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		<p>field surveys are generally required to provide a conclusive determination on presence or absence of sensitive resources from a particular location, where there is evidence of potential occurrence.</p> <p>As described in Chapter 4.4 of the Revised Draft EIR, and summarized in Response GOV3-3, proposed 2040 General Plan Policy NRC-1.5 requires biological resource assessment for proposed development on sites with natural habitat conditions that may support special-status species, sensitive natural communities, or regulated wetlands and waters shall be conducted by a qualified biologist to determine the presence or absence of any sensitive resources that could be affected by proposed development, shall provide an assessment of the potential impacts, and shall define measures for protecting the resource and surrounding buffer habitat, in compliance with City policy and state and federal laws. Additionally, proposed 2040 General Plan Policy NRC-1.7, Policy NRC-1.8, Policy NRC-1.9, and Policy NRC-1.10 requires preconstruction surveys for San Joaquin Kit Fox, California Red-Legged Frog, California Tiger Salamander, burrowing owls, and nesting birds, respectively.</p>
GOV3-6	<p>Lake and Stream Alteration: The Projects that tier from the EIR may be subject to CDFW’s regulatory authority pursuant to Fish and Game Code section 1600 et seq. Fish and Game Code section 1602 requires the project proponent to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake; or (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. “Any river, stream, or lake” includes those that are ephemeral or intermittent as well as those that are perennial in nature. For additional information on notification requirements,</p>	<p>The City of Hollister routinely complies with all required federal, State, and local regulations, including those of CDFW, and will continue this practice in the future.</p>

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	please contact our staff in the LSA Program at (559) 243-4593, or R4LSA@wildlife.ca.gov.	
GOV3-7	Federally Listed Species: CDFW recommends consulting with the United States Fish and Wildlife Service (USFWS) on potential impacts to federally listed species including, but not limited to, the San Joaquin kit fox, the vernal pool fairy shrimp, the California tiger salamander, the California red-legged frog, and the south/central California coast steelhead. Take under the Federal Endangered Species Act (FESA) is more broadly defined than CESA; take under FESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. Consultation with the USFWS in order to comply with FESA is advised well in advance of any ground-disturbing activities.	The City of Hollister complies with all required federal, State, and local regulations, including those of CDFW, and will continue this practice in the future.
GOV3-8	CDFW is available to meet with you ahead of Final EIR preparation to discuss potential impacts and possible mitigation measures for some or all of the resources that were or should be analyzed in the EIR. If you have any questions, please contact Kelley Nelson, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 580-3194, or by electronic mail at Kelley.Nelson@wildlife.ca.gov.	This comment serves as a closing remark. No response is required. The City appreciates the input from CDFW and will rely on their expertise if and when future development is proposed throughout implementation of the General Plan.
GOV4	Chris Bjornstad, California Department of Transportation, June 30, 2023	
GOV4-1	The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the Hollister 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program DEIR which builds off the existing 2005 General Plan to provide a framework for land use, transportation, and conservation decisions through the horizon year of 2040. Caltrans offers the following comments in response to the DEIR:	This comment serves as an opening remark. No response is required.

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
GOV4-2	1. Caltrans looks forward to working with the City of Hollister on future transit and complete streets concepts located within state right of way. The state views all transportation improvements as opportunities to improve safety, access, and mobility for all users and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of Hollister, is encouraged.	<p>The commenter's encouragement of early coordination with the California Department of Transportation (Caltrans) is acknowledged for the record.</p> <p>As described under Impact Discussion TRANS-1 in Chapter 4.16, <i>Transportation</i>, of the Revised Draft EIR, the proposed 2040 General Plan includes policies and actions that require coordination with Caltrans. Proposed Policy C-1.6 requires the City to cooperatively work with Council of San Benito County Governments, Caltrans, and San Benito County to develop, implement, and maintain public transit services. Proposed Policy C-1.9 requires the City to cooperatively work with Council of San Benito County Governments, Caltrans, and San Benito County to develop, implement and maintain park and ride facilities. Proposed Policy C-3.6 requires the City to cooperatively work with Council of San Benito County Governments, Caltrans, and San Benito County to develop, implement and maintain bicycle facilities providing direct access to major public facilities, schools and employment centers as described in the San Benito County Bikeway and Pedestrian Master Plan. Proposed Policy C-2.6 requires the City to cooperate with Caltrans, the Council of San Benito County Governments, the County of San Benito and any other regional transportation authorities to ensure the funding and implementation of the transportation improvements specified in the San Benito County Regional Transportation Plan and in the 2040 General Plan, particularly Table C-4. Proposed Action C-5.1 requires the City to develop truck routes in coordination with COG, Caltrans, and San Benito County and include enforcement mechanisms to encourage the appropriate routes. In addition to these policies and actions, the City of Hollister routinely complies with all required federal, State, and local regulations, including those of Caltrans, and will continue this practice in the future.</p>

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
		The comment does not address the adequacy of the Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
GOV4-3	2. We support Goal C-1 and the policies to help reduce VMT (vehicle miles traveled) to insignificant levels. The listed policies will help appropriately balance the needs of congestion management with statewide goals related to multimodal transportation, promotion of public health through active transportation, and reduction of greenhouse gas emissions. Caltrans encourages the city to begin working on these policies as soon as possible to find the best local based practices to best alleviate VMT in the region.	The commenter's support for the proposed 2040 General Plan Goal C-1 is acknowledged for the record. The comment does not address the adequacy of the Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
GOV4-4	3. Further, we support the Predefined VMT Mitigation Bank to lower VMT. The bank should complement State goals to promote equitable transportation outcomes, advance multimodal transportation strategies, and advance innovative technology and systems as a corollary to new land use projects.	The commenter's support for the Predefined VMT Mitigation Bank is acknowledged for the record. The comment does not address the adequacy of the Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
GOV4-5	4. Caltrans appreciates Policy C-4.6 TDM Requirements which requires new or existing developments that meet specific conditions to implement transportation demand management (TDM) strategies and other single vehicle occupancy reduction methodologies which will be monitored. TDM monitoring should be supported with long term maintenance of effort. Measures that are more useful to consider include transit and micro-mobility pass discounts, carpool matching and incentives, bike facilities at workplaces, vanpools, and emergency-ride-home services for non-driving employees.	The commenter's suggestion on more useful transportation measures is acknowledged for the record. The comment does not address the adequacy of the Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
GOV4-6	5. Additional traffic studies will be needed for any operational changes on the state highway system (SHS). For example, any proposed changes to the type of intersection control would require an Intersection Control Evaluation (ICE) to be performed.	The City of Hollister complies with all required federal, State, and local regulations, including those of Caltrans, and will continue this practice in the future.
GOV4-7	Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 835-6543 or email christopher.bjornstad@dot.ca.gov.	This comment serves as a closing remark. No response is required. The City appreciates the input from Caltrans and will rely on their expertise if and when future development is proposed throughout implementation of the General Plan.
GOV5	Shawn Tennenbaum, San Benito High School District, June 30, 2023	
GOV5-1	<p>This letter is submitted to the City of Hollister (“City”) on behalf of the San Benito High School District (“District”) and its governing board concerning our review and assessment of both (1) the proposed General Plan Update 2040, Climate Action Plan, and Agricultural Lands Preservation Program (collectively, the “Project”), and (2) the City’s Draft Environmental Impact Report (“DEIR”) prepared for the Project.</p> <p>As a California public school district serving children who reside and attend school within the City and the Planning Area defined in the General Plan and DEIR, and as an owner of both a school site within the City’s limits and Sphere of Influence, as well as a second property within the Urban Service Area and Planning Area set forth in Figure 3-2 of the DEIR, the proposed Project affects resources within the District’s expertise. Accordingly, we submit these comments to the City to ensure that the serious impacts of current and future growth from now through 2040 on our District and the families we serve are heard and meaningfully addressed with decisive policies to guide future growth.</p>	This comment serves as an opening remark. No response is required.

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
	In accordance with the California Environmental Quality Act (Pub. Res. Code, §21000, <i>et seq.</i> , hereinafter “CEQA”) and its interpreting regulations (Cal. Code Regs., tit. 14, §15000, hereinafter “CEQA Guidelines”), the District looks forward to receiving the City’s written responses to these comments at least 10 days before certifying a final environmental impact report (“EIR”) for the Project. (CEQA Guidelines, §15088(b); Pub. Res. Code, §21092.5.)	
GOV5-2	<p>A. Comments on Hollister General Plan Update 2024, Climate Action Plan, and Agricultural Lands Preservation Program (“Project”)</p> <p>The self-described purpose of the City in adopting an updated General Plan is to “direct and coordinate future planning decisions . . . [the General Plan] also describes the desired character and quality of development, and the process for how development should proceed.” (2040 General Plan, Section 1.1). Finding itself under continuing development pressure, noting “severe constraints on the city’s infrastructure” resulting from development, the City clearly must adopt a set of guiding principles so that future development <i>improves and protects</i> the quality of life in Hollister, rather than imperiling or diminishing it.</p> <p>Our District’s goals are aligned with many of the values expressed in the General Plan, and while the District operates only partially within the City’s jurisdiction, the City’s policies and actions dramatically affect the lives of our students. Our District has been deeply and negatively affected by the pace of such approvals by the City in the past five years. Thus, it is our expectation that the City will follow through on the 2040 General Plan goals that seek to protect and amplify the needs of</p>	The comment does not address the adequacy of the Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.

COMMENTS AND RESPONSES

TABLE 4-1	RESPONSES TO COMMENTS ON THE DRAFT EIR	Response
Comment #	Comment	
	<p>families and how they receive public education services in Hollister.</p> <p>The General Plan makes clear that the City projects the addition of 6,455 new dwelling units, 1.1 million new square feet of commercial and office space, and 2.8 million feet of new industrial space (General Plan, Section 3.6, Policy LU-1.3).</p> <p>Based on these growth projections, the General Plan goals and policies affect the District in two ways:</p> <ul style="list-style-type: none"> • <u>First</u>, development brings additional families to Hollister, creating the need for additional classrooms, support facilities and expanded capacity to be provided by school districts. Using current student enrollment projection models applied solely to the residential development projections of the General Plan, we anticipate a need to house and educate up to 2,100 new students. This does not include students coming from development beyond City boundaries within the County of San Benito that must also be housed and educated by our District; and • <u>Second</u>, development affects the conditions on and around existing school facilities, including Hollister High School and future sites within and outside City limits, such as traffic congestion, circulation, parking, noise, air quality and other conditions. <p>Our specific comments on the General Plan/Project include the following:</p>	

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
	<p>1. Community Services and Facilities Element – Schools (2040 General Plan Section 5.2.7)</p> <p>We appreciate that the City invited us to contribute to the General Plan Advisory Committee process in 2021. We remain generally in support of all of the proposed new goals and policies included within the General Plan in support of schools, including those in Section 5.2 of the Community Services and Facilities Element, as follows:</p> <ul style="list-style-type: none"> • Goal CSF-1, Policy CSF-1.3 and 1.4; and • Goal CSF-7, Policies CSF-7.1-7.5. <p>Respectfully, however, we request an amendment to Goals CSF-7.1 and 7.5, as follows:</p> <p>“Policy CSF-7.1 New School Funding Initiatives. Consider incentives, such as density bonuses and waiver or reductions of development standards, when a proposed project voluntarily provides school fee contributions beyond their fair share statutory school impact fees for new school facilities (new).”</p> <p>“Policy CSF-7.5 Construction of a Second High School. Support the San Benito High School District’s efforts to site, develop and construct a new high school, including approving connection of school parcels within any City Planning Area, Urban Service Area, Sphere of Influence or City limits to City’s municipal service infrastructure and systems.”</p> <p>Finally, we request that every policy be supported by specific City actions created to ensure that these policies are realized.</p>	

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
	Specifically:	
	<ul style="list-style-type: none"> o In support of Policy CSF-7.1, we request that the City add an action that mandates that a list of development incentives to be achieved in exchange for voluntary mitigation agreements in excess of school impact fees be presented these developers at the earliest possible point in the development process. o In support of Policy CSF-7.2, we request that the City add an action requiring City participation in an intergovernmental committee comprised of school districts, City officials and County officials to ensure that coordination of development occurs as identified. o In support of Policy CSF-7.3, we request that the City add an action that requires every developer to participate in a mandatory meeting with the District to discuss (voluntary) mitigation options, as a condition of receiving project approval. Mitigation options can offer numerous benefits to developers. o In support of Policy CSF-7.5, we request that the City add an action requiring the Sphere of Influence be extended to include our school parcel located on Best Road. 	
	We are available to consult with you further regarding other ideas for how the City can support these General Plan goals and policies with specific actions, but robust follow-through on these new policies is warranted.	

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
	<p>2. Requested Additions to General Plan – Land Use and Community Design Element (Section 3)</p> <p>As noted in our letter to the City dated April 24, 2023, we seek the City’s support in including goals and policies within the General Plan that provide for the reservation of land pursuant to Government Code Section 66479 (<i>see</i> Hollister Municipal Code, §16.48) within identified Planning Areas and Specific Plans so that we can be assured that appropriate, developable land is identified and set aside for future high school use before it may be developed for other purposes.</p> <p>In particular, the District seeks the reservation of 50-70 acres within the Buena Vista Road Special Planning Area and the Union Road Special Planning Area based upon current projected patterns of growth in enrollment, without regard to preservation of an agricultural “buffer” as contemplated for the Buena Vista Special Planning Area in the General Plan. This formal reservation will ensure that as development occurs in these areas, our District has the ability to secure future new school sites in these regions as part of the planning and development process.</p> <p>We defer to the City as to the most appropriate way to include these land reservations within Section 3 of the General Plan. When and if Specific Plans are required for each of these planning areas, the school site reservations must be included.</p>	
GOV5-3	<p>B. Comments on Draft EIR</p> <p>Because general plans govern the type and location of new development, CEQA and its interpreting regulations require cities and counties to study potential environmental impacts as part of the adoption or update process. (Pub. Res. Code, § 21000, <i>et seq.</i>; <i>see also</i> CEQA Guidelines, §15378.) When a new</p>	<p>The comment describes CEQA and the CEQA Guidelines and provides context of CEQA as defined by the Courts. The comment does not address the adequacy of the Draft EIR, and no further response is required.</p>

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
	<p>general plan or revision is being considered, the EIR must evaluate the proposed plans or revision's effects on both the existing physical environment and the environment envisioned by any adopted plan. (<i>Environmental Planning and Information Council v. Co. of El Dorado</i> (1982) 131 Cal.App.3d 354; CEQA Guidelines §15125(e).) Under CEQA and its Guidelines, an EIR must set forth all significant effects on the environment of the proposed project, as well as mitigation measures proposed to minimize significant effects on the environment, and alternatives to the proposed project. An EIR must "present information in such a manner that the foreseeable impacts of pursuing the project can actually be understood and weighed." (<i>Vineyard Area Citizens for Responsible Growth, Inc. v. City of Ranch Cordova</i> (2007) 40 Cal.4th 412, 449-450.)</p>	
GOV5-4	<p>1. Notice of Availability</p> <p>The Notice of Availability ("NOA") for the DEIR issued by the City is dated May 17, 2023, however it was not received by the District until June 6, 2023. As a result, the District has not been provided with the full 45-day review and comment period required under CEQA and the CEQA Guidelines.</p>	<p>The commenter incorrectly asserts that the CEQA required review period begins on the day the notice is received. Pursuant to CEQA Guidelines Section 15087, the Notice of Availability (NOA) shall disclose the starting and ending dates for the review period during which the lead agency will receive comments, and the manner in which the lead agency will receive those comments. The public review period is not based on when the commenter receives the notice, but rather the public review period starts when the notice was posted as defined by the Code of Civil Procedure Section 12.</p> <p>As described in Chapter 1, <i>Introduction</i>, of the Revised Draft EIR, the NOA for public and agency comment on the 2023 Draft EIR was issued on Wednesday, May 17, 2023 approximately 25 months from the date of the Notice of Preparation (NOP) (Friday, April 9, 2021). Pursuant to CEQA Guidelines Section 15105(a), the 2023 Draft EIR was available for a 45-day public review period that ended on Friday, June 30, 2023. The NOA was posted pursuant to the standards of CEQA (Public Resources Code Section 21092) and the CEQA</p>

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
		<p>Guidelines (California Code of Regulations Section 15087) as amended by Assembly Bill 819, and included:</p> <ul style="list-style-type: none"> ▪ Emailed distribution to all organizations and individuals who have previously requested notice. The City has maintained a notification list and noticed the project to this list throughout the General Plan process starting in 2020. Individuals subscribe to be on the email list or can be added by requesting to be on the list. The City's records show that a user "Shawn Tennenbaum" subscribed to be on the email notification list using the email address "stennenbaum@sbhds.k12.ca.us" on June 24, 2020 and was added to the email notification list by the City as part of a community stakeholder group. Accordingly, every email notification from June 24, 2020 has been emailed to the email address of "stennenbaum@sbhds.k12.ca.us." ▪ A notice in the newspaper: The Free Lance ▪ Posting to the City's General Plan 2040 website: https://hollister2040.org/ ▪ Posting at the San Benito County Clerk (Filing No. NOT2023008) ▪ Uploaded to CEQAnet: https://ceqanet.opr.ca.gov/2021040277 <p>The City's email notification list tracking records show that the NOA for the 2023 Draft EIR was emailed to stennenbaum@sbhds.k12.ca.us at the San Benito High School District via email on Wednesday, May 17, 2023. The City's email list subscriber activity records show that the NOA for the 2023 Draft EIR email sent to stennenbaum@sbhds.k12.ca.us was opened 22 times between May 17, 2023, and May 22, 2023.</p>

COMMENTS AND RESPONSES

GOV5-5	<p>2. Project Description – Planning Boundaries and EIR Study Area (Section 3.4)</p> <ul style="list-style-type: none">• <u>Inconsistency in Planning Areas.</u> In general, there appear to be inconsistencies between the existing City Limits, Sphere of Influence, and Planning Area boundaries depicted in the proposed 2040 General Plan (Figure LU-2, p. LU-7) and DEIR (Figure 3-2, Figure 3-4) in comparison with the City Limits, Sphere of Influence, and Planning Area boundaries set forth in the City’s current General Plan (City of Hollister 2005 General Plan, p. 2.3). Please clarify where the existing boundaries are located and explain any discrepancies.	<p>The comment asserts there are inconsistencies between the maps provided in the Draft 2040 General Plan and the 2023 Draft EIR when compared to the existing 2005 General Plan maps but provides no specific details as to the asserted discrepancies.</p> <p>As described in Chapter 3, <i>Project Description</i>, of the Revised Draft EIR, the proposed project includes changes to the SOI. Since publication of the 2023 Draft EIR, there were further modifications to the proposed SOI boundary. See Section 4.4, <i>Revisions to the 2023 Draft EIR</i>. These changes are outlined in Figure 1-1, <i>Areas of Change Between the 2023 Draft EIR and the Revised Draft EIR</i>, in Chapter 1, <i>Introduction</i>, of the Revised Draft EIR.</p> <p>The proposed 2040 General Plan proposes an expanded SOI boundary and increase the Hollister Planning Area when compared to the existing 2005 General Plan. The proposed change to the SOI increases the area of potential future annexations and therefore establishes the boundary for the EIR Study Area. Figure 3-7, <i>Existing and Proposed Sphere of Influence</i>, in Chapter 3 of the Revised Draft EIR shows the proposed change to the existing SOI.</p> <p>With respect to the Hollister Planning Area, as described in the Draft 2040 General Plan (page LU-2) and the Revised Draft EIR (page 3-6), State law refers to the Planning Area as “any land outside [the City] boundaries which in the [City’s] judgment bears relation to its planning” (Government Code, Title 7, <i>Planning and Land Use</i>, Division 1, <i>Planning and Zoning</i>, Chapter 3, <i>Local Planning</i>, Article 5, <i>Authority for and Scope of General Plans</i>, Section 65300). The Hollister Planning Area encompasses incorporated and unincorporated territory and identifies the area where the City has an interest in land use. This boundary does not give the City any regulatory power, but it signals to San Benito County and other nearby local and regional authorities that Hollister recognizes that development within this area may have an impact on the city. The</p>
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COMMENTS AND RESPONSES

City expanded this area, which it has the sole authority to do, to increase the area where the City has an interest in participating in land use decisions by other agencies. As described in Chapter 3 on page 3-6 of the Revised Draft EIR, City staff will review development proposals submitted to San Benito County for parcels inside the Planning Area for consistency with land use policies in the proposed 2040 General Plan. The Planning Area lands outside of the SOI are not considered for urban development or annexation by the City within the 20-year planning horizon of the proposed 2040 General Plan.

The specific figures identified by the commenter are not intended to be identical and represent different parts of the project and the project process, each of which are provided in the text that accompanies the figures. The figures in the Draft 2040 General Plan and the Revised Draft EIR were prepared using the same baseline GIS data source and therefore show the same boundaries in the context of the figure to the text in either document. With respect to the existing 2005 General Plan Land Use Map, it is copied as it was presented in the current General Plan and does not include the City Limit boundary.

A brief explanation of the differences between the figures in the Draft 2040 General Plan and Revised Draft EIR as noted by the commenter are provided as follows:

- Figure LU-2, *Land Use Map*, of the Draft 2040 General Plan includes the existing and the proposed SOI because, as described in the Draft General Plan, the San Benito Local Agency Formation Commission (LAFCO) determines the SOI boundaries for Hollister and other jurisdictions agencies in San Benito County. Because the existing SOI will remain in effect until such an approval by San Benito LAFCO occurs, the Draft 2040 General Plan shows both boundaries on one map.

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- Figure 3-2, *2040 General Plan Planning Boundaries*, presented under Section 3.4.1, *Planning Boundaries*, in Chapter 3 of the Revised Draft EIR only includes the proposed SOI boundary as that is the boundary that was applied to the EIR Study Area. Section 3.4.1 in Chapter 3 of the Revised Draft EIR explains the planning boundaries referenced in the proposed 2040 General Plan and their relationship to the EIR Study Area. This section of the Draft EIR describes the location and names of the planning boundaries and provides a description for each boundary. Figure 3-7, *Existing and Proposed Sphere of Influence*, presented under Section 3.7, *Project Components*, in Chapter 3 of the Revised Draft EIR shows the proposed change to the SOI because this is the section of the project description where the proposed project is described in detail.
- With respect to the City's 2005 General Plan Land Use Map, it does not include the City Limits boundary, which is included in Draft 2040 General Plan Figure LU-2 and Revised Draft EIR Figure 3-2. Figure 3-4, *2005 Existing General Plan Land Use Map*, in Chapter 3 of the Revised Draft EIR shows the map as it was created by the City at that time.

Revisions were made to Chapter 3 of the 2023 Draft EIR to provide clarifying information. The updated text is presented in the Revised Draft EIR and changes are shown as follows.

The text on page 3-12 of Chapter 3 of the Revised Draft EIR was revised to clarify the expansion of the Planning Area boundary.

