

Mitigated Negative Declaration

Bridge Road Outfall Full Capture System and Stormwater Improvements at the Industrial Wastewater Treatment Plant

April 23, 2021

**Prepared by
EMC Planning Group**



CITY OF HOLLISTER

375 Fifth Street • Hollister, CA 95023-3876

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

In compliance with the California Environmental Quality Act (CEQA), City of Hollister Management Services Department has undertaken environmental review for the proposed Bridge Road Outfall Full Capture System and Storm Water Improvements at the Industrial Wastewater Treatment Plant, and intends to adopt a Mitigated Negative Declaration. The City of Hollister invites all interested persons and agencies to comment on the proposed Mitigated Negative Declaration.

Lead Agency: City of Hollister

Project Location: Corner of Bridge Road and Bridgevale Road, Hollister; and Industrial Wastewater Treatment Plant, Hollister

Project Description: The City is proposing two projects to improve stormwater quality. The first project is installation of a full capture system at the Bridge Road Outfall to capture trash before the stormwater reaches the San Benito River. The second project is construction of a diversion structure at Apricot Lane outfall and associated improvements at the Industrial Wastewater Treatment Plant. The projects are proposed to comply with water quality requirements of the Regional Water Quality Control Board.

Public Review Period: Begins–April 30, 2021
Ends – June 1, 2021

Proposed Mitigated Negative Declaration is Available for Public Review at these Locations: Hollister, City Hall
375 Fifth Street
Hollister, CA 95023
(831) 636-4340
Or online at:
<http://hollister.ca.gov/>

Address Where Written Comments May be Sent: Brett Miller, City Manager
City of Hollister
375 Fifth Street
Hollister, CA 95023
coh-manager@hollister.ca.gov

Public Hearing: To be determined

MITIGATED NEGATIVE DECLARATION

**BRIDGE ROAD OUTFALL FULL CAPTURE
SYSTEM AND STORMWATER IMPROVEMENTS
AT THE INDUSTRIAL WASTEWATER
TREATMENT PLANT**

PREPARED FOR

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April 23, 2021

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CITY OF HOLLISTER

375 Fifth Street • Hollister, CA 95023-3876

Mitigated Negative Declaration

A notice, pursuant to the California Environmental Quality Act of 1970, as amended (Public Resources Code 21000, et sec.) that the following project will not have a significant effect on the environment.

Lead Agency City of Hollister	Date April 2021	
State Clearinghouse Number		
Projects Names Bridge Road Outfall Full Capture System and Stormwater Improvements at the Industrial Wastewater Treatment Plant	Project Type Storm Water Improvement Projects	
Owner City of Hollister	Proponent City of Hollister	
Projects Location Corner of Bridge Road and Bridgevale Road, Hollister; and Industrial Wastewater Treatment Plant, Hollister		
Project Description The City is proposing two projects to improve stormwater quality. The first project is installation of a full capture system at the Bridge Road Outfall to capture trash before the stormwater reaches the San Benito River. The second project consists of storm water improvements at the Industrial Wastewater Treatment Plant. The projects are proposed to comply with water quality requirements of the Regional Water Quality Control Board.		
Address Where Written Comments May Be Sent		
Written comments concerning the Mitigated Negative Declaration should be received by 5:00 p.m. on May 28, 2021. Please address comments or questions to: City of Hollister c/o: Brett Miller, City Manager 375 5 th Street, Hollister, CA 95023 coh-manager@hollister.ca.gov		
Public Review