As part of the proposed project, the City is proposing changes to the currently adopted General Plan land use map. The current 2005 General Plan land use map and the proposed 2040 General Plan land use map are shown on Figure 3-4, *2005 General Plan Land Use Map*, and Figure 3-5, *2040 General Plan Land Use Map*, respectively. The City has increased the Planning

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
		<p><u>Area, which it has the sole authority to do, to increase the area where the City has an interest in participating in land use decisions by other agencies. As described in Section 3.4.1.4, Planning Area, this boundary does not give the City any regulatory power, but it signals to San Benito County and other nearby local and regional authorities that Hollister recognizes that development within this area may have an impact on the city.</u> The General Plan land use designations would establish the uses, density ranges, and development intensities allowed on each parcel of land. In general, standards of building intensity for residential uses are stated as the allowable range of dwelling units per gross acre and standards for nonresidential uses are stated as maximum floor-area ratios (FAR) based on net acreage.</p>
GOV5-6	<ul style="list-style-type: none"> • <u>Urban Service Area and Planning Area.</u> By definition, development in the Planning Area “may have an impact on the City” (DEIR, p. 3-6; 2040 GP, p. LU-2), whereas development in the Urban Service Area to which the City provides access to municipal water and sewer services “directly influence[s] development planning and decision making in Hollister.” (2040 General Plan, p. LU-2.) As the owner of property located within both the Urban Service Area and Planning Area that will need to be connected to the City’s municipal service infrastructure and systems, and as the public high school district that will serve students residing in these areas, the District has an interest in how the 2040 General Plan will guide development and future service connections in these areas. o The Urban Service Area and Planning Area depicted in the DEIR and 2040 General Plan appear to be incomplete. For example, during its June 20, 2023 meeting, the City Council adopted Resolution No. 2023- 	<p>The comment correctly cites where the Planning Area is discussed in the Draft General Plan and the 2023 Draft EIR but fails to provide the full context of the discussions in the two documents.</p> <p>As described in Response GOV5-5 and in Chapter 3, <i>Project Description</i>, of the Revised Draft EIR, the Planning Area that is designated outside of the Hollister City Limits is an area where the City does not have any regulatory power, but instead the area between the City Limit and the Planning Area boundary establishes an area around City Limit and SOI to signal to San Benito County and other nearby local and regional authorities that Hollister recognizes that development within this area may have an impact on the city. Neither Resolution No. 2023-133, <i>A Resolution of the City Council of the City of Hollister Adopting a Wastewater Treatment Services Agreement Between the City of Hollister And San Juan Oaks Mutual Water Company</i>, signed June 20, 2023, nor Resolution No. 2015-232, <i>A Resolution of the City Council of the City of Hollister authorizing the city to provide sewer service outside of its jurisdictional boundaries to the property located south of highway [sic] 156 and west of union</i></p>

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR	
Comment #	Response
<p>133 concerning a Wastewater Treatment Services Agreement between the City and San Juan Oaks Mutual Water Company with respect to sewer service for a development project known as the San Juan Oaks project (“San Juan Oaks”). According to Resolution No. 2023-133, as well as Resolution No. 2015-232, dated December 21, 2015, San Juan Oaks is “located within the unincorporated area of San Benito County and outside the City of Hollister Sphere of Influence and within the Urban Service Area.” Per the Mayor’s Meeting Report Out, dated June 21, 2023 (see attached), the sewer connections were approved in 2016. However, San Juan Oaks is not included within the Urban Service Area nor the Planning Area depicted in Figure LU-1 on page LU-4 of the 2040 General Plan and on Figure 3-2 of the DEIR. Because the City circulated the NOP for the EIR for the proposed Project on April 9, 2021, San Juan Oaks should be included in the Urban Service Area and Planning Area. (DEIR, p. 1-2.) The boundaries of the Urban Service Area and Planning Area need to be revised to include all areas fitting within the “Planning Area” and “Urban Service Area” definitions.</p>	<p>road. APNs 018-190-023, 033, 034; 018-200-056, 057, 058; 021-140-046, 053, 054; 021-190-006, 017, 030, 031, 032; and 023-010-074, and directing staff to apply to the Local Agency Formation Commission (LAFCo) for services, signed December 21, 2015, authorized the expansion of the Hollister Service Area boundary.</p> <p>As described in Resolution No. 2015-232, the approval to provide the sewer services to the San Juan Oaks project requires the approval of the San Benito LAFCO. It is unclear why Resolution No. 2015-232 states the San Juan Oaks project is within the Hollister Service Area because as shown in the <i>Hollister Urban Area Urban Water Management Plan</i> dated July 2016, the San Juan Oaks project is not within the Hollister Urban Area shown on Figure 1-1, <i>Location Map Hollister Urban Area</i>. Addressing comments on Resolution No. 2015-232 is outside the scope of this EIR.</p> <p>The San Juan Oaks project is not in the City of Hollister, nor is it proposed to be annexed into the City of Hollister. As described in Chapter 4.17, <i>Utilities and Service Systems</i>, of the Revised Draft EIR, in 2004, the City of Hollister, County of San Benito, and San Benito County Water District (SBCWD) entered into a memorandum of understanding (MOU) to coordinate and address water and wastewater management. In 2008, the MOU was updated, and the Sunnyslope County Water District also became a partner in the agreement. A new MOU was issued in 2021, which now includes the City of San Juan Bautista, to prepare a water supply master plan update to ensure the successful development and implementation of future water projects in San Benito County (City of Hollister, 2021. Resolution No. 2021-162. <i>Memorandum of Understanding, San Benito County Urban Area Water Supply Master Plan</i>). SBCWD will continue to be the lead agency responsible for providing water supply to meet future urban demands. The Hollister Urban Area</p>

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
GOV5-7	<ul style="list-style-type: none"> The DEIR explains that the Urban Service Area and Planning Area are excluded from the EIR Study Area because “lands outside of the SOI are not considered for urban development or annexation by the City within the 20-year planning horizon of the proposed 2040 General Plan.” (DEIR, 3-6.) However, known development is occurring within the Urban Service Area and Planning Area, and will be connected to the City’s municipal service infrastructure and systems. It is unclear why such known and anticipated pockets of development are not included in the EIR Study Area. 	<p>boundary has never been expanded by resolution or study to include the San Juan Oaks Subdivision and the maps contained within the EIR accurately demonstrate the current boundary.</p> <p>The EIR Study Area is the boundary where there is the potential for a physical impact on the environment related to the implementation of the proposed project which is limited to the City’s jurisdictional authority. This includes the lands within the Hollister City Limit where the City has jurisdiction to approve potential future development and the lands within the proposed SOI where there is the likelihood that lands may be annexed into to the City’s jurisdictional boundary (the City Limit) over the 20-year buildout horizon of the General Plan. However, this does not mean that the potential for impacts caused by the implementation of the proposed 2040 General Plan are limited to the EIR Study Area. As described in Chapter 4, <i>Environmental Analysis</i>, of the Revised Draft EIR, the cumulative impact discussions provided in Chapters 4.1 through 4.18 of the Draft EIR explain the geographic scope of the area affected by each cumulative effect (e.g., immediate project vicinity, county, watershed, or air basin). The geographic area considered for each cumulative impact depends on the impact that is being analyzed. For example, in assessing macro-scale air quality impacts, all development within the air basin contributes to regional emissions of criteria pollutants, and basin wide projections of emissions are the best tool for determining the cumulative impact. In assessing aesthetic impacts, on the other hand, only development within the local area of change would contribute to a cumulative visual effect since the area of change is only visible in its vicinity. The commenter is directed to Section 4.1.7, <i>Cumulative Impact Analysis</i>, in Chapter 4 of the Revised Draft EIR for a description of the cumulative setting for the analysis, which does consider areas outside of the EIR Study</p>

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
		Area when reasonable to do so depending on the environmental topic.
		With respect to the comment about known and anticipated pockets of development, see Section 4.4, <i>Revisions to the 2023 Draft EIR</i> , regarding the expansion of the proposed SOI boundary.
GOV5-8	<ul style="list-style-type: none"> Similarly, the proposed 2040 General Plan includes goals, policies, and actions that specifically concern the City's Urban Service Area and Planning Area, and such goals, policies, and actions are relied on throughout the DEIR in reaching the conclusion that environmental impacts of the Project would be less than significant, thus it is unclear why the City's Urban Service Area and Planning Area are not included in the EIR Study Area. For example, the DEIR concludes that proposed 2040 General Plan goals, policies, and actions "would minimize potential adverse impacts of future growth." (DEIR, 4.14-7.) One of the goals relied on to mitigate impacts is Goal LU-1 (Goal LU6 of the current 2005 General Plan), which states: "Promote orderly and balanced growth within Hollister's planning area boundaries." (Id.) Such conclusions lack support if the City's Urban Service Area and Planning Area are excluded from the EIR Study Area analyzed in the DEIR. 	<p>The comment misunderstands the use of the term "Planning Area" as presented in the proposed General Plan 2040 goals, policies, and actions. As described in Response GOV5-5, State law refers to the Planning Area as "any land outside [the City] boundaries which in the [City's] judgment bears relation to its planning" (Government Code, Title 7, <i>Planning and Land Use</i>, Division 1, <i>Planning and Zoning</i>, Chapter 3, <i>Local Planning</i>, Article 5, <i>Authority for and Scope of General Plans</i>, Section 65300). As discussed under Section 3.4.1.4, <i>Planning Area</i>, in Chapter 3, <i>Project Description</i>, of the Revised Draft EIR, the Hollister Planning Area encompasses incorporated and unincorporated territory and identifies the area where the City has an interest in land use. Furthermore, as stated under Section 3.4.2, <i>EIR Study Area</i>, in Chapter 3 of the Revised Draft EIR, the Planning Area lands between the Planning Area boundary and the SOI are not in the EIR Study Area because the City does not foresee future annexations of these unincorporated areas. The Hollister General Plan goals, policies, and actions that require local planning and development decisions to consider impacts from potential future growth only apply to the lands where the City has jurisdiction. Accordingly, where a goal, policy, or action references the Planning Area, this is limited to the land in the City Limits. Therefore, the implementation of the proposed 2040 General Plan goals, policies, and actions that support orderly growth and sustainable development patterns would, as discussed throughout the Revised Draft EIR, minimize potential adverse impacts on future growth in the City's jurisdiction.</p>

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
GOV5-9	<ul style="list-style-type: none"> <u>Sphere of Influence</u>: As noted above, we are requesting that the City take action to extend its Sphere of Influence to include our property located on Best Road and Highway 25. Accordingly, we believe that the EIR Study Area should include that additional territory and any necessary adjustments be made to the DEIR. 	<p>Since publication of the 2023 Draft EIR, there were further modifications to the proposed SOI boundary. See Section 4.4, <i>Revisions to the 2023 Draft EIR</i>. These changes are outlined in Figure 1-1, <i>Areas of Change Between the 2023 Draft EIR and the Revised Draft EIR</i>, in Chapter 1, <i>Introduction</i>, of the Revised Draft EIR.</p>
GOV5-10	<p>3. Public Services and Recreation/Schools (Section 4.15.3)</p> <ul style="list-style-type: none"> We note some factual misstatements and conclusions in the impact analysis that we request be corrected and addressed in the EIR: <ul style="list-style-type: none"> Page 4.15-25: In the discussion of Hollister Municipal Code regarding school site dedication, the referenced sections apply only to elementary school districts. This option is not available to the District, and thus Hollister Municipal Code 16.48 should be referenced for the proposition that land for high school sites could be reserved in accordance with those provisions. As noted above, we are requesting school site reservation in accordance with applicable laws. As a result, the discussion of this issue on page 4.15-30 must be updated. 	<p>As described in Chapter 4.15, <i>Public Services and Recreation</i>, on page 4.15-25 of the Revised Draft EIR, the Hollister Municipal Code includes various directives to ensure public schools are adequate to serve school-age children in Hollister. Most provisions related to public schools are included in Title 16, <i>Subdivisions</i>. As described under Section 1.2, <i>EIR Scope</i>, in Chapter 1, <i>Introduction</i>, of the Revised Draft EIR, on page 1-2, the proposed project consists of a long-term plan and set of regulatory changes that would be implemented over time as policy documents and regulations guiding future development activities and City actions. No specific development projects are proposed as part of the proposed project. Therefore, the EIR is a program-level EIR that analyzes the potential environmental effects of the adoption and implementation of the proposed project. As a program EIR, it does not evaluate the impacts of individual projects that may be proposed in the future. If and when the San Benito High School District proposes a subdivision, then the provisions of Title 16, <i>Subdivisions</i>, of the Hollister Municipal Code would take effect and lands can be reserved in accordance with the provisions of the HMC.</p> <p>Revisions were made to Chapter 4.15, <i>Public Services and Recreation</i>, of the 2023 Draft EIR to provide clarifying information. The updated text is presented in the Revised Draft EIR and changes are shown as follows.</p>

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TABLE 4-1	RESPONSES TO COMMENTS ON THE DRAFT EIR	
Comment #	Comment	Response
		<p>The text on page 4.15-25 of Chapter 4.15 of the 2023 Draft EIR was revised to reference Hollister Municipal Code Chapter 16.48, <i>Site Reservations</i>.</p> <p><u>Section 16.48.010, <i>Site Reservations Requirements</i>, states that as a condition of approval of a map, the subdivider shall reserve sites appropriate in area and location for parks, recreational facilities, fire stations, libraries or other public uses, according to the standards and formula contained in this chapter. Section 16.48.020, <i>Standards and formula for reservation of land</i>, states that where a park, recreational facility, fire station, library or other public use is shown on an adopted specific plan or adopted general plan containing community facilities element, recreation and parks element and/or a public building element, subdivider may be required by the city to reserve sites as so determined by the city in accordance with the definite principles and standards contained in the above specific plan or general plan. The reserved area must be of such size and shape as to permit the balance of the property within which the reservation is located to develop in an orderly and efficient manner. The amount of land to be reserved shall not make development of the remaining land held by the subdivider economically infeasible. The reserved area shall conform to the adopted specific plan or general plan and shall be in such multiples of streets and parcels as to permit an efficient division of the reserved area in the event that it is not acquired within the prescribed period. Section 16.48.030, <i>Procedure</i>, states that the public agency for whose benefit an area has been reserved shall at the time of approval of the final map or parcel map enter into a binding agreement to acquire such reserved area within two years after the completion and acceptance of all</u></p>

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
		<p><u>improvements, unless such period of time is extended by mutual agreement.</u></p> <p>The text on page 4.15-30 of Chapter 4.15 of the 2023 Draft EIR was revised to update the Hollister Municipal Code standards to include other public uses, which includes the San Benito High School District.</p> <p>Additionally, in the case of proposed subdivisions, which tend to generate families with school-aged children, <u>HMC Section 16.48.010, Site Reservations Requirements</u>, requires that as a condition of approval of a map, the subdivider shall reserve sites appropriate in area and location for parks, recreational facilities, fire stations, libraries or other public uses, which would include high schools, and HMC Section 16.56.010, <i>Condition of Approval of Final Map</i>, requires that as a condition of approval of the final map, a subdivider who develops or completes the development of one or more subdivisions within the HSD shall dedicate to the school district such lands as the council shall deem to be necessary for the purpose of constructing hereon schools necessary to assure the residents of the subdivision adequate elementary school service.</p>
GOV5-11	<p>o Table 4.15-1: This table of enrollment data is significantly out of date given the rapid enrollment growth we are experiencing, and thus it seems to suggest that we have capacity at Hollister High School. That is unequivocally incorrect. Please update this table to include 2022-23 enrollment and/or projected 2023-24 enrollment. Our 2022-23 enrollment is 3,567 students and our projected 2023-24 enrollment is approximate 3,650 students.</p>	<p>As described under Section 1.3.1, <i>Notice of Preparation and Scoping Meeting</i>, in Chapter 1, <i>Introduction</i>, of the Revised Draft EIR, in compliance with CEQA Section 21080.4, the City circulated the NOP of an EIR for the proposed project to the Office of Planning and Research (OPR) State Clearinghouse (SCH) and interested agencies and persons on April 9, 2021. The enrollment projections provided by the commenter were not available at the time the 2023 Draft EIR was being prepared and therefore, no changes to Table 4.15-1, <i>Hollister School Districts and Schools</i>, of the 2023 Draft EIR were warranted. As described in Chapter 4.15, <i>Public Services and Recreation</i>, on page 4.15-28 of the Revised Draft EIR, the San Benito</p>

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
		High School District reports that new facilities will need to be constructed to accommodate additional students beyond the 2022-2023 school year. The City recognizes that changes to the San Benito High School District as well as other environmental setting conditions will continue to evolve as the project process continues. As described in Chapter 4.15 on page 4.15-30 of the Revised Draft EIR, the proposed 2040 General Plan forecasts student population increases over the next 20 years. As a program-level EIR for a long-range plan, the General Plan goals, policies, and actions are intended to minimize impacts over the course of the General Plan buildout horizon year 2040. The updated enrollment projections are acknowledged for the record. The requested change would not change the outcome of the conclusions of the Revised Draft EIR and is not warranted. See Section 4.3, <i>Additional Analysis</i> .
GOV5-12	<ul style="list-style-type: none"> The District reiterates and incorporates by reference in our DEIR comments all of the comments made on the General Plan in Section A above, since the DEIR relies on the General Plan policies and goals to address concerns with school capacity created by future growth. To the extent the General Plan is adjusted per our comments, the DEIR should also be adjusted. (See DEIR, p 4.15-31). 	See Section 4.4, <i>Revisions to the 2023 Draft EIR</i> , regarding modifications to the proposed project and analysis of subsequent residual impacts.
GOV5-13	<p>4. Transportation (Section 4.16)</p> <ul style="list-style-type: none"> General Plan Policies C-4.1 and C-4.5 recognize that the intersection of San Benito Street and Nash Road/Tres Pinos functions at a level of service below that which is expected at all other intersections in the City (LOS D). This location is the only intersection specifically identified within the General Plan for this designation. The intersection, which lies directly east of Hollister High School, is a critical access point for vehicles, pedestrians, and bicyclists for school trips. Rather than identifying the location as a point of transportation failure, the General Plan should identify 	<p>The commenter's suggestion regarding traffic east of Hollister High School is acknowledged for the record.</p> <p>As described in Chapter 4.16, <i>Transportation</i>, of the Revised Draft EIR, with the passage of Senate Bill 743 (September 2013), which was codified in Public Resources Code Section 21099, and the subsequent adoption of revised CEQA Guidelines (December 2018), level of service, also referred to as LOS, can no longer be used as a criterion for identifying significant transportation impacts for most projects under CEQA. As concluded under Impact Discussion TRANS-1, in Chapter 4.16 of the Revised Draft EIR, impacts related to bicycle</p>

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
	improvements that would allow the intersection to function in a manner consistent with the rest of the Cty's [sic] infrastructure. Improvements could be developed in coordination with the District and could include modifications at the intersection and/or improvements to parallel routes.	<p>and pedestrian facilities were found to be less than significant with implementation of identified proposed 2040 General Plan goals, policies, and actions that would support the design of a transportation system that is safe for all modes of travel.</p> <p>The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>
GOV5-14	<ul style="list-style-type: none"> The DEIR identifies that implementation of the General Plan would result in significant and unavoidable impacts related to Vehicle Miles Traveled, for which mitigation cannot be identified. As detailed in Table 4.16-1 (VMT by Land Use and Scenario) of the DEIR, in the year 2040 Plus Project scenario, the General Plan would result in significant impacts related to residential VMT per Capita, office VMT per Employee, and other use VMT per Employee. For both office VMT per Employee and other use VMT per employee, the General Plan increases VMT per capita in the year 2040 scenario. This is indicative of a land use plan that encourages development in portions of the city that are less VMT efficient. The General Plan should consider encouraging development in infill portions of the City that would yield more positive VMT outcomes. The continued expansion of the City into less efficient areas from a transportation perspective will only exacerbate overly congested conditions in and around the District's schools. If these plans are approved and pursued, the City should work with the District to improve access to existing school facilities for automobiles, pedestrians, buses, and bicycles. 	<p>The commenter expresses an opinion regarding the proposed General Plan and the VMT impacts yet provides no substantial evidence to support their opinion. See Section 4.2, <i>Speculation without Substantial Evidence</i>.</p> <p>As described under Section 4.16.3, <i>Impact Discussion</i>, in Chapter 4.16, <i>Transportation</i>, of the Revised Draft EIR, the proposed Circulation (C) Element contains goals, policies, and actions that require local planning and development decisions to consider VMT, including infill development. For a complete list of General Plan goals, policies, and actions, that encourage infill please see Impact Discussion TRANS-1 and TRANS-2 in Chapter 4.16 of the Revised Draft EIR. Furthermore, as described in Chapter 4.16 of the Revised Draft EIR, the significant and unavoidable conclusion is based on the fact that the analysis has been prepared at the program level. Given the lack of specifics that are available for the program-level EIR, it is not possible to fully account for the effect of specific design principles, policies, and improvements that will reduce VMT as part of this analysis. It is reasonable to conclude that the findings of this analysis reflect a worst-case scenario for the program EIR. The program-level land use impact for VMT does not preclude the</p>

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
		<p>finding of less-than-significant impacts for subsequent development projects that achieve applicable VMT thresholds of significance.</p> <p>The commenter’s suggestion encouraging development in infill portions of the City that would yield more positive VMT outcomes is acknowledged for the record, as is the request for the City to work with the San Benito High School District to improve access to existing school facilities.</p>
GOV5-15	<ul style="list-style-type: none"> The DEIR includes a new goal and associated policies and actions directly related to District planning and operations. The following comments are provided to ensure the new policies allow for efficient implementation to meet the related General Plan goals while considering the responsibilities of the local districts as Lead Agencies under CEQA. Specifically, under Goal C-1, to provide for a healthy and active community based on complete streets, the DEIR introduces Policy C-1.9 Local Schools. The District appreciates the inclusion of the provision to coordinate with local school districts to improve transportation to new sites. The District requests the following revision to ensure maximum efficiency in complete streets planning around schools: <ul style="list-style-type: none"> “During the initial stages of identifying transportation improvement priorities, coordinate with local school districts to improve bicycle, pedestrian, and traffic flow around school sites.” <p>This requested revision is vital to address existing issues within the transportation network surrounding the current Hollister High School such as the poor level of service identified in the DEIR at the intersection of San Benito</p> 	<p>The commenter’s requested revision to the policy related to coordination with local schools is acknowledged for the record. Though the commenter references the Draft EIR, the comment addresses policy decisions that the City has made as part of the General Plan update. The comment does not address the adequacy of the Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
	<p>Street and Nash Road/Tres Pinos. Similarly, Action C-1.4: Safe Routes to School should include the same requirements as C-1.9 to “coordinate with local school districts” to fund and implement the Safe Routes to School improvements.</p> <p>Including the school districts as a planning and operational partner for transportation planning within the City is vital to ensuring General Plan goals, policies, and actions are implemented in a strategic manner improving circulation within the City while ensuring access to a quality education for the community served by the District.</p>	
GOV5-16	<ul style="list-style-type: none"> The District understands that the City recently submitted a U.S. Department of Transportation Safe Streets and Roads for All Implementation Grant application with respect to traffic safety and roadway improvements near two elementary schools located in Hollister. The District is similarly interested in partnering with the City and the County to seek a federal grant from this program to fund traffic safety and roadway improvements surrounding Hollister High School, which is located within City Limits and the Sphere of Influence. These improvements are consistent with the proposed 2040 General Plan goals, policies set forth in the Circulation Element, including, without limitation, Goals C-1, C-3, and C-4, Policies C-1.2, C-3.1, C-3.2, C-3.3, C-3.4, C-3.5, C-3.6, C-4.1, and C-4.7, and Actions C-3.2, C-3.4, as well as in the Health and Safety Element, including Goal HS-1. The District seeks a commitment from the City to seek funding for, and implement, traffic safety and roadway improvements around Hollister High School. 	<p>The commenter’s request for a commitment from the City to seek funding for and to implement roadway safety improvements that benefit the San Benito High School District is acknowledged for the record. The comment does not address the adequacy of the Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>

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TABLE 4-1	RESPONSES TO COMMENTS ON THE DRAFT EIR	
Comment #	Comment	Response
GOV5-17	<p>5. Hazards and Hazardous Materials (Section 4.9)</p> <ul style="list-style-type: none"> Pursuant to the CEQA Guidelines, the EIR must describe the existing physical environmental conditions as they exist when the Notice of Preparation (“NOP”) is published in order for the project’s significant impacts to be considered in the full environmental context. (CEQA Guidelines, §15125(a)&(c).) The DEIR and the NOA include a “Hazardous Materials/Waste Disclosure”, which states: “A search of the online databases on May 1, 2020, identified four EnviroStor sites that have not been full remediated or closed.” (NOA, p.2; EIR, p. 4.9-11.) However, according to the DEIR, the City circulated the NOP for the EIR for the proposed Project on April 9, 2021. (DEIR, p. 1-2.) Therefore, the information provided in the NOA and EIR is outdated and does not satisfy baseline condition requirements under CEQA. Please provide a timely list and location of active cleanup sites. The location of the District’s “San Benito High School Modernization Project” cleanup appears to be inaccurate or mislabeled on Figure 4.9-1. Clean-up of this site is anticipated to commence in the Fall. 	<p>As described in Chapter 4.9, <i>Hazards and Hazardous Materials</i>, on page 4.9-11 of the Revised Draft EIR, a search of the databases as of February 13, 2024, identified four EnviroStor sites and four GeoTracker sites within the EIR Study Area that have not been fully remediated or closed. These sites are listed in Table 4.9-1, <i>Active Hazardous Material Sites in the EIR Study Area</i>, and shown on Figure 4.9-1, <i>Hazardous Materials Sites</i>, in Chapter 4.9 of the Revised Draft EIR.</p> <p>Revisions were made to include active hazardous materials sites in the expanded proposed SOI boundary and correct the mislabeling of Site 3. The updated text is presented in the Revised Draft EIR and changes are shown as follows.</p> <p>The text on pages 4.9-11 of Chapter 4.9 of the Revised Draft EIR was revised to update the list of hazardous materials sites and location of sites.</p> <p>A search of the online databases on May 1, 2020 <u>February 13, 2024</u>, identified four EnviroStor sites <u>and four GeoTracker sites within the EIR Study Area</u> that have not been fully remediated or closed. (footnote 11: Sites that are no longer active and that have a status type of “Certified,” “No Further Action,” “No Action Required,” “No Action,” and “Completed-Case Closed” were not included in this search.) The complete list and location of active cleanup sites within the EIR Study Area is shown in Table 4.9-1, <i>Active Hazardous Material Sites in the EIR Study Area</i>, and on Figure 4.9-1, <i>Hazardous Materials Sites</i>.</p> <p>Table 4.9-1 of Chapter 4.9 of the Revised Draft EIR was revised to update the list of hazardous materials sites and location of sites.</p>

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response																																													
		<p>TABLE 4.9-1 ACTIVE HAZARDOUS MATERIAL SITES IN THE EIR STUDY AREA</p> <table><tr><th>ID Number</th><th>Site Name</th><th>Address</th><th>Site Type</th><th>Status Type</th></tr><tr><td>1</td><td>Cerrato Property</td><td>510 Hillcrest Road</td><td>Voluntary Cleanup</td><td>Certified O&M-Land Use Restriction Only</td></tr><tr><td>2</td><td>Rancho Santana School AKA Proposed New Hollister School Site</td><td>1454 Santana Ranch Drive</td><td>School Cleanup</td><td>Active <u>Certified O&M</u></td></tr><tr><td>3</td><td>San Benito High School Modernization Project</td><td>1220 Monterey Street</td><td>School Cleanup</td><td>Active</td></tr><tr><td>4</td><td>Sunnyside Estates</td><td>2780 Southside Road</td><td>Voluntary Cleanup</td><td>Active</td></tr><tr><td><u>5</u></td><td><u>Crop Production Services, Inc. - Hollister</u></td><td><u>1901 Shelton Drive</u></td><td><u>Cleanup Program Site</u></td><td><u>Open – Verification Monitoring</u></td></tr><tr><td><u>6</u></td><td><u>Pacific Scientific Energetic Materials Company (PSEMC) (former PacSci)</u></td><td><u>2751 San Juan Road</u></td><td><u>Cleanup Program Site</u></td><td><u>Open – Site Assessment</u></td></tr><tr><td><u>7</u></td><td><u>Whittaker Ordnance</u></td><td></td><td><u>Cleanup Program Site</u></td><td><u>Open – Remediation and Land Use Restrictions</u></td></tr><tr><td><u>8</u></td><td><u>Wilbur-Elis (former SoilServe) Hollister</u></td><td></td><td><u>Cleanup Program Site</u></td><td><u>Open – Verification Monitoring</u></td></tr></table> <p><u>Note: Sites 6 and 7 are listed as having the same address but are shown as two different locations on the Geotracker website</u> Source: Department of Toxic Substances Control, EnviroStor, https://www.envirostor.dtsc.ca.gov/public/, accessed May 2, 2020; https://www.waterboards.ca.gov/geotracker/, accessed February 13, 2024; State Water Resources Control Board, GeoTracker, https://geotracker.waterboards.ca.gov/map/, accessed February 13, 2024.</p>	ID Number	Site Name	Address	Site Type	Status Type	1	Cerrato Property	510 Hillcrest Road	Voluntary Cleanup	Certified O&M-Land Use Restriction Only	2	Rancho Santana School AKA Proposed New Hollister School Site	1454 Santana Ranch Drive	School Cleanup	Active <u>Certified O&M</u>	3	San Benito High School Modernization Project	1220 Monterey Street	School Cleanup	Active	4	Sunnyside Estates	2780 Southside Road	Voluntary Cleanup	Active	<u>5</u>	<u>Crop Production Services, Inc. - Hollister</u>	<u>1901 Shelton Drive</u>	<u>Cleanup Program Site</u>	<u>Open – Verification Monitoring</u>	<u>6</u>	<u>Pacific Scientific Energetic Materials Company (PSEMC) (former PacSci)</u>	<u>2751 San Juan Road</u>	<u>Cleanup Program Site</u>	<u>Open – Site Assessment</u>	<u>7</u>	<u>Whittaker Ordnance</u>		<u>Cleanup Program Site</u>	<u>Open – Remediation and Land Use Restrictions</u>	<u>8</u>	<u>Wilbur-Elis (former SoilServe) Hollister</u>		<u>Cleanup Program Site</u>	<u>Open – Verification Monitoring</u>
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GOV5-18	<p>6. Alternatives (Section 5)</p> <ul style="list-style-type: none">An EIR must present “a reasonable range of potentially feasible alternatives” to the project or its location, as is necessary to permit a reasoned choice, and describe the	<p>Figure 4.9-1 of Chapter 4.9 of the 2023 Draft EIR was revised to correct the mislabeling of Site 3 and include active hazardous materials sites in the expanded proposed SOI boundary.</p> <p>The comment incorrectly asserts that the Draft EIR does not meet CEQA’s requirement for a “reasonable range of alternatives.” As described in Chapter 5, <i>Alternatives</i>, on page 5-1 of the Revised Draft EIR, a reasonable range of alternatives is governed by the “rule</p>																																													

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	<p>rationale for selecting the alternatives. (CEQA Guidelines, §15126.6(a), (b) & (f).) With respect to a general plan, a reasonable range of alternatives would typically include different levels of density and compactness, different locations and types of uses for future development, and different general plan policies. Here, the alternatives considered in the DEIR are (a) manifestly unreasonable, and (b) do not contribute to a reasonable range of alternatives.</p>	<p>of reason,” which requires the EIR to describe and consider only those alternatives necessary to permit informed public participation and an informed and reasoned choice by the decision-making body (CEQA Guidelines Section 15126.6(a), (f)). Accordingly, there is no “typical” alternative as incorrectly asserted by the commenter. The Revised Draft EIR analyzes one “no project” alternative and one additional alternative that, in comparison to the proposed project, reduces the significant impacts of the proposed project and meets the project objectives. As described in Chapter 5 of the Revised Draft EIR, pursuant to CEQA Guidelines Section 15126.6(e)(1), the No Project Alternative is required as part of the “reasonable range of alternatives” to allow decision makers to compare the impacts of approving the proposed project with the impacts of taking no action or not approving the proposed project. The No Project alternative must be evaluated whether or not it is feasible.</p>
GOV5-19	<p>o Alternative A, the “No Project” alternative, and Alternative B, the “Focused Growth” alternative, are impracticable, unreasonable, and would be impossible to achieve:</p> <ul style="list-style-type: none"> As set forth in the 2040 General Plan and DEIR, a 56 percent increase in total population and 58 percent increase in housing units over the 20- year horizon is estimated in the EIR Study Area by 2040. (DEIR, 4.14-6.) This does not include estimated housing and population increases in the City’s Urban Service Area or Planning Area. Yet Alternative A “assumes that development growth throughout the city would remain unchanged until the buildout horizon year 2040” (DEIR, p. 5-6), while Alternative B unreasonably assumes that the population and number of housing units would both double by more than half within the 	<p>As described under Section 3.4.1.1, <i>City Limits</i>, in Chapter 3, <i>Project Description</i>, of the Revised Draft EIR and further explained in Response GOV5-5, the City of Hollister only has jurisdiction for activities that occur in the Hollister City Limits. Further, as described under Section 3.4.2, <i>EIR Study Areas</i>, in Chapter 3 of the Revised Draft EIR, the EIR Study Area includes all land within the Hollister City Limits and the existing and proposed SOI. This is because the Hollister SOI is the area surrounding the City Limits designated by the San Benito LAFCO to indicate land that that has the potential to be annexed into the city during the 2040 General Plan buildout horizon. The Planning Area lands between the Planning Area boundary and the SOI are not in the EIR Study Area because the City does not foresee future annexations of these unincorporated areas. This does not mean that these areas would not be developed as asserted by the commenter, it means that they would not be developed by the City of Hollister, nor would the City of Hollister have the authority to approve any development of lands outside of</p>

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	same footprint as the 5,220-acre City Limits and 1,817-acre Sphere of Influence. (DEIR, pp. 5-20 & 3-3.) For these reasons, Alternative A is unreasonable, while Alternative B is impracticable.	their jurisdiction. Therefore, it is reasonable and practical for the City's evaluation of alternative scenarios to the proposed project to include the same jurisdictional boundaries.
GOV5-20	<ul style="list-style-type: none"> In reaching the conclusions that Alternative B would be the environmentally superior alternative, the DEIR fails to consider the cumulative impacts of Alternative B, and unreasonably assumes that, by encouraging more development and redevelopment within existing City Limits, development will cease outside the current Sphere of Influence. (See DEIR, p. 5-31.) However, San Benito County has been one of the fastest growing populations in California over the last three decades, and as discussed above, known development will continue to occur outside City boundaries within the City's Urban Service Area and Planning Area, and such developments will continue to be connected to the City's municipal service infrastructure and systems. 	<p>With respect to cumulative impacts, as described in Chapter 4, <i>Environmental Analysis</i>, of the Revised Draft EIR, the cumulative discussions in Chapters 4.1 through 4.18 of the Revised Draft EIR explain the geographic scope of the area affected by each cumulative effect (e.g., immediate project vicinity, county, watershed, or air basin). The geographic area considered for each cumulative impact depends on the impact that is being analyzed. For example, in assessing macro-scale air quality impacts, all development within the air basin contributes to regional emissions of criteria pollutants, and basin wide projections of emissions are the best tool for determining the cumulative impact. In assessing aesthetic impacts, on the other hand, only development within the local area of change would contribute to a cumulative visual effect since the area of change is only visible in its vicinity. The commenter is directed to Section 4.1.7, <i>Cumulative Impact Analysis</i>, in Chapter 4 of the Revised Draft EIR for a description of the cumulative setting for the analysis, which does consider areas outside of the EIR Study Area when reasonable to do so depending on the environmental topic.</p> <p>The commenter incorrectly asserts that the Draft EIR assumes that development outside of the City's jurisdiction would "cease" outside of the current SOI. The Revised Draft EIR evaluates the impacts from implementation of the City of Hollister 2040 General Plan by the City of Hollister, which can only occur in the City's jurisdiction. The Revised Draft EIR, as described in the cumulative impact discussion, considers impacts from projected growth of the City of Hollister in conjunction with growth in the region.</p>

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GOV5-21	<ul style="list-style-type: none"> In concluding that impacts under Alternative B would be similar to those of the proposed Project, the DEIR inconsistently states that Alternative B “would allow for the same level of residential and nonresidential development in the EIR Study Area through 2040.” (DEIR, p. 5-28.) However, the EIR Study Area includes the proposed Sphere of Influence expansion area, which is expressly excluded under Alternative B. (DEIR, p. 5-20.) Accordingly, this conclusion isn’t supported by the evidence, further illustrating that Alternative B would be impossible to achieve. <p>For these reasons, both Alternatives are infeasible.</p>	<p>Revisions were made to Chapter 5, <i>Alternatives</i>, of the 2023 Draft EIR to provide clarifying information on the proposed SOI boundary. The updated text is presented in the Revised Draft EIR and changes are shown as follows.</p> <p>The text on page 5-20 of Chapter 5 of the Revised Draft EIR was revised to clarify that the EIR Study Area for Alternative B does not include the proposed SOI expansion and Alternative B would adopt the proposed CAP and ALPP.</p> <p>Alternative B assumes the same amount of households, residential units, population, and jobs would occur as under the proposed project, but would allow for more dense housing in parcels within the Medium-Density Residential, High-Density Residential, Mixed-Use Commercial and Residential, and Downtown Commercial and Mixed Use land use designations and also increase the maximum floor-area ratios (FAR)² in the Mixed-Use Commercial and Residential and Downtown Commercial and Mixed Use land use designations when compared to the proposed project. In addition, Alternative B would maintain the currently adopted SOI thus encouraging more development and redevelopment in the City Limits and less growth on undeveloped land. <u>As such the EIR Study Area referenced in this discussion includes the current City Limits and the existing SOI. Alternative B does not include expansion into the proposed SOI. Alternative B would also adopt the proposed CAP and the proposed ALPP as described in Chapter 3, <i>Project Description</i>, of the Revised Draft EIR.</u></p>

² FAR is a ratio of the building square footage permitted on a lot to the net square footage of the lot. For example, on a site with 10,000 square feet of net land area, a FAR of 1.0 will allow 10,000 square feet of building floor area to be built.

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		<p>As previously described, the purpose of this alternative is to reduce the significant and unavoidable impacts associated with agricultural resources (AG), air quality (AIR), noise (NOI), and transportation (TRANS).</p> <p>As described in Chapter 4.2, <i>Agricultural Resources</i>, the conversion of lands designated Prime Farmland, Farmland of Statewide Importance, or Unique Farmland, and lands under Williamson Act contracts to non-agricultural uses is a significant impact under CEQA. Accordingly, to reduce the potential for the conversion of agricultural lands, Alternative B would not propose to change the SOI as described in Chapter 3, <i>Project Description</i>, but instead would maintain the current Hollister SOI. The current SOI is roughly 1,817 acres or about 2.8 square miles. As shown on Figure 3-7, <i>Existing and Proposed Sphere of Influence</i>, in Chapter 3, the proposed SOI would extend further north and west, south, and east of the existing SOI but would remain contiguous with the existing SOI border to the east and west north. The proposed SOI would expand to Union Road between San Benito Street and Southside Road and to Enterprise Road between Southside Road and SR 25. On the west side, the proposed SOI would expand northward to Wright Road and westward to SR 156, reaching close to Union Road. The southern portion of the proposed SOI would expand past Union Road to Enterprise Road. The proposed SOI would also expand along Mansfield Road in the east and along SR 26 to Best Road in the southeast. As shown on Figure 4.2-1, <i>Important Farmland and Williamson Act Contracts</i>, in Chapter 4.2, <i>Agricultural Resources</i>, there is land designated as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland in this area. Therefore, when compared to the</p>

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		proposed SOI Alternative B would reduce the SOI where qualified farmland is located.
GOV5-22	<p>o The District requests that the City consider a third alternative, which shall be referred to herein as “Alternative C”, the “Concentrated Buildout” alternative. Similar to the proposed Project, under Alternative C, the Hollister Municipal Code would be amended to add the proposed ALPP, and likewise would adopt the proposed 2023 CAP to serve as the strategic plan for how the City will reduce GHG emissions and foster a sustainable community through 2050 and beyond. However, we recommend that Alternative C further expand the General Plan’s proposed Sphere of Influence to include concentrated areas of planned or anticipated development within the City’s Planning Area that will be serviced by the City, including if it is reasonably foreseeable or anticipated that such development will be serviced by the City. Including such an alternative would foster informed decision-making and public participation because it would meet most of the stated objectives and would provide significant environmental advantages.</p>	<p>With respect to a third alternative as requested by the commenter, the requested alternative to expand the SOI would not eliminate or reduce any of the potentially significant impacts of the proposed project. As described in Chapter 5, <i>Alternatives</i>, of the Revised Draft EIR, CEQA Guidelines Section 15126.6(a) requires that the EIR describe a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and CEQA Guidelines Section 15126.6(b) requires that the EIR’s discussion of alternatives focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.</p> <p>Here, the further expansion of the SOI as requested by the commenter would not reduce any of the potentially significant impacts of the proposed project because it would be a larger area and would not meet the project objective to create and maintain a cohesive development pattern amidst the agriculture landscape, with clearly defined urban edges. The General Plan land use map focuses urban development within the SOI and protects Hollister’s surrounding lands from sprawl, reduces the cost of extending costly infrastructure, and enhances the visual character of the city’s edge. Land use policies are enacted to reduce incompatible land uses and ensure developments pay for their share of infrastructure, public facilities, and any environmental costs they might impose. Accordingly, the Revised Draft EIR does not need to include the third alternative as suggested by the commenter.</p>

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GOV5-23	<ul style="list-style-type: none"> An EIR should identify any alternatives that were considered but rejected as infeasible during the scoping process, and briefly explain the reasons underlying such determination. (CEQA Guidelines, §15126.6(b).) [sic] Such discussion is absent from the DEIR. 	<p>Pursuant to CEQA Guidelines Section 15126.6(c), there is no requirement to discuss alternatives to the proposed project that were considered and found to be infeasible. Doing so is relevant when the lead agency concludes that there are no feasible alternatives. CEQA Guidelines Section 15126.6(f)(1) generally defines “feasible” to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period, considering economic, environmental, social, technological, and legal factors. In addition, the following may be taken into consideration when assessing the feasibility of alternatives: site suitability; economic viability; availability of infrastructure; general plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and the ability of the proponent to attain site control.</p> <p>Here, the City has made no conclusion that either alternative would be infeasible, and as analyzed in Chapter 5, <i>Alternatives</i>, of the Revised Draft EIR, Alternative B would, in comparison to the proposed project, result in reduced environmental impacts related to agricultural resources, air quality, biological resources, cultural and tribal cultural resources, GHG emissions, noise, transportation, and wildfire, and would meet all of the project objectives. Accordingly, Alternative B is a feasible alternative to the proposed project. While Alternative A (No Project) would not meet the project objectives, it is a CEQA mandated alternative, and it is feasible for the City to continue implementing the current General Plan. See Section 4.3, <i>Additional Analysis</i>.</p>
GOV5-24	<ul style="list-style-type: none"> The District requests clarification with respect to Alternative B’s scope: <ul style="list-style-type: none"> The DEIR contains an inconsistent description of the proposed Sphere of Influence under Alternative B. Specifically, the DEIR states, “Alternative B would not 	<p>See Response GOV5-21 for revisions to Alternative B that clarifies that the proposed SOI expansion would not occur under Alternative B and that the proposed CAP and ALPP would be included under Alternative B.</p>

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	<p>propose to change the SOI as described in Chapter 3, Project Description, but instead would maintain the current Hollister SOI.” (DEIR, pp. 5-20 – 5-21.) However, in the same paragraph concerning Alternative B, the DEIR inconsistently provides: “As shown on Figure 3-7, Existing and Proposed Sphere of Influence, in Chapter 3, the proposed SOI would extend further north and south of the existing SOI, but would remain contiguous with the existing SOI border to the east and west.” (DEIR, p. 5-21.) Figure 3-7 shows the proposed Sphere of Influence with the Project as proposed, but does not show the proposed Sphere of Influence under Alternative B. Moreover, while Figure 3-7 shows a proposed extension south of the existing Sphere of Influence, it does not depict a proposed north extension. Please clarify the proposed Sphere of Influence boundaries under: (i) the proposed Project; and (ii) Alternative B.</p> <p>o The DEIR is silent on whether Alternative B includes adoption of the proposed 2023 CAP and a Zoning amendment to add the proposed ALPP to the Hollister Municipal Code.</p>	
GOV5-25	<p>C. Request for Notice</p> <p>Pursuant to Public Resources Code sections 21080.4, 21083.9, 21092, 21108, and/or 21152, as well as Government Code sections 65090 and/or 65091, please provide me with a copy of any future notices issued for the proposed Project.</p>	<p>The City of Hollister routinely complies with all required federal, State, and local regulations, including future notices issued for the proposed project, and will continue this practice in the future. The San Benito High School District has been on the City’s email notification list for the proposed project since June 24, 2020, and has been and will continue to be issued every notice of the project process to date.</p>

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GOV5-26	<p>D. Summary</p> <p>The San Benito High School District is the sole provider of regular high school education services to families in Hollister and has a 100+-year history of providing excellent service to the community. However, quality education services are threatened by anticipated growth if we are unable to address the health, safety, and capacity impacts of that growth. As stated in previous correspondence to the City, as well as in recent presentations made to City officials, the District's school facilities are currently operating over capacity, and as projects continue to get approved, the demand for new school facilities continues to increase. The District looks forward to the City's cooperation and collaboration in addressing these deficiencies to ensure the continued high quality of life in the City and education in its schools.</p> <p>In accordance with CEQA Guidelines, section 15204(d), please be advised that I, Shawn Tennenbaum, am the contact person for the District who is available for consultation on the District's behalf. My contact information is provided below.</p>	<p>This comment serves as a summary of previous comments and a closing remark. No further response is required.</p>
GOV5-27	<p>Attachment:</p> <p>Good afternoon.</p> <p>Below is Hollister Mayor Mia Casey's report out of last night's City Council meeting.</p> <p>Thank you, Mayor.</p> <p>To review the meeting agenda, agenda packet and video, please see http://hollisterca.iqm2.com/Citizens/Calendar.aspx</p> <p>CITY COUNCIL MEETING REPORT OUT FOR JUNE 21, 2023:</p> <p>We had standing room only last night in part because we were honoring the Baler Baseball and Softball teams with</p>	<p>The attachment is an email from the San Benito County Business Council with a summary of the Hollister City Council meeting dated June 21, 2023. The attachment is acknowledged for the record and will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project and EIR. No response is required.</p>

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	<p>proclamations in recognition of their excellent seasons! I also want to highlight the 3 sewer items before us last night, and to be clear about what was discussed and voted on so people have correct information, since there has been a good deal of political spin happening:</p> <p>1) Sewer System Report and Request for Direction Our director William Via did an assessment and reported out to us some issues with our sewer plant that needed repair and upgrade. Back in 2016, 2 of the 4 "membranes" that process waste were upgraded/replaced, but unfortunately these new membranes cannot work alongside the 2 older membranes, which actually caused our waste capacity to go down from 4MGD (4 million gallons per day) to only 3.4MGD. Also, those 2 older membranes have a lifespan of about 15 years, and they are about 15 years old. So the staff had recommended replacing them.</p> <p>The cost is I believe in the \$2-3M range. There is a specific sewer expansion fund, which has collected sewer impact fees from developers over the years, with about \$27M in it. Those funds are earmarked specifically to cover these kinds of costs. So there is no impact to the City's general fund on this. Council gave direction to do the repairs/upgrades. This also increases our capacity to keep us in compliance with state so we don't get above the 90% level. There was also discussion at the request of one council member to not repair the equipment and instead do a moratorium but the majority of council (vote 4-1) opted to take care of our infrastructure and keep it in good repair.</p> <p>The other thing discussed, and which council has requested more info on is updating our bio-solids processing. Currently,</p>	

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	<p>there is an older system that processes waste and presses out the water and then it is hauled off to the landfill. If we can upgrade this system we can turn waste into compost, which is environmentally friendly, and will also allow us to divert that waste from the landfill, which is important given our landfill issues!</p> <p>2) San Juan Bautista sewer connection The city of San Juan Bautista has an emergency situation and the state and the EPA have intervened and they needed sewer access. Last year an agreement was made by Mayor Velazquez and council to allow the sewer connection. An agreement was presented last night which detailed the terms, and the Council pushed back on the flow rate that would be allowed, and approved the agreement with that reduced amount language included.</p> <p>3) San Juan Oaks project This is an older project from 2016. This sewer connection was unanimously approved by Mayor Velazquez and council in 2016. LAFCO also gave approval, and the City Manager gave a 'will-serve' letter to San Juan Oaks. So the approvals were all made back in 2016. Now that the project is under construction and the sewer connections are ready to be made, they brought us the maintenance/service agreement for approval. If this had not been approved and the City had tried to renege on the earlier approvals for connection given in 2016, we would have faced significant legal exposure that would have been very harmful for the city. So the council approved the agreement with a 4-1 vote.</p> <p>Please let me know if you have any questions. Mayor Mia Casey</p>	

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	<p>cohmayor.casey@hollister.ca.gov (831) 537-7271</p> <p>Please feel free to contact me with any questions and/or further information.</p>	
GOV6	N.C. Coady, Captain Commander, Department of California Highway Patrol, July 29, 2024	
GOV6-1	The California Highway Patrol, Hollister-Gilroy Area received the Revised July 2024 – Hollister 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program – Draft Environmental Impact Report, State Clearing House (SCH) number 2021040277. After review, we have some concerns as previously described in a June 2023 response letter from this command, see enclosed for reference.	This comment serves as an opening remark. No response is required.
GOV6-2	Our concern relates to the lack of detail provided for the proposed Bus-On-Shoulder concept, see draft page 586. Without the opportunity to: review details regarding the specific location(s) and day(s)/time(s) for planned use; evaluate plans for traffic control devices to be installed; and assess plans for motorist education to ensure safe implementation of the concept, none of which are described in the revised draft, the previously articulated concerns offered by this command remain.	<p>The commenter’s concern regarding the proposed bus-on-shoulder scenario is acknowledged for the record. Please also see Response GOV-2-2.</p> <p>As described in Chapter 4.16, <i>Transportation</i>, on page 4.16-6 of the Revised Draft EIR, the bus-on shoulder scenario is one of three scenarios that was analyzed by the San Benito County Local Transportation Authority to improve transit options for those traveling between Hollister and areas to the north, including Gilroy and the Bay Area, using the State Route 25/rail corridor. The bus-on shoulder concept is not a City of Hollister project. As stated in the Draft EIR, at this time, there is no funding in place for these improvements. The Council of San Benito County Governments is currently pursuing grant funding opportunities to conduct a detailed operational analysis.</p> <p>The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making</p>

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		bodies as part of this Final EIR for their consideration in reviewing the project.
GOV6-3	Should you have any questions regarding these concerns, or wish to discuss this matter further, please contact Captain Noel Coady at (408) 427-0700.	This comment serves as a closing remark. No response is required.
GOV6-4	Attachment: The Hollister-Gilroy Area is opposed to the bus-on-shoulder concept of this project. Motorists involved in traffic crashes, experiencing medical emergencies, or who have mechanical troubles, are instructed to move to the shoulder and out of the traffic lanes. Peace officers respond to these incidents make all efforts to move the involved vehicles off the freeway or to the right shoulder to minimize secondary traffic crashes and the associated risks. When officers make traffic stops on the freeway, drivers pull to the shoulder and stop, as they are instructed to do in driving classes and per California Vehicle Code §21806. Based on past experiences in San Benito and Santa Clara counties, if busses (or other vehicles) are allowed to drive on the shoulder, other motorists will undoubtedly follow suit, creating an additional lane and removing the availability of the shoulder for true emergencies. Busses driving on the shoulders, and the inevitable vehicles which follow them, may cause confusion for other motorists and result in an increase of traffic related crashes in the area. Additionally, Appendix F, exhibit 5, identifies a Class III Bicycle Path along SR-25. These scenarios have the potential of making the roadways more dangerous and increasing liability for the State and all involved government agencies. Authorizing any vehicle to drive on the shoulder will cause an undue safety hazard to the motoring public, road workers, and peace officers working in the area. If the bus-on-shoulder program were to progress, additional	The attachment is a resubmittal of Comment Letter GOV2. See Responses to Comment Letter GOV2.

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
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	<p>discussion would be needed to develop proper procedures regulating specific times or scenarios which would allow busses to use the shoulder as well as the speeds at which they would be allowed to travel. The Hollister-Gilroy CHP Area has concerns with this overall project.</p> <p>The Hollister-Gilroy Area supports the construction of a Class I Bicycle Path adjacent to the existing railway. The Hollister-Gilroy Area recommends additional safety measures be considered for the proposed bicycle path along the existing railway to ensure the safety of the bicyclist and the passenger/freight trains.</p> <p>If you have any questions, please contact our office at (408) 427-0700.</p>	
GOV7	Heather Anderson, Director of Planning, Association of Monterey Bay Area Governments, August 5, 2024	
GOV7-1	Thank you for the opportunity to review the Revised Draft Environmental Impact Report for the City of Hollister's General Plan 2040, Climate Action Plan, and Agricultural Lands Preservation Program. The following comments are offered for your consideration:	This comment serves as an opening remark. No response is required.
GOV7-2	<ul style="list-style-type: none"> Page 4.8-1 states, "The analysis in this chapter is based on buildout of the proposed project, as modeled using the California Air Resources Board's (CARB's) Emissions Factor Model (EMFAC2021), the Off-Road Emissions Factor Model (OFFROAD2021, version1.0.2), energy use provided by Pacific Gas and Electric Company (PG&E) and Central Coast Community Energy (CCCE), solid waste disposal from Association of Monterey Bay Area Governments (AMBAG)..." <p>AMBAG is not responsible for solid waste disposal, so this sentence is incorrect. Please Revise.</p>	The commenter's requested revision to remove reference of AMBAG as the agency responsible for solid waste disposal has been made to Chapter 4.8, <i>Greenhouse Gas Emissions</i> , of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i> , of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i> .

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
GOV7-3	<ul style="list-style-type: none"> Page 4.8-28 states, “Therefore, the proposed project would not conflict with the land use concept plan in AMBAG’s 2045 RTP/SCS and impacts would be less than significant.” <p>Revise sentence to state “...AMBAG’s 2045 MTP/SCS...”</p>	The commenter’s requested revision to correct the plan name has been made to Chapter 4.8, <i>Greenhouse Gas Emissions</i> , of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i> , of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i> .
GOV7-4	<ul style="list-style-type: none"> Page 4.11-2 states, “The Association of Monterey Bay Area Governments (AMBAG) is the federally designated MPO and Council of Governments (COG) for Monterey County, San Benito County, and Santa Cruz County.” <p>AMBAG is not the Council of Governments for San Benito County; instead, it is the Council of San Benito County Governments (San Benito COG).</p>	The commenter’s requested revision remove reference of AMBAG as the COG has been made to Chapter 4.11, <i>Land Use and Planning</i> , of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i> , of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i> .
GOV7-5	<ul style="list-style-type: none"> Page 4.11-2 states, “The 2045 MTP/SCS is the long-range SCS and RTP for the three counties and 18 local jurisdictions within the tri-county Monterey Bay region, including the City of Hollister.” <p>Revise sentence to state, “The 2045 MTP/SCS is the long-range SCS and Metropolitan Transportation Plan...”</p>	The commenter’s requested revision to correct the referenced plan type has been made to Chapter 4.11, <i>Land Use and Planning</i> , of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i> , of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i> .
GOV7-6	<ul style="list-style-type: none"> Page 4.14-2 states, “The 2045 MTP/Sustainable Communities Strategy (SCS) is the long-range SCS and regional transportation plan for the 3 counties and 18 local jurisdictions in the Monterey Bay Region, including the City of Hollister.” 	The commenter’s requested revision to correct the referenced plan type has been made to Chapter 4.14, <i>Population and Housing</i> , of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i> , of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i> .

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
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	Revise sentence to state, “The 2045 MTP/SCS is the long-range SCS and Metropolitan Transportation Plan...”	
GOV7-7	<ul style="list-style-type: none"> Starting on the bottom of Page 5.6, it states, “Implementation of the No Project Alternative assumes that development growth throughout the city would remain unchanged until the buildout horizon year 2040, which is consistent with other regional plans, including Association of Monterey Bay Area Government’s (AMBAG) 2045Metropolitan Transportation Plan & the Sustainable Communities Strategy (2045 AMBAGMTP/SCS).” 	The commenter’s requested revision to correct the plan name has been made to Chapter 5, <i>Alternatives</i> , of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i> , of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i> .
	Revise the sentence to state “... (AMBAG 2045 MTP/SCS).”	
GOV7-8	<ul style="list-style-type: none"> Page 5-29 states, “However, implementation of the proposed project was found to have a less-than-significant impact due to the focus on infill development, which is in alignment with the regional planning framework of the 2045 AMBAG MTP/SCS.” 	The commenter’s requested revision to correct the plan name has been made to Chapter 5, <i>Alternatives</i> , of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i> , of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i> .
	Revise the sentence to state “... the AMBAG 2045 MTP/SCS.”	
GOV7-9	<ul style="list-style-type: none"> Page 6-5 state, “State law requires the City to promote the production of housing to meet its fair share of the regional housing needs distribution made by AMBAG.” <p>The Council of San Benito County Governments (San Benito COG) is responsible for the Regional Housing Needs Allocation (RHNA) process for San Benito County. AMBAG is responsible for RHNA for Monterey and Santa Cruz Counties only.</p>	The commenter’s requested revision remove reference of AMBAG as the preparer of the RHNA for San Benito County has been made to Chapter 4.6, <i>CEQA Required Assessment</i> , of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i> , of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i> .

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
GOV7-10	Thank you for the opportunity to review the Revised DEIR for the General Plan 2040. Please feel free to contact me at hadamson@ambag.org or (831) 264-5086 if you have any questions.	This comment serves as a closing remark. No response is required.
GOV8	Edward Ballaron, Air Quality Planner I, Monterey Bay Air Resources District, August 16, 2024	
GOV8-1	Thank you for providing the Monterey Bay Air Resources District (MBARD) with the opportunity to comment on the Revised Draft EIR for the Hollister 2040 General Plan, Climate Action Plan, and Agricultural Land Preservation Program. MBARD has reviewed the EIR and has the following comments:	This comment serves as an opening remark. No response is required.
GOV8-2	<p>Rule 424 National Emission Standards for Hazardous Air Pollutants (NESHAP)</p> <p>On page 4.3-13, MBARD rules and regulations that are applicable to the Plan are listed. Please add MBARD Rule 424 NESHAP. Rule 424 states that, “All suspect building materials, in each building, that will be disturbed by planned demolition or renovation activities shall be sampled and analyzed for asbestos using the method specified in Appendix E, Subpart E, 40 Code of Federal Regulations, Part 763, Section 1 (Polarized Light Microscopy) or assumed to be asbestos containing. Suspect materials include, friable asbestos-containing material, Category I nonfriable asbestos-containing material, Category II nonfriable asbestos-containing material or any other material that may contain asbestos, based on past manufacturing practices or use”. Additionally, MBARD requires a “written building survey report be submitted along with notification for each demolition project and for asbestos removal projects that will disturb building materials”.</p>	<p>The commenter’s requested addition of MBARD Rule 424 has been added to Chapter 4.3, <i>Air Quality</i>, of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i>, of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i>.</p>
GOV8-3	<p>Asbestos Cement Pipe (ACP) and Other Asbestos Piping Infrastructure</p> <p>MBARD has prior experience with abatement of asbestos cement pipe (ACP) and other asbestos utility infrastructure</p>	The commenter’s note about prior experience with abatement of ACP and other asbestos utility infrastructure components is acknowledged for the record. The City of Hollister routinely complies

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	components within the City of Hollister. Proper procedures must be followed during construction activities when encountering active or abandoned ACP or other asbestos-containing subsurface infrastructure.	with all required federal, State, and local regulations, including those of MBARD, and will continue this practice in the future.
GOV8-4	MBARD Attainment Status Table 4.3-4: Attainment Status of Criteria Pollutants in the NCCAB on page 4.3-18 reports the NCCAB is in nonattainment for ozone regarding the state standard. The NCCAB has been in attainment since September 2021 for the State’s 8-hour ozone standard of 0.070 ppm. Please visit the California Air Resources Board’s (CARB) State and Federal Area Designations webpage for more details- State and Federal Area Designations California Air Resources Board.	The commenter’s requested revision to the NCCAB attainment status for ozone has been made to Chapter 4.3, <i>Air Quality</i> , of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i> , of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i> .
GOV8-5	Furthermore, impact AIR-2 “Implementation of the proposed project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is in nonattainment under applicable federal or state ambient air quality standard” , on page 4.3-38, should be reassessed. As stated above, MBARD is in attainment for ozone, therefore conclusions regarding air quality impacts should reflect this fact. The general plan, when fully implemented, will exceed the threshold for VOCs, NOx and CO. MBARD would like to see more approaches to reduce emissions from transportation, such as construction and installation of public electric vehicle infrastructure.	<p>The analysis included in the Revised Draft EIR is more conservative based on that recommended by MBARD. As noted in Response GOV8-4, the attainment designations for the NCCAB have been updated to reflect the current attainment status. While the Air Basin is in attainment for ozone, the analysis provided under Impact Discussion AIR-2 in Chapter 4.3, <i>Air Quality</i>, of the Revised Draft EIR conservatively identifies impacts as significant and unavoidable. Therefore, no changes to the EIR are needed.</p> <p>The proposed 2040 General Plan includes policies in the Natural Resources and Conservation Element and the Circulation Element that are focused on reducing VMT and associated emissions from the transportation sector, which are identified under Impact Discussion AIR-2 in Chapter 4.3 of the Revised Draft EIR (see Policies C-3.1 through C-3.6, Actions C-3.1 through C-3.5, Policy C-4.6, Policy NRC-3.10 through NRC-3.12, and Action NRC-3.1). New development in the City is also required to comply with the California Green Building Standards Code (CALGreen) for electric vehicle (EV) charging infrastructure. Hollister has 31 publicly accessible EV charging</p>

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		stations. The proposed CAP includes actions for installation of EV charging stations. The proposed CAP aims to reduce transportation emissions by promoting EV adoption through municipal fleet electrification, community-wide EV charging stations, and rebates for EV purchases, as well as promoting public transit, carpooling, and active transportation. As these measures are integrated into the proposed CAP, no additional measures are needed.
GOV8-6	Engine Permitting If a generator, boiler, or another stationary source of air pollutants is needed to support the construction process or will be installed for use in the operation of the project, a permit may be required. Per Rule 201, any stationary piston-type internal combustion engine of greater than or equal to 50 brake horsepower (bhp) requires a permit. Please contact MBARD's Engineering Division if there are any questions regarding the permitting process.	The City of Hollister complies with all required federal, State, and local regulations, including those of MBARD, and will continue this practice in the future.
GOV8-7	Portable Equipment Registration Program If project construction uses portable equipment registered with the California Air Resources Board (CARB) in the Portable Equipment Registration Program (PERP), MBARD must be notified within two working days of commencing operations when a registered unit will be at a location for more than five days. Portable equipment not registered with CARB may be subject to MBARD permit requirements.	The City of Hollister complies with all required federal, State, and local regulations, including those of MBARD, and will continue this practice in the future.
GOV8-8	VOC Emissions Page 4.3-9 Federal and State Regulations: The majority of the VOC emissions attributed to the project are from consumer products (Table 4.2-7). Therefore, a reference to the state consumer products regulation should be added to the discussion. This regulation was recently updated and should result in emissions reductions by the proposed project buildout year of 2040. The updated regulations are reported to achieve	The commenter's requested revision to reference the recently adopted Consumer Product Regulation has been made to Chapter 4.3, <i>Air Quality</i> , of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i> , of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i> . As the emissions

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	statewide VOC reductions of 3.00 tons per day (tpd) in 2023 and 9.80 tpd in 2031. Therefore, the emissions reported in Table 4.2-7 should reflect these reductions in the consumer products category.	analysis in the Revised Draft EIR is conservative, no change to the modeling is warranted.
GOV8-9	Page 4.3-24 Policy NRC-3.6: Technical Assessments. Since the majority of the VOC emissions are from consumer products, MBARD recommends adding a sentence to the discussion of this policy that consumer product regulation updates and consumer product emission calculation tools should be reviewed. The EIR does not reflect emissions reductions in this category which may be required in the future.	The commenter's requested revision to reference the state consumer product regulation has been made to Chapter 4.3, <i>Air Quality</i> , of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i> , of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i> .
GOV8-10	Odors Page 4.3-56 Operational Related Odors: Residential and Other Land Uses. A variety of land uses can contribute to odors due to the additional infrastructure needed to support these land uses such as expansion of wastewater treatment plants or sewer lines. MBARD suggests adding language to explain these potential indirect odor sources from future residential or other land use development projects.	The commenter's requested revision to reference indirect effects has been made to Chapter 4.3, <i>Air Quality</i> , of the Revised Draft EIR, as shown in Chapter 5, <i>Revisions to the Revised Draft EIR</i> , of this Final EIR. These revisions do not affect any conclusions or significance determinations in the Revised Draft EIR. Therefore, no recirculation of the Revised Draft EIR is required pursuant to CEQA Guidelines Section 15088.5(a), <i>Recirculation of an EIR Prior to Certification</i> .
GOV8-11	MBARD appreciates the opportunity to comment on the Revised Draft EIR for the Hollister 2040 General Plan, Climate Action Plan, and Agricultural Land Preservation Program. Please let me know if you have any questions. I may be reached at (831) 718-8030 or eballaron@mbard.org.	This comment serves as a closing remark. No response is required. The City appreciates the input from MBARD and will rely on their expertise if and when future development is proposed throughout implementation of the General Plan.
GOV9	Shawn Tannenbaum, San Benito High School District, August 16, 2024	
GOV9-1	This letter regarding the City of Hollister's ("City") Revised Draft Environmental Impact Report for the proposed Hollister 2040 General Plan ("General Plan"), Climate Action Plan, and Agricultural Lands Preservation Program (collectively, "Project") is sent on behalf of the San Benito High School District ("District") and its Board of Trustees. As a California public	This comment serves as an opening remark. No response is required.

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	school district serving children who reside and attend school within the City, and as an owner of property within the City and proposed sphere of influence in Figure LU-1 of the General Plan, the proposed Project directly affects the District's operations. Thus, the District wishes to comment in support of the Project.	
GOV9-2	The District first wants to thank the City for the significant revisions made to the Project since it was circulated for review in 2023. While the previous version of the Project projected 6,455 new dwelling units and 21,635 new residents by the year 2040, the revised Project now projects <i>10,530 new dwelling units and 31,575 new residents</i> . With this increase in projected residents, there will also be a dramatic increase in the number of projected students served by the District by 2040.	<p>The commenter's note about the increase in projected residents resulting in an increase in projected students served by the District is acknowledged for the record.</p> <p>As described under Impact Discussion PS-5 in Chapter 4.15, <i>Public Services and Recreation</i>, of the Revised Draft EIR, with the required payment of developer impact fees for new development pursuant to California Government Code Section 65995 (Senate Bill 50) and the implementation of the proposed 2040 General Plan goals, policies, and actions that support school facilities in the EIR Study Area, impacts to the public school districts that serve the EIR Study Area would be <i>less than significant</i>.</p> <p>The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>
GOV9-3	As the City is likely aware, the District has been planning to develop a second high school in the Buena Vista Corridor. The elements described in the Project reflect a direction shared by the District and the City to plan for residential and nonresidential growth within identified new growth areas, including the Buena Vista area. Most notably, the City proposes to expand its sphere of influence to include the entire Buena Vista Corridor, the area where the District has projected the greatest density of students will be generated from new	The commenter's request for the District to be involved in the process of expanding the City's SOI to include the Buena Vista area is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.

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	<p>residential development. Moreover, the City identifies a Buena Vista Specific Plan Area to encourage a complete neighborhood with a mix of housing types where residents may live within close proximity to commercial/industrial services, parks, schools and open space. The District appreciates that the City illustrates an anticipated location of a school in the Buena Vista Specific Plan Area in Figure LU-5 of the General Plan, which is also the approximate location of the District's site for its new high school. The mixed use illustrated in Figure LU-5 reflects both the District's and City's shared vision to create a walkable community that promoted pedestrian activity and reduce the need to drive to other areas in the City, including the opportunity for students to safely walk or bike to school. (General Plan Goal LU-4)</p> <p>The proposed expansion of the sphere of influence and the development of a Buena Vista Specific Plan are both major elements of the City's plans to ensure logical growth of the City. The District chose the location of its second high school in anticipation of the community's natural development into the Buena Vista Corridor, so the District is excited that the General Plan also anticipates similar growth patterns for the City. The District is eager to serve as the cornerstone of the Buena Vista neighborhood with its new high school and looks forward to supporting the City in its careful growth of the Buena Vista area. With the City's focus on continuing to increase the connectivity between neighborhoods, schools, shops, jobs, healthcare, and public services, the District looks forward to the thoughtful and eventual integration of its future high school, and the entire Buena Vista area, into the City.</p>	

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	<p>With the addition of the proposed expansion of the City's sphere of influence to include the Buena Vista area to the City's long-term plans, the District hopes to be involved in that process, since the District's high school may very well be amongst the initial development in the Buena Vista area and will ultimately serve as a focal point for the future community. Policy CSF-1.2 of the General Plan highlights the City's priority of "cooperat[ing] and coordinat[ing] with the County of San Benito, Local Agency Formation Commission (LAFCO), <i>and other local agencies</i> in the provision of infrastructure and services in the Hollister Planning Area." (emphasis added.) Likewise, Policy LU-1.11 sets the City's intention to coordinate regional planning <i>efforts</i> through intergovernmental coordination. Accordingly, the District seeks to support the City through joint <i>efforts</i> to amend the City's sphere of influence as proposed in the General Plan and through the annexation process, as contemplated by General Plan Actions LU-1.1 to 1.3.</p> <p>For instance, following the City's submission of its application to LAFCO to amend its sphere of influence, the District hopes to be at the table to support a potential agreement that expands the City's sphere of influence to include the Buena Vista area and that would be beneficial for both the City and County, while ensuring that the second high school is able to connect to the municipal services provided by the City and special districts. Moreover, opportunity for the District's participation in the process aligns with the General Plan's Policy CSF-8.5 to support the District's efforts to construct a new high school. The District is prepared to actively contribute to the process by consulting on issues in the community that the District is intimately familiar with, as related to the District's second high school, including</p>	

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	adequacy of education facilities, traffic congestion, circulation, parking, noise, and air quality.	
GOV9-4	Lastly, the District would like to draw the City's attention to the revised Draft EIR which includes now out-of-date enrollment numbers for the District. While the District's lone high school has a current capacity for 3,437 students, the District would like to state on record that enrollment for 2023-2024 should be included to reflect 3,556 students. These accurate and current enrollment numbers truly showcase the severity of the District's overcrowding concerns as the District works to provide an excellent education to its students. The District has quickly become the second largest high school in Northern California, with the fastest growth rate in Northern California.	The capacity and enrollment number for the District listed Table 4.15-1, <i>EIR Study Area School Districts and Schools</i> , in Chapter 4.15, <i>Public Services and Recreation</i> , of the Revised Draft EIR reflect the most recent data available at the time the Notice of Preparation was published (April 2021). Therefore, no revisions to the Revised Draft EIR are required. The commenter's note about the District's 2023-2024 enrollment number is acknowledged for the record.
GOV9-5	The District, again, wants to thank the City for its revisions to the Project. The District is excited for the envisioned development of the Buena Vista Corridor and hopes to actively contribute to the discussions and decisions regarding its development and incorporation into the City's sphere of influence, and its eventual annexation. The District appreciates the City's support in the District's efforts to continue providing an excellent education as its student enrollment continues to grow.	This comment serves as a closing remark. No response is required.
GOV10	Julie A. Vance, Regional Manager, California Department of Fish and Wildlife, August 21, 2024	
GOV10-1	The California Department of Fish and Wildlife (CDFW) received a Revised EIR (REIR) from the City of Hollister for the above-referenced Plan pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.	This comment serves as an opening remark. No response is required.
	Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may	

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	be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code. While the comment period may have ended, CDFW respectfully requests that the City of Hollister still consider our comments.	
GOV10-2	CDFW previously provided comments and recommendations to the City of Hollister during circulation of the Plan's Notice of Preparation (NOP) on May 10, 2021, and Draft EIR (DEIR) on June 27, 2023 (Attachment 1). Within these letters, CDFW provided a list of special-status species to be evaluated as part of the Plan's DEIR and recommended measures be incorporated for projects tiered from this Plan, including habitat assessments, protocol surveys, and a robust analysis on cumulative impacts to biological resources. CDFW recommends that the comments and recommendations provided in CDFW's DEIR comment letter for the Plan be incorporated as part of the REIR and that recommended measures be carried forward into the Final EIR.	See responses to Comment Letter GOV3 regarding CDFW's previous comments submitted on the 2023 Draft EIR.
GOV10-3	ENVIRONMENTAL DATA CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data . The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov . The types of information reported to CNDDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals .	The City of Hollister complies with all required federal, State, and local regulations, including those of CDFW, and will continue this practice in the future.

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GOV10-4	FILING FEES If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).	The City of Hollister routinely complies with all required federal, State, and local regulations, including those of CDFW, and will continue this practice in the future.
GOV10-5	CDFW appreciates the opportunity to comment on the Project and to assist the City of Hollister in identifying and mitigating the Plan's impacts on biological resources. If you have any questions, please contact Kelley Nelson, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 580-3194, or by electronic mail at Kelley.Nelson@wildlife.ca.gov.	This comment serves as a closing remark. No response is required. The City appreciates the input from CDFW and will rely on their expertise if and when future development is proposed throughout implementation of the General Plan.
Private Organizations		
ORG1	Dennis Martin, Building Industry Association of the Bay Area	
ORG1-1	The Building Industry Association of the Bay Area (BIA) respectfully submits the following comments to the City of Hollister's Draft 2040 General Plan Update. BIA offers these comments in the spirit of collaboration and support for the City adopting a comprehensive and productive General Plan that paves the way for achieving its challenging housing goals. These comments to the Draft 2040 General Plan may also pertain to the Draft EIR as many BIA comments and recommendations would touch on the Environmental Impact Report.	The comment serves as an opening remark. No response is required.
ORG1-2	BIA is concerned that political opposition to housing production in the City and San Benito County has been ingrained in the Draft 2040 General Plan. The City has worked hard to bring forward a Draft General Plan that preserves and enhances many	The commenter's concern regarding housing production is acknowledged for the record.

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	<p>wonderful features of the region: a productive farming industry, scenic parks and open spaces, and picturesque towns.</p> <p>Integrating responsible future growth into the Draft General Plan is the key. The Draft 2040 General Plan is an excellent opportunity to balance and blend the rural, agricultural character of Hollister with future well planned residential communities that support families, business and a thriving economy.</p> <p>Still, BIA remains concerned that the Draft 2040 General Plan Update has incorporated several concerning new policy proposals, actions and fees that may create major obstacles to housing production by choking off land supply, prescribing intractable new rules and burdening each home with tens of thousands of dollars in new fees.</p> <p>Housing Element Law requires that the City identify adequate sites to accommodate its regional housing needs allocation (RHNA) at all income levels. BIA encourages the City Council and Staff to take steps to revise policies and actions that may potentially constrain the production of housing during the lifespans of the 2040 General Plan and 6th Cycle Housing Element.</p> <p>Policies that may require the City to analyze these rules as severe constraints to housing and mitigate accordingly include:</p> <ul style="list-style-type: none"> Constrained Land Supply – Plan for sufficient land to accommodate housing production necessitated by the City’s 6th Cycle RHNA and additional land requirements; 	<p>As discussed under Impact Discussion POP-1 in Chapter 4.14, <i>Population and Housing</i>, of the Revised Draft EIR, the approximately 40 percent of the projected residential growth for the proposed project comes from the City’s 2023–2031 RHNA (6th Cycle) allocation of 4,163 units. The proposed land use map, as shown in Figure 3-5, <i>2040 General Plan Land Use Map</i>, in Chapter 3, <i>Project Description</i>, of the Revised Draft EIR includes enough land designated for housing to fulfill the City’s 2023–2031 RHNA as well as future buffer sites identified through the upcoming Housing Element update.</p> <p>Since publication of the 2023 Draft EIR, there were further modifications to the proposed SOI boundary and the proposed ALPP. See Section 4.4, <i>Revisions to the 2023 Draft EIR</i>. Changes to the proposed SOI boundary are outlined in Figure 1-1, <i>Areas of Change Between the 2023 Draft EIR and the Revised Draft EIR</i>, in Chapter 1, <i>Introduction</i>, of the Revised Draft EIR. The proposed ALPP was also revised to reduce the rate of land dedication from two acres to one acre of Agricultural Land for each one acre of Agricultural Land to be converted.</p> <p>Additionally, some goals, policies, and actions have been revised, including the Inclusionary Housing requirement referenced by the commenter. The inclusionary affordable housing requirement has been reduced from 20 percent to 15 percent, as noted in proposed 2040 General Plan Action LU-3.1 (previously Action LU-2.1).</p> <p>The commenter’s opinion on the proposed 2040 General Plan VMT policies and the inclusionary zoning policy is acknowledged for the record.</p>

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	<ul style="list-style-type: none"> • Inflexible Transportation Policies – Compliance with Vehicle Miles Travelled (VMT) policies in the Plan will present an obstacle to housing under current and future transportation systems and development patterns unless mitigated with policies to offset this significant hindrance; • Onerous Ag Land Mitigation Policies- Agriculture mitigation at a 2:1 ratio plus Agricultural Buffer Zone requirements would stymie many projects and land deals; • Impracticable Inclusionary Zoning Policy – A requirement of 20% inclusionary affordable housing on market rate for sale and rental housing would render projects infeasible or require implementation of a massive density bonus program. 	
ORG1-3	<p>Land Use and Community Design Element</p> <p>The Draft 2040 General Plan Update severely constrains production of housing through limited Development Capacity, and tight Sphere of Influence (SOI). Figure LU-2, the Draft 2040 General Plan Update Land Use Map, when compared to the current General Plan shows that the SOI and Urban Service Area are nearly unchanged.</p> <p>In order to accommodate more housing growth, BIA urges the City to expand the limited proposed Sphere of Influence in the Draft Plan to coincide with the Urban Service Line especially in the East and South quadrants of the City, incorporating more land for potential development where Prime Farmland is less prevalent.</p>	<p>Since publication of the 2023 Draft EIR, there were further modifications to the proposed SOI boundary. See Section 4.4, <i>Revisions to the 2023 Draft EIR</i>. These changes are outlined in Figure 1-1, <i>Areas of Change Between the 2023 Draft EIR and the Revised Draft EIR</i>, in Chapter 1, <i>Introduction</i>, of the Revised Draft EIR.</p>

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ORG1-4	<p>LU-1.3. Development Capacity. Housing element site inventory requirements state that the purpose of the housing element’s site inventory is to identify and analyze specific land (sites) that is available and suitable for residential development in order to determine the jurisdiction’s capacity to accommodate residential development and reconcile that capacity with the jurisdiction’s Regional Housing Need Allocation (RHNA).</p> <p>In the 6th Cycle Housing Element that spans the 8 year time period from 2024 to 2032, the City of Hollister must plan the capacity for an unprecedented Regional Housing Needs Assessment (RHNA) of 4,163 housing units. In addition, to comply with the “No Net Loss Requirements Law” (Government Code § 65863), the State Department of Housing and Community Development (HCD) recommend that to reduce the likelihood of having to rezone should an identified housing site develop with less units than assigned, it is a best practice to have 30% more units listed in the inventory than are required to meet a jurisdiction’s RHNA.</p> <p>Accommodating a 30%+ buffer capacity of Housing Element Site Inventories would add about 1248 units for a total housing need of 5,411 units. The Draft General Plan states capacity for 6,455 units, leaving only 1,292 units in excess capacity through 2040.</p> <p>Finally, the goal of the Draft 2040 General Plan Update is to create a vision for the City’s next 20 years of growth. BIA strongly encourages the City to assume now that the 7th Cycle Housing Element, spanning the years 2032 to 2040, may require at least another 4,000 units plus a capacity buffer of 1500 units. In other words, the Plan is grossly under capacity by more than 4,000 residential units just for the City of Hollister’s future RHNA</p>	<p>See Response ORG1-2 regarding the consideration of the upcoming RHNA cycle in the proposed project buildout projections and the Revised Draft EIR.</p>

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	and other units that the City may need to absorb from the County.	
ORG1-5	LUD- Land Use Designations. Table LU-2 General Plan Land Use Designations shows several hundred acres identified for Medium Density and High Density Residential. Yet no market study or analysis is provided to substantiate that development of these residential densities can be feasible in Hollister.	The commenter’s concern about feasibility is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
ORG1-6	<p>LUD 3.3.3. Medium & High Density Residential. This paragraph is confusing as it lumps High Density Residential (30-65 DU/AC) in with Medium Density Residential (12-29 DU/AC). Medium Density may support a viable product in the Hollister market in the future, but any densities above approximately 20 DU/AC (townhouses) will be very difficult to develop. High construction costs and low market demand make the Hollister market a tough sell to unsubsidized multifamily builders.</p> <p>Additionally, there is no need for High Density Residential land use and zoning in the Plan. In the Housing Element, HCD allows jurisdictions to use zoned density as a proxy for lower income, as long as certain statutory requirements are met. These include counting sites zoned at 20 units per acre as affordable because Hollister is a “suburban jurisdiction” as opposed to an “urban jurisdiction”. This is called the default density. BIA strongly recommends that reliance on Medium and especially High Density Land Use Designation to achieve housing production numbers be reduced.</p>	The commenter’s opinion regarding the proposed high density residential zoning is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
ORG1-7	Policy LU-2.1. Land Supply. This policy claims to ensure that there is adequate land designated to meet the projected future housing needs of the City. However, as noted earlier in this letter, the Draft 2040 General Plan Update fails to plan for enough housing to support this policy. The Draft Plan land	Since publication of the 2023 Draft EIR, there were further modifications to the proposed SOI boundary. See Section 4.4, <i>Revisions to the 2023 Draft EIR</i> . These changes are outlined in Figure 1-1, <i>Areas of Change Between the 2023 Draft EIR and the Revised Draft EIR</i> , in Chapter 1, <i>Introduction</i> , of the Revised Draft EIR. As

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	supply available for residential capacity must be revised to increase the residential capacity through 2040.	discussed in Section 1.3.3.1, <i>Summary of Revision</i> , in Chapter 1 of the Revised Draft EIR, the potential buildout estimates have subsequently increased from what was proposed in the 2023 Draft EIR as follows: from 6,455 to 10,530 new housing units; from 21,635 to 31,575 new residents; and from 5,755 to 11,170 new jobs by 2040.
ORG1-8	<p>Policy LU-2.6. Medium and High Density Residential. Medium Density and especially High Density housing development in Hollister is generally financially challenged. For sale medium density product above 20 units an acre, such as townhouses, would likely be viable, however 30-60 DU/AC high density will present a very difficult challenge to develop.</p> <p>While market rate high density housing is unlikely to develop in Hollister, subsidized 100% affordable housing may be feasible. 100% affordable projects require funding from a wide variety of sources including local sources. The City should keep the option open for market rate projects to pay inclusionary fees so as to amass local funding for affordable housing projects.</p>	The commenter's opinion regarding the proposed high density residential zoning is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
ORG1-9	Action LU-2.1 Inclusionary Housing. No residential density or housing type is financially viable with a 20% inclusionary affordable housing requirement, according to the City's Consultant. To justify the inclusionary percentage, the City would be forced to authorize a massive increase in density in every residential zoning district, along with concessions and waivers of development standards, impact fees and other development requirements.	See Response ORG1-2 regarding inclusionary housing requirements.
ORG1-10	<p>Open Space and Agricultural Element</p> <p>Policy OS-2.1. Offsets for Loss of Agricultural Land. Requiring 2:1 offset of any agricultural land used for development is may [sic] represent a loss of developable land that could result in a severe</p>	Since publication of the 2023 Draft EIR, there were further modifications to the proposed ALPP. See Section 4.4, <i>Revisions to the 2023 Draft EIR</i> . The proposed ALPP was also revised to reduce the

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	<p>constraint to housing, especially if that land is located within the City's Urban Service Area. Monterey County is now forming their new Agricultural Land Offset policy with a 1:1 mitigation requirement.</p> <p>Ranking offsets on a sliding scale could be keyed to the soil quality of the mitigation land. For instance, the conversion of Prime Farmland might provide a 1.5:1 offset, but other classifications including Land of Local Importance, Grazing land, etc. to provide a 1:1 offset.</p>	<p>rate of land dedication from two acres to one acre of Agricultural Land for each one acre of Agricultural Land to be converted.</p>
ORG1-11	<p>Policy OS-2.2. Agricultural Buffers. 200 foot buffer zones close to the City's identified growth areas would rule out many developable parcels from proceeding because so much project land would be needed for the buffer zone. This policy could be revised to apply only to annexations outside the Sphere of Influence and allow the developer to provide a buffer zone proposal for projects larger than 40 acres adjacent to productive farmland. Coordinated Ag policies with the County of San Benito is key, especially as the City and County are updating their general plans at the same time.</p> <p>The policy should incorporate exemptions and variances to allow building in the buffer area. Consider establishing an "Agricultural Policy Advisory Commission" to hear proposals to build within a buffer area.</p> <p>While the County of Santa Cruz applies a 2:1 agricultural buffer, it has established policies that ease the burden on projects by addressing buffer zone encroachment with some flexible approaches:</p>	<p>The commenter's opinion regarding the proposed agricultural buffer zones is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>

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	<i>In most cases, agricultural buffer reductions can be approved if features are proposed or present that mitigate potential negative impacts to adjacent or surrounding commercial agricultural land. Existing mitigations can include changes in topography, permanent substantial vegetation, or other physical barriers between the agriculture and non-agricultural uses. Proposed mitigations include the establishment of a physical barrier, typically a 6 foot tall solid wood fence with a vegetative buffer and the recordation of a Statement of Acknowledgement on the property title which acknowledges the potential for conflicts between the agricultural and non-agricultural uses.</i>	
ORG1-12	<p>Circulation Element</p> <p>4.1.5 Vehicle Miles Traveled. Mitigating VMT on a project by project basis would help pave the way to failure for housing production under the Draft 2040 General Plan Update. BIA encourages the City to complete an overarching EIR evaluating VMT for the entire City and devise cohesive City-wide policies and solutions supported by residential development mitigation fees. Impact fees, restrictive land use regulations, infrastructure costs, and rising labor costs create serious impediments to addressing the housing affordability crisis the region is facing.</p> <p>It is critical that the City of Hollister continue to produce housing for all incomes. The City high housing costs is a testament to the under production of housing to meet the demands of our robust economy. Unless significantly revised, the Draft 2040 General Plan Update represents a grave threat to the City's obligation under RHNA and will almost certainly result in a constrained housing supply. The Draft 2040 General Plan Update in effect creates a housing moratorium by making it too expensive to build.</p>	<p>As described under Section 4.16.2.1, <i>City of Hollister VMT Significance Criteria</i>, in Chapter 4.16, <i>Transportation</i>, of the Revised Draft EIR, the Governor's Office of Planning and Research (OPR) <i>Technical Advisory on Evaluating Transportation Impacts in CEQA</i> advises jurisdictions to set VMT thresholds at 15 percent below the average for the defining area. Pursuant to the City's <i>DRAFT SB 743 Implementation Guidelines</i>, the defining area is San Benito County. Accordingly, the analysis in the Revised Draft EIR was prepared to meet the City's VMT thresholds to achieve a 15 percent VMT reduction relative to existing county-wide average VMT levels. No additional analysis is required to meet the CEQA requirements for the proposed 2040 General Plan. See Section 4.3, <i>Additional Analysis</i>.</p>

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ORG1-13	<p>Again, BIA offers these comments in the spirit of collaboration and support for the City achieving its housing goals. BIA is committed to working with the City of Hollister to find creative and community based solutions that benefit current and future residents and support a healthy economy and lifestyle.</p> <p>Please feel free to contact me with any questions or comments.</p>	This comment serves as a closing remark. No response is required.
ORG2	Matt Nohr, Orosco Group	
ORG2-1	<p>On behalf of Wright Thirteen LLC and Felipe Nine LLC, the Orosco Group appreciates the opportunity to comment on the City of Hollister Draft 2040 General Plan and Draft Environmental Impact Report (SCH No. 2021040277) dated May 2023. The Orosco Group applauds the City of Hollister for taking a pro-active look at how changing land use, emerging industries, technology, retail demand, housing needs, transportation improvements, demographic trends, and responsible and managed city growth will be addressed in the coming years.</p> <p>With ownership stake in over 25 acres in the northern part of the City, approximately one-quarter of the total area within the City Limits designated North Gateway Commercial (NG), we provide the following comments:</p>	This comment serves as an opening remark. No response is required.
ORG2-2	<p>Comment #1: As depicted on Figure LU-2 Land Use Map, the northern partition of the North Gateway land use area starts at Briggs Road and extends approximately 0.65 miles from the east side of Highway 25 to the west side of San Felipe Road resulting in multiple parcels without direct frontage on the two intended City “entry boulevards”, or parcels that have frontage but excessive depth not conducive to the allowable zoning uses, or parcels mid block between the two “entry boulevards”. To avoid creating these “dead zones”, we recommend amending the North Gateway zoning district allowable uses to include the</p>	The commenter’s opinion regarding the proposed North Gateway zoning is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.

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	<p>following complementary uses that will foster an attractive entry to the City, create technically skilled and high paying jobs, attract new and emerging businesses, and benefit from access to major transportation corridors:</p> <ul style="list-style-type: none"> • Creative / Flex Office • Maker Space • Research & Development (R&D) • E-Commerce • Robotics • Fulfillment & Logistic Centers • Warehouse • Life Sciences <p>The proposed additional allowable uses would also benefit other North Gateway zoned properties on the east side of San Felipe Road that also do not have frontage along the major transportation corridor or have excessive lot depth. These parcels occur between McCloskey Road to the north and North Chappell Road to the south. Since “job creation” is a highly prioritized element of the North Gateway district, the City should allow for these job creators uses. In addition to creating jobs, it will reduce traffic (commuting), improve air quality (reduced length of trips), and make the City a further desirable place to live.</p>	
ORG2-3	<p>Comment #2: Per Section 3.4.1 North Gateway, the North Gateway includes a triangular area northeast of Highway 25 and San Felipe Road north of Downtown that could be developed for automobile dealerships. The site has access from Highway 25, and the dealerships would be visible to all motorists entering the City. In addition to allowing for automobile dealerships and to reflect the transition from combustible to clean air vehicles, we</p>	<p>The commenter’s opinion regarding the proposed North Gateway zoning is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>

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	<p>recommend amending the North Gateway zoning district allowable uses to include the following uses:</p> <ul style="list-style-type: none"> • Electrical Vehicles Services • Collision Centers • Research & Development (R&D) • Manufacturing • Battery and Other Energy Related Power Systems and their Manufacturing, Servicing, and Sales 	
ORG2-4	<p>Comment #3: Figure LU-2 Land Use Map depicts multiple parcels to the east of the Highway 25 and San Felipe Road intersection as High Density Residential that bisects the North Gateway zoning to the north, south and partial east. Given the State's housing crisis and the need for residents to activate commercial uses, reduce vehicle trips / traffic congestion, and reduce the impact to air quality, we recommend amending the North Gateway zoning district allowable uses to feather in adjacent bisects zoning uses to include:</p> <ul style="list-style-type: none"> • High Density Residential • Medium Density Residential 	<p>The commenter's opinion regarding the proposed North Gateway zoning is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>
ORG2-5	<p>Comment #4: Figure LU-2 Land Use Map identifies Industrial land use zoning to the north of McCloskey Rd then immediately jumping to North Gateway zoning to the south. There are a number of existing, successful, and deeply entrenched industrial users along the south side of McCloskey Road that have no frontage along San Felipe Road that are zoned North Gateway creating a legal conforming situation. Further the North Gateway zoning allowable uses are extremely limiting and not viable for parcels with no frontage along a major transportation corridor and/or excessively deep depths. As such, we recommend the City rezone these parcels between McCloskey to North Chappell that have no frontage along San Felipe to Industrial zoning.</p>	<p>The commenter's opinion regarding the proposed North Gateway zoning is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>

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ORG2-6	Comment #5: Per Section 3.4.1 North Gateway, the area is intended to create an entry boulevard for large retail uses that cater to the commuters and other motorists arriving in Hollister from the north along Highway 25 without duplicating services found Downtown. Creating competitive commercial in the NGC designated land use areas will impact the downtown and other commercial centers in the City of Hollister. In addition, with Highway 25 being a commuter's corridor where the highest volume of trip hours occur well before sunrise as residents head to the bay area for work and return home after sunset, the majority of the targeted retail tenants the City envisions will not even be open so commuters will not stop.	The commenter's opinion regarding the proposed North Gateway zoning is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
ORG2-7	Comment #6: Per Section 3.4.1 North Gateway, the area is intended to create an entry boulevard for large retail uses that cater to the commuters and other motorists arriving in Hollister from the north along Highway 25 without duplicating services found Downtown. With the North Gateway district beginning at Briggs Road on the east side of Highway 25 and extending south, the district area is on the opposite side of the flow of traffic it is intended to capture creating the dependance for left-in and left out traffic circulation patterns that will further impact the poor level of service of Highway 25. Further, Highway 25 has restricted access points by Caltrans, therefore it will necessitate increased turning movements at existing intersections which will also slow and impact traffic flow.	The commenter's opinion regarding the proposed North Gateway zoning is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
ORG2-8	Comment #7: The EIR under the utilities section discusses stormwater. The City has recently pushed developers to implement underground stormwater retention / detention facilities that are extremely costly and have their own set of engineering issues. The EIR references the use of drainage ponds / on-grade detention / treatment facilities. We strongly encourage the City to allow the developer to decide which type	The commenter's concern regarding the stormwater systems and application of stormwater retention methods on a project-by-project basis is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.

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	of stormwater system is appropriate in complying with the stormwater codes while also being complementary to the project instead of a one type fits prescriptive approach. On-grade drainage pods and detention systems along with bioswales can be seamlessly integrated into landscape solutions and help reduce the excessive construction required (air quality impact), off-haul of spoils (more construction trip generation and air quality impacts), that underground systems generate.	
ORG2-9	Comment #8: The EIR under the utilities section discusses electrical and gas services. It does not appear the EIR authors are aware of the current lack of infrastructure and extensive service deficiencies PG&E has in providing electric and gas service to the norther part of the City of Hollister. Developers in northern part of Hollister have had to delay projects for over three (3) years due to the lack of available electric service. PG&E appears to be starting to investigate option for new substation and transmission lines but the timing and final implementation remain undetermined.	Future upgrades to energy infrastructure in the EIR Study Area would be under the purview of the California Public Utilities Commission (CPUC). As described in Chapter 4.17, <i>Utilities and Services Systems</i> , of the Revised Draft EIR, PG&E is responsible for maintaining transmission lines in the EIR Study Area and energy services would be provided to future development through connections to existing off-site electrical lines and new on-site infrastructure. The City is aware of the current work that Pacific Gas and Electric Company (PG&E) is conducting to upgrade the Hollister substation to increase capacity for their customers in the EIR Study Area. Implementation of proposed 2040 General Plan Policy CSF-1.5 requires that the City coordinate land use planning activities with the PG&E, San Benito County, internet, and other utility providers to ensure that utility systems are available for new development and are installed to meet the needs of new residents and promote the availability and adequate delivery of reliable, modern, and competitively priced utilities necessary for businesses to prosper. Proposed 2040 General Plan Policy CSF-4.14, Policy CSF-4.15, and Policy CSF-4.16 also requires that the City coordinate with PG&E on energy technology, future growth projections, and peak energy demand calculations of large-scale projects.
ORG2-10	We look forward to continuing our engagement with the City of Hollister's General Plan update process and will continue to respond to your request for input. Thank you for being	This comment serves as a closing remark. No response is required.

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	responsive to all the input you are receiving from community members including residents, customers, business partners, employees, and property owners.	
ORG3	Kristina Chaves Wyatt, San Benito County Business Council	
ORG3-1	<p>Good afternoon,</p> <p>I am writing on behalf of the San Benito County Business Council to provide comments on the City of Hollister General Plan 2040, Climate Action Plan, Agricultural Plans Preservation Program and Draft Environmental Impact Report.</p> <p>Established in 2001, the Business Council is a 501(c) 6 non-profit member-based organization representing over 45 local and regional municipal agencies, businesses, trade organizations and major employers representing more than 6000 employees in the Monterey Bay, Central Coast and South Bay Regions.</p> <p>Our current member & organizational goals include; 1) Retention, expansion, job creation and growth of existing businesses, 2) EDC 2017-2022 Comprehensive Economic Development Strategy (CEDS) Implementation, Supporting development of 2023-2028 CEDS- Supporting new business attraction, 3) Improving Infrastructure: Measure G Implementation- road and highway improvements, broadband, energy, education, housing, water & wastewater, tackling blight & litter, and 4) Building relations with elected officials, staff, regional organizations and community.</p>	This comment serves as an opening remark. No response is required.

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
ORG3-2	There has been a major lack of community outreach and engagement as described in the consultants Scope of Work (i.e., two community outreach events referred in scope, presentations, staff reports). Many of our residents lack access to internet, lack knowledge on how to operate the Zoom application and in many cases were unaware that the virtual meetings were taking place	<p>As described under Section 3.5, <i>Planning Process Summary</i>, in Chapter 3, <i>Project Description</i>, of the Revised Draft EIR, there has been a much greater outreach effort than asserted by the commenter. Outreach efforts are summarized as follows:</p> <ul style="list-style-type: none"> ▪ The process to update the existing 2005 General Plan began in 2019. ▪ A General Plan Advisory Committee provided overall direction, with assistance from citizen representatives, who worked closely with the consultant team and City staff to guide the public process for updating the existing General Plan. ▪ The public process included community engagement and due to the COVID-19 pandemic, which began in early 2020, the City collected community input through virtual workshops and online activities. ▪ The City sought feedback from the community, property owners, business owners, and Planning Commissioners and City Councilmembers. ▪ The working draft 2040 General Plan was reviewed in public discussion and hearings by the Planning Commission and City Council. <p>The City created a General Plan website at www.hollister2040.org to enhance and inform the public process. The website provides all of the documents, maps, and meeting agendas, which are available for public download. The website offers information in both English and Spanish and provides the contact information for City staff so that members of the public can send their thoughts and questions about Hollister and the 2040 General Plan throughout the process. With respect to the community outreach for the proposed project, the commenter is directed to the Hollister General Plan Update 2040 website and specifically the page on Public Engagement:</p>

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
		http://hollister2040.org/public-engagement/ . To date, an overall count of 30 meetings and events have been conducted over the planning process for the General Plan update and EIR.
ORG3-3	<p>On many occasions, community members that posed questions and concerns at the General Plan Public Advisory Committee Meeting were rebuffed, ignored and subjected to condescending behavior by officials, committee members and consultants. We respectfully request and would support the City's efforts to host at least one large-scale, in- person community workshop to present the Draft General Plan and EIR- including "general plan 101" education and workstations with detailed information on each element, the proposed Agricultural Plans Preservation Program (ALPP) and Climate Action Plan (CAP). EJ-2 states, "Promote civic engagement in the public decision-making process."</p> <p>Stakeholder groups, especially in agriculture (i.e, the San Benito County Farm Bureau) were not targeted for outreach and engagement. Please conduct this engagement to inform and encourage community participation.</p> <p>Phone calls and emails to the City regarding the Plan were not returned, responded to.</p>	<p>The commenter's request for additional public meetings and outreach on the Draft General Plan and EIR is acknowledged for the record. The City finds there are no exceptional or unusual circumstances in the project process that warrant extending the project process timeline or hosting additional meetings. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required.</p>
ORG3-4	<p>We are concerned that the EIR was prepared prior to draft General Plan review by the public, the City Planning Commission and City Council. Please extend the review and comment period on the Draft General Plan for 60-days and pause work on the EIR until the plan is completed to ensure that the impacts of the final Plan are evaluated, the Draft EIR presented to the public followed by time to prepare and submit comments.</p>	<p>The comment expresses a concern about the environmental review process. There is no requirement under CEQA or the CEQA Guidelines for the General Plan update to be final prior to the commencement or completion of the environmental analysis for the proposed project. The City will consider all comments on the Draft General Plan and will make any revisions to the Revised Draft EIR as needed. Please see Chapter 5, <i>Revisions to the Revised Draft EIR</i>, of this Final EIR for any revisions to the Revised Draft EIR based on</p>

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
		<p>comments received during the 45-day public review period of the Revised Draft EIR.</p> <p>With respect to extending the timeline of the project, there is no statute or case law that compels the extension of the public comment period upon request; the decision regarding whether to extend the review period is at the discretion of the lead agency. As stated in Response ORG3-3, the City finds there are no exceptional or unusual circumstances in the project process that warrant an extension of the 45-day public review period to provide comments on the adequacy of the 2023 Draft EIR or Revised Draft EIR.</p>
ORG3-5	Additional consideration should be made for habitat conservation and mitigation measures already in place (i.e., California Tiger Salamander). Additional consideration may also be revisited for joining the County's efforts underway to develop a Habitat Conservation Plan.	The commenter's suggestion about habitat conservation is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
ORG3-6	Consider extending the Sphere of Influence further outward to the Urban Service Area or even the Planning Area to help support longer term, comprehensive planning, public utilities and services. This is especially important [sic] apply City codes and standards for curbs, gutters, sidewalks, roads and parks.	Since publication of the 2023 Draft EIR, there were further modifications to the proposed SOI boundary. See Section 4.4, <i>Revisions to the 2023 Draft EIR</i> . These changes are outlined in Figure 1-1, <i>Areas of Change Between the 2023 Draft EIR and the Revised Draft EIR</i> , in Chapter 1, <i>Introduction</i> , of the Revised Draft EIR.
ORG3-7	<p>Regarding the 2:1 proposed ALPP, please consider matching San Benito County's 1:1 policy as that ratio best adheres to 1.3.7 "maintain productive and VIABLE ag land."</p> <p>Additionally, any lands within the Plan that have low density or zoning other than agriculture cannot be re-zoned/downzoned to agriculture as investments and planning have been in place for other uses.</p>	<p>Since publication of the 2023 Draft EIR, there were further modifications to the proposed ALPP. See Section 4.4, <i>Revisions to the 2023 Draft EIR</i>. The proposed ALPP was also revised to reduce the rate of land dedication from two acres to one acre of Agricultural Land for each one acre of Agricultural Land to be converted.</p> <p>The commenter's concerns about agricultural production and buffer requirements are acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment</p>

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
	<p>Lands are only productive and viable for agricultural production if the commodities are marketable, when food safety programs can be implemented, where adequate, high-quality water is readily available and ag/urban interfaces (dust, noise, ag inputs, employees, heavy equipment traffic) can be avoided.</p> <p>Furthermore, the proposed ALPP, in addition to the 200-foot buffer requirement and the VMT presents major obstacles to job growth and meeting our housing needs. These policies do not confirm to 1.3.2 “attracting employment generating uses” and “range of housing choices.”</p>	will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
ORG3-8	<p>Local job creation reduces commuting and reduces/eliminates traffic.</p> <p>Consider adding educational attraction to 3.4.1 North Gateway Special Planning Area.</p>	The commenter’s suggestions about North Gateway Special Planning Area are acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
ORG3-9	Evaluate the opportunities and implications of the California Opportunity Zone and high-wage job creation in 3.4.2 West Gateway Special Planning Area.	The commenter’s suggestions about West Gateway Special Planning Area are acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
ORG3-10	Extend the Buena Vista Road Special Planning Area west to SR156 to help ensure continuity with planning future growth in an area with existing infrastructure and access to current and planned regional transportation networks.	The commenter’s suggestions about the Buena Vista Road Special Planning Area are acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
ORG3-11	Thank you for the opportunity to provide comments and for your consideration of our questions, concerns and ideas.	This comment serves as a closing remark. No response is required.

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
	Please don't hesitate to reply with any questions, concerns or needs.	
ORG4	Matt Nohr, Orosco Group	
ORG4-1	<p>On behalf of Wright Thirteen LLC and Felipe Nine LLC, The Orosco Group appreciates the opportunity to comment on the City of Hollister Draft 2040 General Plan and Draft Environmental Impact Report (SCH No. 2021040277) dated May 2023. The Orosco Group applauds the City of Hollister for taking a proactive look at how changing land use, emerging industries, technology, retail demand, housing needs, transportation improvements, demographic trends, and responsible and managed city growth will be addressed in the coming years.</p> <p>Wright Thirteen LLC and Felipe Nine LLC have owned a combined 25 acres in the North Gateway district of City since 2017 and 2018 respectively, approximately one-quarter of the total area within the City Limits designated North Gateway Commercial (NG) as depicted on Exhibit A-1. During that time we have pursued development strategies that are intended to realize the vision of the City's General Plan and Zoning Code. During the same period of time we have observed a changing opportunity set that reduced demand for certain approved uses and increased demand for uses that are either very similar to the existing approved uses in the North Gateway Zone or consistent with certain rezoning that is proposed by the current draft 2040 GP update.</p>	<p>This comment serves as an opening remark. No response is required.</p> <p>Note that this is the second of two comment letters provided by the Orosco Group. The first comment letter is numbered ORG2 and responses to that letter are provided in Responses ORG2-1 through ORG2-10.</p>
ORG4-2	<p>Comment #1:</p> <p>Towards the goal of advancing immediate economic development opportunities for the City and our 25 acres, as well as the 16 acres owned by our neighbor and affiliate Hollister-Forever 16 LLC (which property is presently within the County but proposed for annexation) as depicted in Exhibit A-2: we</p>	<p>The commenter's suggestion regarding the proposed North Gateway zoning is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>

COMMENTS AND RESPONSES

TABLE 4-1 **RESPONSES TO COMMENTS ON THE DRAFT EIR**

Comment #	Comment	Response
	<p>would encourage you to please consider amending allowable uses within the North Gateway zoning to include the following complementary uses:</p> <ol style="list-style-type: none"> 1) Research & Development 2) Creative / Flex Office / Maker Space 3) Life Sciences related facilities (including but not limited to, Sales, Manufacturing, Fulfillment, Service, Logistics, Warehouse, Wholesaling and Distribution) 4) E-Commerce related facilities (including but not limited to, Sales, Manufacturing, Fulfillment, Service, Logistics, Warehouse, Wholesaling and Distribution) 5) Robotics related facilities (including but not limited to, Sales, Manufacturing, Fulfillment, Service, Logistics, Warehouse, Wholesaling and Distribution) 6) Computer, Artificial Intelligence, and Technology related facilities (including but not limited to, Sales, Manufacturing, Fulfillment, Service, Logistics, Warehouse, Wholesaling and Distribution) 7) Data Centers and the technological evolution thereof. <p>All of the above uses are unmentioned in the current zoning code but are consistent with the existing spirit and intent of the North Gateway Zone. In many cases, they are the result of technology or trends that did not exist at the time of the last General Plan Update. The allowance of these uses within the North Gateway will foster an attractive entry to the City. As consistent with the prioritized “job creation” in the the [sic] North Gateway district, this proposal create [sic] technically skilled and high paying jobs and attract new and emerging businesses. Given that the benefits from access to major transportation corridors. These uses will reduce traffic</p>	

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
	(commuting), improve air quality (reduced length of trips), and make the City a further desirable place to live.	
ORG4-3	<p>Comment #2: Per Section 3.4.1 North Gateway, the North Gateway includes a triangular area northeast of Highway 25 and San Felipe Road north of Downtown that could be developed for automobile dealerships. The site has access from Highway 25, and the dealerships would be visible to all motorists entering the City. In addition to allowing for automobile dealerships and to reflect the transition from combustible to clean air vehicles, we recommend amending the North Gateway zoning district allowable uses to include the following uses:</p> <ul style="list-style-type: none"> 8) Electrical Vehicles related facilities (including but not limited to, Sales, Manufacturing, Fulfillment, Service, Logistics, Warehouse, Wholesaling and Distribution) 9) Battery, Solar, & Alternative Energy Related facilities (including but not limited to, Sales, Manufacturing, Fulfillment, Service, Logistics, Warehouse, Wholesaling and Distribution) <p>All of the above uses are unmentioned in the current zoning code but are consistent with the existing spirit and intent of the North Gateway Zone. In many cases, they are the result of technology or trends that did not exist at the time of the last General Plan Update. The allowance of these uses within the North Gateway will foster an attractive entry to the City. As consistent with the prioritized “job creation” in the the [sic] North Gateway district, this proposal create [sic] technically skilled and high paying jobs and attract new and emerging businesses. Given that the benefits from access to major transportation corridors. These uses will reduce traffic</p>	<p>The commenter’s suggestion regarding the proposed North Gateway zoning is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
	(commuting), improve air quality (reduced length of trips), and make the City a further desirable place to live. Comment #3: [sic]	
ORG4-4	<p>Comment #3: As depicted on Figure LU-2 Land Use Map (Exhibit A1 and A2), the northern partition of the North Gateway land use includes multiple parcels without direct frontage on the two intended City “entry boulevards”, as well as parcels that have frontage but excessive depth not conducive to the allowable zoning uses, or parcels mid-block between the two “entry boulevards”. Hard corners at the intersection of most roads within in the North Gateway Zone have already been developed with uses currently permitted within the zone. Further, a number of the existing retail approved uses within the NG zone are disconnected with current market demand as well as the priority of supporting the vibrancy of the City’s downtown and existing commercial centers. To avoid creating “dead zones” additional uses should be added to the list of allowed uses within the North Gateway Zone that are presently [sic] permitted in other zones, but also consistent with the spirit, intent and other uses already permitted within the NG zone:</p> <ul style="list-style-type: none"> 10) Professional Offices 11) Convenience Store 12) Food Products / Food Processing 13) Pharmaceuticals 14) Repair and Maintenance- Consumer Products 15) Equipment Sales, Services, Rental 16) Food and Beverage Sales 17) Health / Fitness Clubs (Recreation) 18) Storage, Personal Storage Facilities 	The commenter’s suggestion regarding the proposed North Gateway zoning is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
ORG4-5	<p>Comment #4: Figure LU-2 Land Use Map (Exhibit A1 and A2) depicts multiple parcels to the east of the Highway 25 and San Felipe Road</p>	The commenter’s suggestion for an overlay district is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
	<p>intersection as High Density Residential that bisects the North Gateway zoning to the north, south and partial east. Multiple parcels on the south side of N Chappell and the parcel on the northeast corner of San Felipe and N Chappell are also identified in Figure LU-2 Land Use Map as High Density Residential. Given the State's housing crisis and the need for residents to activate commercial uses, reduce vehicle trips / traffic congestion, and reduce the impact to air quality, we request High Density Residential zoning continue to our Felipe Nine LLC parcel, the existing group of legal non-conforming residential parcels, and the CALTRANS yard on the north side of N Chappell which are all immediately adjacent to identified High Density Residential zoning areas and lack any frontage on San Felipe making them viable for NG uses (See Exhibit A3). As an alternative to modifying the zoning, we request the City implement an overlay district that allows for High Density Residential within the NG zone.</p>	<p>4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>
ORG4-6	<p>Comment #5: The EIR under the utilities section discusses stormwater. The City has recently pushed developers to implement underground stormwater retention / detention facilities that are extremely costly and have their own set of engineering issues. The EIR references the use of drainage ponds / on-grade detention / treatment facilities. We strongly encourage the City to allow the developer to decide which type of stormwater system is appropriate in complying with the stormwater codes while also being complementary to the project instead of a one type fits prescriptive approach. On-grade drainage pods and detention systems along with bioswales can be seamlessly integrated into landscape solutions and help reduce the excessive construction required (air quality impact), off-haul of spoils (more</p>	<p>The commenter's concern regarding the stormwater systems and application of stormwater retention methods on a project-by-project basis is acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
	construction trip generation and air quality impacts), that underground systems generate.	
ORG4-7	<p>Comment #9 [sic]:</p> <p>The EIR under the utilities section discusses electrical and gas services. It does not appear the EIR authors are aware of the current lack of infrastructure and extensive service deficiencies PG&E has in providing electric and gas service to the norther part of the City of Hollister. Developers in northern part of Hollister have had to delay projects for over three (3) years due to the lack of available electric service. PG&E appears to be starting to investigate option for new substation and transmission lines but the timing and final implementation remain undetermined.</p>	See Response ORG2-9 regarding PG&E infrastructure and coordination.
ORG4-8	We look forward to continuing our engagement with the City of Hollister's General Plan update process and will continue to respond to your request for input. Thank you for being responsive to all the input you are receiving from community members including residents, customers, business partners, employees, and property owners.	This comment serves as a closing remark. No response is required.
GOV4-9	Exhibit A1- Figure LU-2 Land Use Map	Exhibit A1 is the land use map presented as Figure LU-2 in the proposed 2040 General Plan. The exhibit is acknowledged for the record. The exhibit does not address the adequacy of the Revised Draft EIR, and no further response is required.
GOV4-10	Exhibit A2- Figure LU-2 Land Use Map	Exhibit A2 is a zoomed in extent of the land use map presented as Figure LU-2 in the proposed 2040 General Plan calling out the Hollister-Forever 116 LLC Property, Wright 13 LLC Property, and Felipe Nine LLC Property. The exhibit is acknowledged for the record. The exhibit does not address the adequacy of the Revised Draft EIR, and no further response is required.
GOV4-11	Exhibit A3- Proposed High Density Multi-family Residential Rezone or Overlay District	Exhibit A3 is a zoomed in extent of the land use map presented as Figure LU-2 in the proposed 2040 General Plan. The exhibit outlines the area requested to be rezoned to High Density Multi-Family

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
Members of the Public		
PUB1	Jim Safranek	
PUB1-1	<p>The 2020 GP claims groundwater overdraft for Hollister has been eliminated by the SBCWD.</p> <p>Growth is dependent upon secure and long-lasting water supplies, and 73% of current Hollister water supply comes from groundwater.</p> <p>Is the 2020 GP claim regarding groundwater supply as managed by SBCWD still accurate?</p> <p>Are any wells currently or historically showing signs of overdraft?</p> <p>How much groundwater is going to be available to Hollister over the next 20-50 years?</p> <p>Is long-term groundwater use analyzed and included in the climate adaptation section of the GP update?</p> <p>Is the future status of water from the CVP included in long term hydrologic and climate change sections of the GP update?</p> <p>Please confirm you've received these GP update comments.</p>	<p>Residential or Overlay District that allows for High Density Residential within the North Gateway Zone. The exhibit is acknowledged for the record. The exhibit does not address the adequacy of the Revised Draft EIR, and no further response is required.</p> <p>The commenter's questions about groundwater are acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p> <p>With respect to the analysis regarding groundwater-related impacts, please see Chapter 4.10, <i>Hydrology and Water Quality</i>, of the Revised Draft EIR.</p>
PUB2	Ingrid and Alex Sywak	
PUB2-1	Dear Ms. Hopper, The PC is reviewing the EIR next Thursday. An important component is the City's Transportation and VMT policy.	This comment serves as an opening remark. No response is required.
PUB2-2	<p>Figure 4.16-2 references: Source: Kimley Horn, 2020. PlaceWorks, 2023. Kindly provide the link, or .pdf?</p> <p>Page 18, Section 4.16, footnote 6, references City of Hollister. 2023. DRAFT SB 743 Implementation Guidelines, March 14. Kindly provide the link, or .pdf?</p>	The commenter is requesting a link to the sources listed on Figure 4.16-2, <i>County Express Fixed Route Map</i> , shown in Chapter 4.16, <i>Transportation</i> , of the Draft EIR. Kimley Horn and Associates is a consulting firm that prepared the transportation background and analysis provided in the Draft EIR and PlaceWorks is the consulting

COMMENTS AND RESPONSES

TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR

Comment #	Comment	Response
		<p>firm that prepared the Draft EIR. Information about Kimley Horn and PlaceWorks can be found on their company websites:</p> <ul style="list-style-type: none"> ▪ https://www.kimley-horn.com/ ▪ https://placeworks.com/ <p>Since publication of the 2023 Draft EIR, Figure 4.16-2, <i>County Express Tripper Transit Route</i>, in Chapter 4.16, <i>Transportation</i>, of the Revised Draft EIR has been revised to show the most recent County Express Tripper routes. The source for the figure can be found on the San Benito County Express website: http://gocountyexpress.org/tripper/.</p> <p>As described under Section 4.16.2.1, <i>City of Hollister VMT Significance Criteria</i>, in Chapter 4.16 of the Revised Draft EIR, the <i>SB 743 Implementation Guidelines</i> that was prepared for the City by Kimley Horn, was updated in March 2023. The <i>SB 743 Implementation Guidelines</i> can be found in Appendix F, <i>Revised Transportation Data</i>, of the Revised Draft EIR.</p>
PUB2-3	You may know the City of San Jose next Tuesday will amend their VMT policy adopted February, 2018. One of their VMT mitigations is project density. In essence, if a proposed project density is double the 1/2 mile areage [sic] density, the project can be presumed to reduce its designated VMT by 30%. Have attached the page reference from CSJ's Transportation Handbook and the cited 2002 study. Does the City of Hollister intend to include an equivalent mitigation as CSJ is adopting?	The commenter's suggestion on including a mitigation like San Jose's VMT policy acknowledged for the record. The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
PUB2-4	Thank you for providing the above info requests	This comment serves as a closing remark. No response is required.
Public Hearing		
PH1	Jeffrey Small, July 16, 2024	
PH1-1	Expresses appreciation and support of the 2040 General Plan goals and policies on behalf of the San Benito High School District. Requests more time to go over details of policies to	The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
	ensure that the second high school the District is planning will have access to municipal services.	bodies as part of this Final EIR for their consideration in reviewing the project.
PH2	Alexander Sywak, July 16, 2024	
PH2-1	Asserts that proposed 2040 General Plan Policy LU-1.5 is contrary to State Law.	The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
PH2-2	Notes that a number of parcels that are proposed to undergo land use designation changes have already undergone a series of changes and asserts that Planning Commissioners were not familiar with topography and VMT generated by the parcels. Requests the documentation of land use changes and that the APNs of parcels are made available in GIS.	<p>Previous Planning Commission meeting agendas and agenda packets can be accessed here: https://hollister.ca.gov/government/commissions/planning_commission.php</p> <p>Previous City Council meeting agendas and agenda packets can be accessed here: /https://hollisterca.iqm2.com/Citizens/Default.aspx</p> <p>The Draft General Plan 2040 Land Use Map can be accessed online here: https://cosb.maps.arcgis.com/apps/webappviewer/index.html?id=b2ffdd03d63749bcbd1da3c810eece3e</p> <p>The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i>. The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.</p>
PH3	Dennis Martin, July 16, 2024	
PH3-1	Notes that State law determines the mitigations for school facilities through Senate Bill 50 and the City cannot impose additional mitigation measure on development projects.	The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.

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TABLE 4-1 RESPONSES TO COMMENTS ON THE DRAFT EIR		
Comment #	Comment	Response
PH3-2	Expresses concerns about land use density designations in residential zoning districts, especially mixed-use, on behalf of Building Industry Association. Asserts that the City has never proven that they can develop at these densities. Encourages the City to revisit designation and density requirements of these districts, especially in the Downtown mixed-use districts, to allow for lower density developments.	The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
PH4	Victor Gomez, July 16, 2024	
PH4-1	Expresses concern about the mixed-use and high-density requirements. Asserts that the California Department of Housing and Community Development should have categorized the City/County as a suburban jurisdiction and the City should write a letter to express their opposition to the current designation.	The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.
PH5	Dennis Martin, July 16, 2024	
PH5-1	Notes previous concerns about the cost of updating the General Plan. Points out that every development project is required to pay a General Plan Update fee and asserts that the City needs to revisit the fee requirements to ensure it covers the cost of updating the General Plan.	The comment does not address the adequacy of the Revised Draft EIR, and no further response is required. See Section 4.1, <i>Project Merits</i> . The comment will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.

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5. Revisions to the Revised Draft EIR

This chapter includes text revisions to the Revised Draft EIR, including the goals, policies, and actions in the Draft General Plan 2040, that were made in response to agency and organization comments, as well as staff-directed changes. These text revisions include typographical corrections, insignificant modifications, amplifications and clarifications of the Revised Draft EIR. In each case, the revised page and location on the page is presented, followed by the textual, tabular, or graphical revision. Underlined text represents language that has been added to the EIR; text with ~~strikethrough~~ represents language that has been deleted from the Revised Draft EIR. None of the revisions to the Revised Draft EIR constitutes significant new information as defined in CEQA Guidelines Section 15088.5; therefore, the Revised Draft EIR does not need to be recirculated.

CHAPTER 1, INTRODUCTION

The text under the “Revisions to the Agricultural Lands Preservation Program” subheading in Section 1.3.3.1, *Summary of Revisions*, on page 1-6 of the Revised Draft EIR is hereby amended as follows:

The proposed revisions are limited to reducing the rate of land dedication from two acres to one acre of Agricultural Land for each one acre of Agricultural Land to be converted. This change is shown as follows:

Section 17.1328.050, Overall Requirement. Before any Development Project that involves conversion of one (1) acre or more of Agricultural Land to uses other than Agricultural Uses may occur, Agricultural Conservation Easements on other Agricultural Lands that comply with criteria established in Section 17.1328.090 shall be dedicated to the City of Hollister or to an Easement Holder selected by the City of Hollister, at a rate of at least ~~two~~ one (21) acres of Agricultural Land for each one (1) acre of Agricultural Land to be converted [21:1 ratio].

CHAPTER 2, EXECUTIVE SUMMARY

Please see Chapter 2 of this Final EIR for revisions to the executive summary.

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CHAPTER 3, PROJECT DESCRIPTION

The first paragraph under Section 3.2, *Overview*, on page 3-2 of the Revised Draft EIR is hereby amended as follows:

The existing 2005 General Plan was comprehensively adopted in 2005 and includes a horizon year of 2023. A number of state and federal laws guiding general plan policies have also been updated during this time. As such, there is a need to take stock of the existing situation and plan for sustainable development in line with an updated vision for Hollister. The proposed 2040 General Plan focuses on meeting current community requirements and future needs. Accordingly, the City is undertaking a comprehensive update to the 2005 General Plan. The proposed 2040 General Plan guides the city's economic and physical growth as well as preservation of natural and agricultural resources over an approximately 15-year buildout horizon and replaces the City's existing 2005 General Plan, with the exception of the Housing Element. The City's Housing Element (2015 to 2023) was adopted in 2016 and is incorporated into the proposed 2040 General Plan by reference. The current Housing Element has already undergone separate environmental review as part of its adoption process; however, the residential development that could occur under the Housing Element is incorporated into the residential development analyzed as part of this EIR. The proposed 2040 General Plan, including the goals, policies, and actions, would require map and text amendments to the General Plan Land Use Map. The proposed 2040 General Plan also includes proposed amendments to the City's Sphere of Influence (SOI) to plan for projected growth and to improve City services. In conjunction with these General Plan amendments, Title 17, *Zoning*, of the Hollister Municipal Code (HMC), would be amended for consistency with the proposed 2040 General Plan. While most of the amendments to the HMC would occur in the future through a separate process, the proposed project includes an amendment to adopt the proposed ALPP as HMC Chapter 17.~~13~~28.

The third bullet point of the bulleted list under Section 3.7.1.3, *General Plan Land Use Designations*, on page 3-15 of the Revised Draft EIR is hereby amended as follows:

- **Medium-Density Residential (11 to ~~19-29~~ units/gross acre).** This land use designation accommodates more intensive forms of residential development. Medium-Density Residential land uses provide greater housing choices in the city for different family sizes and incomes (examples include duplexes and triplexes). In the Medium Density Residential land use designation, new single-family detached residential development is not a permitted use. Existing Medium-Density Residential land uses are close to the community and retail services downtown, and future Medium-Density Residential uses are intended to be located near other services, such as neighborhood shopping centers, parks and open spaces areas, and near minor and major collector streets where sufficient access can be provided.

The ninth bullet point of the bulleted list under Section 3.7.1.3, *General Plan Land Use Designations*, on page 3-16 of the Revised Draft EIR is hereby amended as follows:

- **North Gateway Commercial (~~30 to 65~~ units/gross acre; 2.0 FAR).** This land use designation is intended to foster an attractive entry to the city by featuring commercial and service-oriented businesses along with high-employment uses such as office parks. The guidelines described in the "Special Planning

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Areas” section of the proposed Land Use and Community Design Element stipulates additional criteria that development within the North Gateway Special Planning Area must meet.

The text under Section 3.7.3, *Agricultural Lands Preservation Program*, on page 3-24 of the Revised Draft EIR is hereby amended as follows:

The proposed project includes a new addition to the HMC Title 17, *Zoning*. The proposed addition would be adopted and codified as new HMC Chapter 17.1328, *Agricultural Lands Preservation Program*. The purpose of the proposed Agricultural Lands Preservation Program is to ensure the benefits of agricultural activities are maintained by requiring that activities that convert existing agricultural lands to non-agricultural uses (i.e., urban uses) directly address that loss through a program that funds agricultural conservation easements. The proposed chapter is as follows.

Chapter 17.1328, *Agricultural Lands Preservation Program*.

- **Section 17.1328.010, *Chapter Title*.** The ordinance codified in this chapter shall be known and may be cited as the “Agricultural Lands Preservation Program” of the City of Hollister.
- **Section 17.1328.020, *Purpose*.** Due to favorable soil and topographical and climatic conditions, the City of Hollister contains large areas of local, State and Federal classified agricultural lands. These lands are environmental and economic assets that contribute to local quality of life. The purpose of this Agricultural Lands Preservation Program is to ensure the benefits of agricultural activities are maintained by requiring that activities that convert existing agricultural lands to urban uses directly address that loss through a program that funds agricultural conservation easements.
- **Section 17.1328.030, *Definitions*.**
 - ***Agricultural Conservation Easement.*** An Agricultural Conservation Easement is a legally binding deed limitation which has been executed voluntarily by the owner of the land subject to the easement, the purpose of which is to retain the land in its agricultural condition. The terms of the easement remain binding even when the land is sold or passed to heirs.
 - ***Agricultural Lands.*** Agricultural Lands subject to this Program are defined as:
 1. All lands defined as Prime Agricultural Land per California Government Code 51201. These include the following:
 - a. All land that qualifies for rating as class I or class II in the Natural Resource Conservation Service land use capability classifications.
 - b. Land which qualifies for rating 80 through 100 in the Storie Index Rating.
 - c. Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture.
 - d. Land planted with fruit- or nut-bearing trees, vines, bushes, or crops which have a nonbearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than two hundred dollars (\$200) per acre.
 - e. Land which has returned from the production of unprocessed agricultural plant products an annual gross value of not less than two hundred dollars (\$200) per acre for three of the previous five years.

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2. All lands currently used for an Agricultural Use per California Government Code 51201. This means use of the land, including for greenhouses, for the purpose of producing an agricultural commodity for commercial purposes.
 3. All lands classified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland or Farmland of Local Importance by the California Department of Conservation (DOC) on the most recently published map of the Farmland Mapping and Monitoring Program (FMMP). Agricultural Lands developed for non-agricultural use prior to the adoption of this Program are not included in this definition. The four (4) classifications of farmland referenced above are defined by the DOC as follows:
 - a. *Prime Farmland*. Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. Prime Farmland has the soil quality, growing season, and moisture needed to produce sustained high yields. In order to qualify as Prime Farmland, land must meet the specific soil criteria required by the United States Department of Agriculture (USDA) Natural Resources Service (NRCS.)
 - b. *Farmland of Statewide Importance*. Farmland of Statewide Importance is similar to Prime Farmland, but with minor shortcomings, such as steeper slopes or less ability to store soil moisture. To qualify as Farmland of Statewide Importance, land must meet the specific soil criteria required USDA NRCS.
 - c. *Unique Farmland*. Unique Farmland consists of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California.
 - d. *Farmland of Local Importance*. Farmland of Local Importance is land of importance to the local economy, as defined by each county's local advisory committee and adopted by its Board of Supervisors. Farmland of Local Importance is either currently producing or has the capability of production; but does not meet the criteria of Prime, Statewide or Unique Farmland. For the purposes of this ordinance and as adopted by the San Benito County Board of Supervisors, Farmland of Local Importance is defined as land cultivated as dry cropland for wheat, barley, oats, safflower and grain hay, as well as orchards affected by boron within the area specified in San Benito County Resolution Number 84-3. If the County of San Benito expands the definition of Farmland of Local Importance to include more lands, such lands shall also be considered to be Farmland of Local Importance under this ordinance.
 4. All lands which in the reasonable judgment of the City of Hollister have the physical characteristics and yield potential to qualify as one of the classifications in Section 17.1328.030.B.2 above. Whether or not the land under consideration is currently used for agricultural production shall not be a criterion in this determination.
- ***Agricultural Lands Preservation Program Administration Fee.*** The Agricultural Lands Preservation Program Administration Fee (also referred to as the Administration Fee) refers to a fee paid to the City of Hollister which will be credited to a City fund and used by the City and/or transferred to the Program Manager for the purpose of administering the Agricultural Lands Preservation Program and/or to cover ongoing management and monitoring of the Agricultural Conservation Easements.

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- ***Agricultural Use.*** Agricultural Use means the use of land, including for greenhouses, for the purpose of producing an agricultural commodity for commercial purposes, per California Government Code 51201.
- ***Arm's Length Transaction.*** An Arm's Length Transaction is a business deal in which buyers and sellers act independently without one party influencing the other.
- ***Developer.*** A Developer is a person or entity who files an application to develop land under the jurisdiction of the City of Hollister.
- ***Development Project.*** A Development Project is a project to convert the use of land that is subject to an application under the jurisdiction of the City of Hollister.
- ***Easement Holder.*** An Easement Holder is a government entity or 501(c)(3) tax-exempt nonprofit corporation that takes ownership of, or authority over, real property and/or Agricultural Conservation Easements at the behest of an owner. The City will consider the following criteria when selecting an Easement Holder:
 1. Whether the entity is based locally, is statewide, or is a regional branch of a national organization, with preference given to a locally-based organization;
 2. Whether the entity has an established record of holding easements for the purposes of conserving Agricultural Land;
 3. Whether the entity has a history of holding easements in San Benito County;
 4. Whether the entity is operating in compliance with the most recent version of the Land Trust Alliance's "Standards and Practices" available at the Land Trust Alliance Resource Center.

An Easement Holder may also serve as the Program Manager. The City of Hollister may also serve as an Easement Holder.

- ***Highest and Best Use.*** Highest and Best Use refers to the legal use of vacant or improved land that is physically possible and financially feasible, and that results in the highest value.
- ***Legal Parcel.*** A Legal Parcel is a portion of land separated from another parcel or portion of land in accordance with the Subdivision Map Act. A separate Assessor's Parcel Number (APN) alone shall not constitute a legal parcel.
- ***Program Manager.*** The Program Manager is a government entity or Section 501(c)(3) tax-exempt nonprofit organization selected by and accountable to the City of Hollister to serve as the manager of the Agricultural Lands Preservation Program. The City will consider the following criteria when selecting the Program Manager:
 1. Whether the entity is based locally, is statewide, or is a regional branch of a national organization, with a preference given to a locally-based organization;
 2. Whether the entity has an established record of managing Agricultural Land;
 3. Whether the entity has a history of managing easements in San Benito County;
 4. Whether the entity is operating in compliance with the most recent version of the Land Trust Alliance's "Standards and Practices" available at the Land Trust Alliance Resource Center.

The Program Manager may also serve as an Easement Holder. The City of Hollister may also serve as the Program Manager.

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- **Section 17.~~1328~~.040, *Applicability*.** The regulations and provisions of this chapter shall apply to all public and private Development Projects under the jurisdiction of the City of Hollister, which would result in the conversion of at least one (1) acre of Agricultural Land for uses other than Agricultural Uses.
- **Section 17.~~1328~~.050, *Overall Requirement*.** Before any Development Project that involves conversion of one (1) acre or more of Agricultural Land to uses other than Agricultural Uses may occur, Agricultural Conservation Easements on other Agricultural Lands that comply with criteria established in Section 17.~~1328~~.090 shall be dedicated to the City of Hollister or to an Easement Holder selected by the City of Hollister, at a rate of at least one (1) acre of Agricultural Land for each one (1) acre of Agricultural Land to be converted [1:1 ratio].

The total acreage for which Agricultural Conservation Easements are dedicated shall be calculated based on the total acreage subject to conversion, not the total size of the Legal Parcel(s) on which the development is to be located, unless the total size of the area of the subject Legal Parcel(s) not subject to conversion is ten (10) acres or less, in which case the total acreage for which Agricultural Conservation Easements are dedicated shall be calculated based on the total size of the subject Legal Parcel(s).

- **Section 17.~~1328~~.060, *Timing*.** Agricultural Conservation Easements shall be dedicated to the City of Hollister or to an Easement Holder specified by the City of Hollister prior to the issuance of grading permits or building permits that would result in the conversion of Agricultural Land.
- **Section 17.~~1328~~.070, *Program Mechanism*.** The requirements of this Agricultural Lands Preservation Program may be satisfied in one of the following two ways:
 - ***Dedication of Agricultural Conservation Easement(s)*.** The Developer shall dedicate Agricultural Conservation Easement(s) to either the City of Hollister or to an Easement Holder specified by the City of Hollister, subject to the following provisions:
 1. The location and characteristics of all lands acquired for Agricultural Conservation Easements shall comply with the eligibility requirements established in Section 17.~~1328~~.090 and Section 17.~~1328~~.100.
 2. A Developer dedicating the Agricultural Conservation Easement(s) shall pay the Agricultural Lands Preservation Program Administration Fee as described in Section 17.~~1328~~.110.A.
 3. Water rights deemed essential to the conservation of the agricultural purpose and ongoing support of the Agricultural Use of the land shall be conditioned in the Agricultural Conservation Easement.
 4. The City Council and Program Manager shall review each potential Agricultural Conservation Easement prior to contribution by the Developer for consistency with the purpose and mechanisms established in this ordinance.

If the Agricultural Conservation Easement is dedicated to an Easement Holder other than the City of Hollister, the dedication shall include the stipulation that the Agricultural Conservation Easement shall revert to the City of Hollister if the Easement Holder ceases to operate or fulfill the terms of this Agricultural Lands Preservation Program.

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- *Payment of In-Lieu Fees.* The payment of an Agricultural Conservation Easement in-lieu fee is subject to the following provisions:
 1. Rather than dedicating an Agricultural Conservation Easement(s), the Developer may pay a fee to the City of Hollister calculated to be equal to the cost of acquiring required Agricultural Conservation Easement(s).
 2. The dollar amount of the in-lieu fee shall be determined by the City Council following review of a study prepared by the Developer, peer reviewed by the Program Manager and/or a consultant selected by the City, and recommended by the Planning Commission. The peer review shall be paid for by the Developer.
 3. The in-lieu fee shall be calculated based on the actual value of the required Agricultural Conservation Easement(s) and on transaction costs associated with transactions to acquire such easements.
 4. The Planning Commission shall review the in-lieu fee proposal for consistency with these guidelines prior to submitting it for approval by the City Council. The Commission shall make a formal recommendation to the Council for consideration.
 5. The City Council shall approve by resolution the amount and other terms of the in-lieu fee.
 6. A Developer paying an in-lieu fee instead of dedicating Agricultural Conservation Easement(s) shall also pay the Agricultural Lands Preservation Program Administration Fee as described in Section 17.1328.110.A.
- **Section 17.1328.080, *Administration of the Overall Program and In-Lieu Fees.***
 - *Program Administration.*
 1. Agricultural Conservation Easements generated by this Program shall be dedicated to the City of Hollister or an Easement Holder approved by the City under the terms of this ordinance, and shall be recorded in San Benito County.
 2. If an Agricultural Conservation Easement is held by an Easement Holder other than the City of Hollister, the Easement Holder may be compensated for costs incurred related to holding the easement, as may be agreed among the City, the Program Manager and the Easement Holder, based on the character and acreage of the Agricultural Conservation Easement, using funds collected through the Agricultural Lands Preservation Program Administration Fee.
 - *In-Lieu Fee Administration.*
 1. Within sixty (60) days after collection by the City, in-lieu fees shall be transferred to a fund administered by the Program Manager.
 2. In-lieu fees shall be used to acquire Agricultural Conservation Easements on eligible Agricultural Lands, which shall be dedicated to the City of Hollister or an Easement Holder approved by the City of Hollister under the terms of this ordinance, and shall be recorded in San Benito County.
- **Section 17.1328.090, *Eligible Lands.*** To achieve the purpose of this chapter, lands proposed for acquisition of Agricultural Conservation Easements shall share the characteristics of Agricultural Land and meet the following criteria:
 - The lands shall be located in the City of Hollister Planning Area, as defined in the City of Hollister General Plan.

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- The farmland classification shall be equal to or better than the classification of the land converted.
- The lands shall support an active Agriculture Use at the time that easements are acquired or shall be capable of supporting an Agricultural Use within one (1) year as determined by the Program Manager. Lands not actively supporting an Agricultural Use shall be brought into Agricultural Use by the Program Manager, using funds paid for by the Developer, in excess of other funds required by this Program, within one (1) year of dedication. The amount of funds to be paid to bring the land into Agricultural Use shall be agreed upon by the Developer, Program Manager and City in advance of the acceptance of the easement and approval of the Development Project.
- Where a dedication of twenty (20) or more acres is required, lands shall be composed of legal parcel(s) of twenty (20) net acres or more in size. Parcels less than twenty (20) net acres in size shall only be allowed for dedication if merged to meet the minimum size requirement prior to execution of the Agricultural Conservation Easement.
- Where a dedication of less than 20 acres is required, lands shall be composed of a single legal parcel. In this case, multiple parcels shall only be allowed for dedication if merged to meet the minimum size requirement prior to execution of the Agricultural Conservation Easement.
- The lands shall be served by a water supply adequate to support Agricultural Use of the land, and the water rights on the lands proposed for acquisition of Agricultural Conservation Easements shall be protected in the Agricultural Conservation Easement in accordance with State water rights law.
- The dedication shall be consistent with a plan for overall acquisition of Agricultural Conservation Easements in the City of Hollister Planning Area if such a plan is adopted by the City of Hollister.
- **Section 17.1328.100, *Ineligible lands*.** A property is ineligible for acquisition of Agricultural Conservation Easements if it does not meet the requirements of Section 17.1328.090 or if any of the circumstances below apply:
 - The property is currently encumbered by any conservation, flood or other easement that cannot be subordinated to the Agricultural Conservation Easement.
 - The property is under public ownership at the time of the proposed acquisition of the Agricultural Conservation Easement.
 - The property is subject to conditions that practicably prevent utilizing the property for a viable Agricultural Use.
- **Section 17.1328.110, *Agricultural Lands Preservation Program Administration Fee*.** The Developer shall pay a one-time Agricultural Lands Preservation Program Administration Fee to cover the cost of stewardship and administration of the Agricultural Lands Preservation Program by the City and Program Manager, which shall be calculated as follows:
 - *Dedicated lands.* If the Developer dedicates existing Agricultural Conservation Easement(s), the fee shall be ten percent (10%) of the value of the easements dedicated.
 1. If the easements were acquired through an Arm's Length Transaction in the one-year period prior to dedication to the City of Hollister, the value of the easements on which the Administration Fee shall be based will be the acquisition cost of the easements.
 2. If the easements were not acquired through an Arm's Length Transaction and/or were acquired more than one-year prior to dedication to the City of Hollister, the value of the easements on which the Administration Fee shall be based will be determined by the City

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Council after review of a report prepared by a real estate appraiser certified in agricultural conservation easement appraisals and licensed in California, and paid for by the Developer, which shall be peer reviewed by a consultant selected by the City and Program Manager and reviewed by the Planning Commission. The appraisal and peer review shall both be paid for by the Developer.

- *In-lieu fees.* If the Developer pays an in-lieu fee, the Administration Fee shall be ten percent (10%) of the in-lieu fee.
- **Section 17.1328.120, *Monitoring, Enforcing and Reporting.*** Easements acquired in accordance with this Chapter shall be monitored and enforced in compliance with the following provisions:
 - *Monitoring.* The Program Manager shall annually monitor all easements acquired in accordance with these regulations and shall review and monitor the implementation of all management and maintenance plans for these lands and easement areas.
 - *Enforcing.* The Program Manager shall enforce compliance with the terms of the Agricultural Conservation Easement. Any costs incurred in enforcing the terms of the Agricultural Conservation Easement, including costs of suit and reasonable attorney's fees, and any costs of restoration necessitated by the Developer's violation of the terms of the Agricultural Conservation Easement (including costs of routine monitoring compliance) from such time as the violation was first identified through completion, to the satisfaction of the Program Manager, of any required restoration, shall be borne by the Developer.
 - *Reporting.* The Program Manager shall provide to the City Development Services Director an annual report delineating the activities undertaken pursuant to the requirements of these guidelines and assessment of these activities. The report shall describe the status of all lands and easements acquired in accordance with this Chapter, including a summary of all enforcement actions (if any), a detailed statement of financial activities, and the status of all easements acquired via the provisions of this ordinance.

CHAPTER 4.2, AGRICULTURAL RESOURCES

The first paragraph after the bulleted list of proposed General Plan goals, policies, and actions that would serve to minimize potential adverse impacts on agricultural resources in Impact Discussion AG-1 on page 4.2-11 of the Revised Draft EIR is hereby amended as follows:

As described in Chapter 3, *Project Description*, of this Revised Draft EIR, in addition to the proposed 2040 General Plan, the proposed project includes a new addition to the HMC Title 17, *Zoning*. The proposed addition would be adopted and codified as new HMC Chapter 17.1328, *Agricultural Lands Preservation Program*. The purpose of the proposed Agricultural Lands Preservation Program (ALPP) is to ensure the benefits of agricultural activities are maintained by requiring that activities that convert existing agricultural lands to nonagricultural uses (i.e., urban uses) directly address that loss through a program that funds agricultural conservation easements. The proposed ALLP would serve to be beneficial to agricultural resources by minimizing the negative effects of agricultural land conversion. The proposed ALPP would apply to all public and private development projects under the jurisdiction of the City that would result in the conversion of at least one acre of agricultural land for uses other than agricultural

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uses. Prior to the issuance of grading permits or building permits for such development projects, eligible agricultural conservation easements on other agricultural lands shall be dedicated to the City of Hollister or to an easement holder selected by the City, at a rate of at least one acre of agricultural land for each one acre of agricultural land to be converted (1:1 ratio).

CHAPTER 4.3, AIR QUALITY

The bulleted list under the “Ambient Air Quality Standards for Criteria Air Pollutants” subheading in Section 4.3.2.3, *Regulatory Framework*, on page 4.3-10 of the Revised Draft EIR is hereby amended as follows:

- **Assembly Bill (AB) 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.
- **Heavy-Duty (Tractor-Trailer) Greenhouse Gas (GHG) Regulation.** The tractors and trailers subject to this regulation must either use USEPA SmartWay-certified tractors and trailers or retrofit their existing fleet with SmartWay-verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low-rolling-resistance tires. Sleeper-cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay-verified low-rolling-resistance tires. This rule has criteria air pollutant co-benefits.
- **Senate Bill (SB) 1078 and SB 107: Renewables Portfolio Standards.** A major component of California’s Renewable Energy Program is the renewables portfolio standard established under SBs 1078 (Sher) and 107 (Simitian). Under this standard, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent to reach at least 20 percent by December 30, 2010.
- **California Code of Regulations (CCR) Title 20: Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR 1601–1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances. This code reduces natural gas use from appliances.
- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and nonresidential buildings adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977. This code reduces natural gas use from buildings.
- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. This code reduces natural gas use from buildings.

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- **17 CCR, Sections 1,2,3,4,5,6,8 and Appendix A of Method 310: Consumer Products Regulation.** The State of California recently completed its revisions to the state's Regulations for Reducing VOC Emissions from Consumer Products. The amendments target insecticides and cleaning products—specifically aerosol air fresheners—with the intent of significantly reducing VOC content in certain items and eliminating the sale of others that contained a published list of toxic substances.

The bulleted list under the “MBARD Rules” subheading in Section 4.3.2.3, *Regulatory Framework*, on page 4.3-13 of the Revised Draft EIR is hereby amended as follows:

The following MBARD rules limit emissions of air pollutants from construction and operation from development projects:

- **Rule 400 – Visible Emissions.** Discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.
- **Rule 402 – Nuisances.** No person shall discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 424 – National Emission Standards for Hazardous Air Pollutants.** All suspect building materials, in each building, that will be disturbed by planned demolition or renovation activities shall be sampled and analyzed for asbestos or assumed to be asbestos containing.
- **Rule 426 – Architectural Coatings.** This rule limits the emissions of ROG's from the use of architectural coatings.

Table 4.3-4, *Attainment Status of Criteria Pollutants in the NCCAB*, under Section 4.3.2.4, *Existing Conditions*, on page 4.3-18 of the Revised Draft EIR is hereby amended as follows:

TABLE 4.3-4 ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE NCCAB

Pollutant	State	Federal
Ozone	Nonattainment Attainment	Attainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Attainment	Attainment
CO	Unclassified ^a	Attainment
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment
Lead	Attainment	Attainment

Note:

a. State designation for San Benito County.

Sources: Monterey Bay Air Resources District, March 15, 2017, *2012-2015 Air Quality Management Plan*, Table 3-2, *Attainment Status for the North Central Coast Air Basin*, https://www.mbard.org/files/6632732f5/2012-2015-AQMP_FINAL.pdf; *California Air Resources Board, November 14, 2023, Public Hearing to Consider the Proposed 2023 Amendments to the Area Designations for State Air Quality Standards Staff Report: Initial Statement of Reasons, Appendix C: Maps and Tables of Area Designations for State and National Ambient Air Quality Standards*, <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2024/areades/appc.pdf>.

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The second paragraph under the “Operation (Long-Term Emissions)” subheading of Impact Discussion AIR-2 on page 4.3-38 of the Revised Draft EIR is hereby amended as follows:

Implementation of the proposed project would result in direct and indirect criteria air pollutant emissions from transportation, energy (e.g., natural gas use), and area sources (e.g., aerosols and landscaping equipment). Mobile-source criteria air pollutant emissions are based on the traffic analysis conducted by Kimley-Horn (see Appendix F, *Revised Transportation Data*, of this Revised Draft EIR). Emissions from consumer products are based on the statewide per capita consumer product use emission rates in the CalEEMod User’s Guide and do not reflect the recent adoption of CARB’s Consumer Product Regulations. The emissions forecast for the EIR Study Area from implementation of the proposed project compared to existing conditions (with 2040 emissions rates) is shown in Table 4.3-9, *EIR Study Area Criteria Air Pollutant Emissions Forecast*. As shown in Table 4.3-9, implementation of the proposed project would result in an increase in criteria air pollutant emissions from existing conditions. This increase is based on the difference between existing land uses and land uses associated with development that could occur over the buildout horizon of the proposed 2040 General Plan, as well as an estimate of population and employment in the EIR Study Area in the 2040 horizon year.

The third paragraph under the “Operation (Long-Term Emissions)” subheading of Impact Discussion AIR-2 on page 4.3-39 of the Revised Draft EIR is hereby amended as follows:

As shown in the Table 4.3-9, potential future development that could occur over the buildout horizon of the proposed 2040 General Plan would generate operational (long-term) air pollutant emissions that exceed MBARD’s regional significance thresholds for VOC, NO_x, and CO in 2040. Emissions of VOC and NO_x that exceed the MBARD regional threshold would cumulatively contribute to the O₃ ~~nonattainment designation of levels in~~ the NCCAB.³⁴ Emissions of CO that exceed MBARD’s regional significance thresholds would cumulatively contribute to the O₃ ~~and~~ particulate matter (PM₁₀ and PM_{2.5}) nonattainment designations of the NCCAB.

Footnote 34: The NCCAB was recently redesignated as attainment for Ozone. California Air Resources Board, November 14, 2023, Public Hearing to Consider the Proposed 2023 Amendments to the Area Designations for State Air Quality Standards Staff Report: Initial Statement of Reasons, Appendix C: Maps and Tables of Area Designations for State and National Ambient Air Quality Standards. <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2024/areades/appc.pdf>.

The third paragraph under the “Construction (Short-Term Emissions)” subheading of Impact Discussion AIR-2 on page 4.3-46 of the Revised Draft EIR is hereby amended as follows:

Construction activities that could occur under the proposed project would occur over the buildout horizon of the proposed 2040 General Plan, causing short-term emissions of criteria air pollutants. However, information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity from potential future development. Due to the scale of development activity associated with buildout through 2040, emissions would likely exceed the MBARD regional significance thresholds. In accordance with the MBARD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the NCCAB. The NCCAB is designated as nonattainment for the O₃ ~~and~~ PM₁₀.³⁶ Emissions of VOC and NO_x are precursors to the formation of O₃. In addition, NO_x is a precursor to

6. *Mitigation Monitoring and Reporting Program*

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the proposed City of Hollister 2040 General Plan (2040 General Plan), Climate Action Plan (CAP), and Agricultural Lands Preservation Program (ALPP) project, herein referred to as the “proposed project.” The purpose of the MMRP is to ensure the implementation of mitigation measures identified as part of the environmental review for the proposed project. The MMRP includes the following information:

- The full text of the mitigation measures;
- The party responsible for implementing the mitigation measures;
- The timing for implementation of the mitigation measure;
- The agency responsible for monitoring the implementation; and
- The monitoring action and frequency.

The mitigation measures in this MMRP shown in Table 6-1, *Hollister 2040 General Plan Mitigation Monitoring and Reporting Program*, shall be applied to all future development anywhere in the EIR Study Area. The City of Hollister must adopt this MMRP, or an equally effective program, if it approves the proposed project with the mitigation measures that were adopted or made conditions of project approval.

MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 6-1 HOLLISTER 2040 GENERAL PLAN MITIGATION MONITORING AND REPORTING PROGRAM

General Plan Policies/Actions and CEQA-Required Mitigation	Implementation		Agency Responsible for Monitoring	Monitoring		Status
	Party Responsible for Implementation	Implementation Timing		Monitoring Action	Monitoring Frequency	Completion Date
AGRICULTURAL RESOURCES (AG)						
Policy OS-2.1: Offsets for Loss of Agricultural Land. Require that all new developments that convert agricultural land to urban uses provide for preservation of the same amount agricultural land in perpetuity.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Action OS-2.1: Offsets for Agricultural Land Conversion. Require the creation and adoption of an agricultural preservation program to address the conversion of land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City Limits and Sphere of Influence to nonagricultural uses.	City of Hollister Community Development Department		City of Hollister Community Development Department		Once	
AIR QUALITY (AQ)						
Policy NRC-3.6: Technical Assessments. Require project applicants to prepare technical assessments evaluating potential project construction and operation phase-related air quality impacts to the City of Hollister for review and approval prior to project approval. Such evaluations shall be prepared in conformance with Monterey Bay Air Resources District (MBARD) criteria and methodology in assessing air quality impacts. If air pollutants are found to have the potential to exceed the MBARD-adopted thresholds of significance, ensure mitigation measures, such as those listed in the General Plan Environmental Impact Report, are incorporated to reduce air pollutant emissions during construction or operational activities.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Policy NRC-3.14: Construction Health Risk Assessment. Require project applicants of discretionary projects on sites greater than one acre, within 1,000 feet of sensitive land uses (e.g., residences, schools, day care facilities, and nursing homes, etc.), as measured from the property line of the project, that utilize off-road equipment of 50 horsepower or more, and that occur for more than 12 months of active construction (i.e., exclusive of interior renovations) to prepare a construction health risk assessment (HRA) in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and Monterey Bay Air Resources District (MBARD). If the construction HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD, require	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	

MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 6-1 HOLLISTER 2040 GENERAL PLAN MITIGATION MONITORING AND REPORTING PROGRAM

	Implementation			Monitoring		Status
General Plan Policies/Actions and CEQA-Required Mitigation	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Completion Date
the project applicant to identify and demonstrate measures, such as those listed in the General Plan Environmental Impact Report, that can reduce potential cancer and noncancer risks to an acceptable level.						
Policy NRC-3.15: Operational Health Risk Assessment. Require project applicants of discretionary projects to prepare an operational health risk assessment (HRA) for industrial or warehousing land uses and commercial land uses that would generate substantial diesel truck travel (i.e., 100 diesel trucks or 40 or more trucks with diesel-powered transport refrigeration units per day based on the California Air Resources Board recommendations for siting new sensitive land uses) prior to project approval. The operational HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Monterey Bay Air Resources District (MBARD). If the operational HRA shows that the incremental cancer risk exceeds 10 in a million, the appropriate noncancer hazard index exceeds 1.0; or the thresholds as determined by the MBARD, the City shall require the project applicant to identify and demonstrate measures, such as those listed in the General Plan Environmental Impact Report, that can reduce potential cancer and noncancer risks to an acceptable level.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
BIOLOGICAL RESOURCES (BIO)						
Policy NRC-1.4: Specialized Surveys for Special-Status Species and Sensitive Natural Communities. Require that sites with suitable natural habitat, including creek corridors through urbanized areas, be surveyed for special-status species and sensitive natural communities prior to development approval as part of the environmental review process. Such surveys shall be conducted by a qualified biologist and occur prior to development-related vegetation removal. All surveys shall take place during appropriate seasons to determine presence or absence, including nesting or breeding occurrences, with a determination on whether the project site contains suitable habitat for such species and sensitive natural community types. These results would inform the site assessment and environmental review process for proposed developments and other activities that could adversely affect special-status species.	Project applicants; Qualified biologists	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	

MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 6-1 HOLLISTER 2040 GENERAL PLAN MITIGATION MONITORING AND REPORTING PROGRAM

General Plan Policies/Actions and CEQA-Required Mitigation	Implementation		Agency Responsible for Monitoring	Monitoring		Status
	Party Responsible for Implementation	Implementation Timing		Monitoring Action	Monitoring Frequency	Completion Date
Policy NRC-1.5: Biological Site Assessment. Require a biological resource assessment for proposed development on sites with natural habitat conditions that may support special-status species, sensitive natural communities, or regulated wetlands and waters. The assessment shall be prepared prior to project approval and conducted by a qualified biologist to determine the presence or absence of any sensitive resources that could be affected by proposed development, shall provide an assessment of the potential impacts, and shall define measures for protecting the resource and surrounding buffer habitat, in compliance with City policy and state and federal laws. An assessment shall not be necessary for locations where past and existing development have eliminated natural habitat and the potential for presence of sensitive biological resources and regulated waters.	Project applicants; Qualified biologists	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Policy NRC-1.6: Mitigation of Potential Impacts on Special-Status Species and Sensitive Habitat Areas. Require that potential significant impacts on special-status species, occurrences of sensitive natural communities, or regulated wetlands and waters be minimized through adjustments and controls on the design, construction, and operations of a proposed project prior to project approval. Where impacts to these sensitive biological habitat areas are unavoidable, appropriate compensatory mitigation shall be required by the City. Such compensatory mitigation shall be developed and implemented in accordance with City policy and any relevant state and federal regulations. These may include on-site set asides, off-site acquisitions (conservation easements, deed restrictions, etc.), and specific restoration efforts that benefit the special-status species and sensitive habitat areas.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Policy NRC-1.7: Preconstruction Surveys for the San Joaquin Kit Fox. Require preconstruction surveys for the San Joaquin kit fox prior to project approval, in accordance with the U.S. Fish and Wildlife Service Guidelines for Preconstruction Surveys for the endangered San Joaquin Kit Fox, for new developments in the County-designated kit fox habitat area. Development in the habitat area boundaries	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	

MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 6-1 HOLLISTER 2040 GENERAL PLAN MITIGATION MONITORING AND REPORTING PROGRAM

	Implementation			Monitoring		Status
General Plan Policies/Actions and CEQA-Required Mitigation	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Completion Date
shall be assessed an impact fee by the County for every home or acre developed.						
Policy NRC-1.8: California Red-Legged Frog and California Tiger Salamander Site Assessments. Require site assessments by a qualified biologist to evaluate the potential for proposed projects in identified Critical Habitat areas for the California red-legged frog and/or California tiger salamander to have a negative effect on these species. Such assessments shall be prepared prior to project approval and identify any high-quality habitat for these species and shall be peer reviewed by a second qualified biologist. Protocol surveys may be warranted to confirm presence or absence of these species based on the results of the habitat assessment. Development in areas with identified high-quality occupied habitat shall be avoided. High-quality habit includes sites known to be occupied by the species, breeding habitat, large areas of suitable habitat, and the absence of nearby development.	Project applicants; Qualified biologists	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Policy NRC-1.9: Surveys and Mitigation for Burrowing Owls. Require project applicants with proposed projects on grazing or fallow agricultural land to conduct a survey for burrowing owls in accordance with the latest guidelines of the California Department of Fish and Wildlife prior to project approval. Project applicants in the Fairview Road/Santa Ana Road area shall be required to develop and implement a mitigation plan to avoid or otherwise compensate for any disturbance to the burrowing owl colony in that area. This plan shall be developed in coordination with the California Department of Fish and Wildlife.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Policy NRC-1.10: Preconstruction Surveys for Nesting Birds. Require preconstruction surveys for nesting native birds, to be conducted prior to site disturbance by a qualified biologist, for those projects that would affect on-site oaks or orchards, or which would involve vegetation removal and construction during the nesting season (February 1 to August 31). The City shall allow no construction activities that would result in the disturbance of an active native bird nest (including tree removal) to proceed until after it has been	Project applicants; Qualified biologists	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	

MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 6-1 HOLLISTER 2040 GENERAL PLAN MITIGATION MONITORING AND REPORTING PROGRAM

General Plan Policies/Actions and CEQA-Required Mitigation	Implementation		Agency Responsible for Monitoring	Monitoring		Status
	Party Responsible for Implementation	Implementation Timing		Monitoring Action	Monitoring Frequency	Completion Date
determined by a qualified biologist that the nest has been abandoned.						
Policy NRC-1.13: Wetland Preservation. Require appropriate public and private wetlands preservation, restoration, and/or rehabilitation through compensatory mitigation in the development process for unavoidable impacts. Continue the City's practice of requiring mitigation for projects that would affect wetlands in conjunction with requirements of state and federal agencies.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Policy NRC-1.14: Wetlands Delineation. Require a delineation of jurisdictional waters by a qualified wetland specialist at the outset of the project planning stage of any proposed development that may contain wetlands or other regulated waters. This delineation shall be verified and approved by the U.S. Army Corps of Engineers or the Regional Water Quality Control Board where federally regulated waters are absent prior to project approval.	Project applicants; Qualified wetland specialists	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
CULTURAL RESOURCES (CUL)						
Policy LU-19.1: Historic Structure Preservation, Renovation, and Rehabilitation. Require the preservation, renovation and rehabilitation of historic structures that conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures and the California Historical Building Code and require project applicants to demonstrate compliance with these standards when proposing new or redevelopment that could affect historic structures in Hollister.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Policy LU-19.5: Historic Structure Alteration. Prior to approving alteration (including demolition) of historically significant buildings, require the evaluation of alternatives, including structural preservation, relocation or other mitigation, and demonstrate that financing has been secured for replacement use. Demolition of historically significant buildings shall only be considered after all other options have been thoroughly reviewed and exhausted.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	

MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 6-1 HOLLISTER 2040 GENERAL PLAN MITIGATION MONITORING AND REPORTING PROGRAM

General Plan Policies/Actions and CEQA-Required Mitigation	Implementation		Agency Responsible for Monitoring	Monitoring		Status
	Party Responsible for Implementation	Implementation Timing		Monitoring Action	Monitoring Frequency	Completion Date
Policy NRC-2.3: Protection and Preservation of Archaeological Resources. Require project applicants to comply with state and federal standards to evaluate and mitigate impacts to tribal resources prior to project approval. Continue to require that project areas found to contain significant archaeological resources be examined by a qualified consulting archaeologist with recommendations for protection and preservation.	Project applicants; Qualified consulting archaeologists	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Policy NRC-2.4: Tribal Coordination During Project Construction. Require the developer of a proposed project that could impact a tribal cultural resource to contact an appropriate tribal representative to train construction workers on appropriate avoidance and minimization measures, requirements for confidentiality and culturally appropriate treatment, other applicable regulations, and consequences of violating State laws and regulations prior to construction.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Policy NRC-2.5: Preconstruction Investigations. Require project applicants to prepare preconstruction investigations of potential tribal cultural resources and on-site mitigation for all developments prior to the issuance of building permits.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
GEOLOGY AND SOILS (GEO)						
Policy HS-1.1: Location of Future Development. Permit development only in areas where potential danger to the health, safety, and welfare of the community can be adequately mitigated. This includes prohibiting development that would be subject to severe flood damage or geological hazard because of its location and/or design and that cannot be mitigated to safe levels. Development shall also be prohibited where emergency services, including fire protection, cannot be provided.	City of Hollister Community Development Department					

MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 6-1 HOLLISTER 2040 GENERAL PLAN MITIGATION MONITORING AND REPORTING PROGRAM

General Plan Policies/Actions and CEQA-Required Mitigation	Implementation		Agency Responsible for Monitoring	Monitoring		Status
	Party Responsible for Implementation	Implementation Timing		Monitoring Action	Monitoring Frequency	Completion Date
Policy HS-1.2: Safety Considerations in Development Review. Require project applicants to prepare appropriate studies to assess identified hazards and ensure that impacts are adequately mitigated prior to project approval.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Policy HS-3.2: Geotechnical and Geologic Review. Require all geologic hazards to be adequately addressed and mitigated prior to the issuance of certificate of occupancy through project development. Development proposed within areas of potential geological hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties.	Project applicants	Prior to issuance of certificate of occupancy	City of Hollister Community Development Department	Issuance of certificate of occupancy	Once	
Policy HS-3.3: Engineering Tests for Geologic Conditions. Require engineering tests prior to issuance of building permits for those development projects that may be exposed to impacts associated with expansive soils, so that building foundation footings, utility lines, roadways, and sidewalks can be designed to accept the estimated degree of soil contraction, expansion, and settlement, according to the standards of the Uniform Building Code.	Project applicants	Prior to issuance of building permit	City of Hollister Community Development Department	Issuance of building permit	Once	
NOISE (NOI)						
Policy HS-8.1: Protect Noise Sensitive Areas from Unacceptable Traffic Noise Levels. Protect the noise environment in existing residential areas by requiring mitigation measures be identified prior to project approval for the operational phase of projects under the following circumstances: (a) the project would cause the day-night average sound level (L_{dn}) to increase 5 dB(A) where ambient noise is below 60 dB(A); (b) the project would cause the L_{dn} to increase 3 dB(A) where ambient noise is between 60 dB(A) and 70 dB(A); or (c) the project would cause the L_{dn} to increase 1.5 dB(A) where ambient noise is 70 dB(A) or greater.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	

MITIGATION MONITORING AND REPORTING PROGRAM

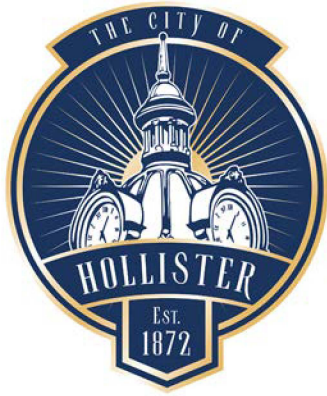
TABLE 6-1 HOLLISTER 2040 GENERAL PLAN MITIGATION MONITORING AND REPORTING PROGRAM

General Plan Policies/Actions and CEQA-Required Mitigation	Implementation		Agency Responsible for Monitoring	Monitoring		Status
	Party Responsible for Implementation	Implementation Timing		Monitoring Action	Monitoring Frequency	Completion Date
Action HS-8.1: Review New Development for Potential Noise Impacts. Require review of all development proposals prior to project approval to verify that the proposed development would not increase noise beyond the City's established thresholds and that it would not generate noise that would be incompatible with existing uses in the vicinity of the proposed development.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Action HS-8.6: Periodic Updates to Noise Ordinance. Require the Noise Ordinance to incorporate the noise-related policies presented in the Hollister General Plan and to develop a procedure for handling noise complaints.	City of Hollister Community Development Department					
Action HS-8.8: Noise and Vibration Thresholds. Require adoption of the noise and vibration thresholds applied in the General Plan Environmental Impact Report into the Noise Ordinance. For noise thresholds, this shall include the Federal Transit Administration's (FTA) criteria for acceptable levels of construction noise as well as Construction Equipment Noise Emission Levels based on a distance of 50 feet between the equipment and noise receptor. For vibration thresholds, this shall include FTA criteria for acceptable levels of groundborne vibration during operation of commercial or industrial uses and groundborne vibration for various types of construction equipment. If vibration levels exceed the FTA limits for construction, alternative methods/equipment shall be used.	City of Hollister Community Development Department					
Action HS-8.9: Construction Best Management Practices. Require the adoption of the construction best management practices outlined in the General Plan Environmental Impact Report to be incorporated into the Noise Ordinance to minimize construction noise to the extent feasible.	City of Hollister Community Development Department					

MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 6-1 HOLLISTER 2040 GENERAL PLAN MITIGATION MONITORING AND REPORTING PROGRAM

	Implementation			Monitoring		Status
General Plan Policies/Actions and CEQA-Required Mitigation	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Completion Date
TRANSPORTATION (TRANS)						
Policy C-1.5: Transportation Demand Management. Require new development to reduce single-occupant vehicle usage using Transportation Demand Management strategies prior to project approval.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	
Action C-1.1: Performance and Monitoring. Require the monitoring of the City's mode split progress on reducing VMT and reducing GHG emissions from VMT, as data is available.	City of Hollister Community Development Department					
Action C-1.2: VMT Mitigation Banking Fee Program. Require the establishment of a Vehicle Miles Traveled (VMT) Mitigation Banking Fee Program. This program shall fund the construction of facilities throughout Hollister that support active transportation (cycling and walking) and transit ridership to mitigate VMT impacts from new development.	City of Hollister Community Development Department					
Policy C-4.6: Transportation Demand Management Requirements. Require new or existing developments that meet specific size, capacity, and/or context conditions to implement Transportation Demand Management strategies and other single-occupancy vehicle reduction methodologies. Require new developments to comply with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets of the City’s VMT CEQA thresholds prior to project approval.	Project applicants	Prior to project approval	City of Hollister Community Development Department	Project approval	Once	







Notice of Availability Revised Draft Environmental Impact Report City of Hollister

Date: July 3, 2024
To: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Interested Organizations
From: Eva Kelly, Planning Manager
City of Hollister
Development Services Department – Planning Division
339 Fifth Street
Hollister, CA 95023

Subject: Notice of Availability of the Revised Draft Environmental Impact Report (EIR) for the Hollister 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program
Lead Agency: City of Hollister Development Services Department
Project Title: Hollister 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program
Project Area: City of Hollister and the Planning Area

Notice is hereby given that the City of Hollister has prepared a Revised Draft EIR (State Clearinghouse No. 2021040277) for the proposed Hollister 2040 General Plan, Climate Action Plan, and Agricultural Lands Preservation Program (proposed project).

Project Description: The Hollister 2040 General Plan (2040 General Plan) brings the current General Plan up to date with the latest State and federal legislation around urban development, transportation, climate resilience, and safety and responds to local and regional housing needs, fosters economic growth and local job creation, enhances civic identity and placemaking, and protects sensitive natural resources. The proposed Climate Action Plan (CAP) identifies strategies and measures to reduce greenhouse gas emissions generated by existing and future uses in Hollister. The proposed Agricultural Lands Preservation Program (ALPP) ensures the benefits of agricultural activities are maintained by requiring that activities that convert existing agricultural lands to non-agricultural uses (i.e., urban uses) directly address that loss through a program that funds agricultural conservation easements.

Recirculation: A Draft EIR was prepared for the proposed project and was circulated for review in 2023 (2023 Draft EIR). Since the release of the 2023 Draft EIR but prior to certification, changes were made to the proposed project. Accordingly, the City is recirculating the Draft EIR to provide additional analysis as a result of the changes to the project description. The Revised Draft EIR provides an additional assessment of potential environmental consequences of the approval and implementation of the proposed project as revised. The revisions to the proposed 2040 General Plan include changes to some proposed land use designations and the sphere of influence boundary has been further modified from what was proposed in the 2023 Draft EIR. Subsequently, the potential buildout estimates have increased from what was proposed in the 2023 Draft EIR. The proposed changes to the CAP involve adjustments to the emissions estimates. The proposed changes to the ALPP are limited to reducing the rate of land dedication from two acres to one acre of Agricultural Land for each one acre of Agricultural Land to be converted. A complete summary of changes is included in Chapter 1, *Introduction*, of the Revised Draft EIR.

Environmental Review: The Revised Draft EIR identifies less-than-significant impacts for aesthetics, biological resources, cultural and tribal cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services and recreation, utilities and service systems, and wildfire. The Draft EIR identifies potential significant and unavoidable at the program level in the topics of agricultural resources, air quality, noise, and transportation.

Document Availability: This notice, the Revised Draft EIR, project information, including relevant documents, information on upcoming meetings, and ways you can provide feedback can be viewed online at <https://hollister2040.org/>.

Submitting Comments: Members of the public, agencies, and interested organizations are invited to provide comments on the Revised Draft EIR that focus on whether the Revised Draft EIR is sufficient in discussing possible impacts to the physical environment, ways in which potential adverse effects may be avoided or minimized through mitigation measures, and alternatives to the project in light of the purpose of the EIR to provide useful and accurate information about such factors. A public meeting to accept verbal comments will be held on **Tuesday, July 16, 2024, at 3:30 p.m.** The meeting can be attended two ways: at City Hall Council Chambers (375 Fifth Street, Hollister, CA 95023) or via the Zoom platform (https://us02web.zoom.us/webinar/register/WN_O9HCwqNTRrKcbyZtAJ2XPQ)

Comments can be submitted prior to, during, or after the public meeting, but should be submitted by the end of the 45-day review period at **5:00 p.m. on Friday, August 16, 2024**. Please send your written comments to Eva Kelly, at the address shown above or email generalplan@hollister.ca.gov with “Hollister GPU 2040, CAP, and ALPP Revised EIR” as the subject. Public agencies providing comments are asked to include a contact person for the agency.

Hazardous Materials/Waste Disclosure: A search of the online databases on February 13, 2024, identified sites that have not been fully remediated or closed. The complete list and location of active cleanup sites within the EIR Study Area is shown in Table 4.9-1, *Active Hazardous Material Cleanup Sites in the EIR Study Area*, and on Figure 4.9-1, *Hazardous Materials Cleanup Sites*, of the Draft EIR.

Attachment:
EIR Study Area

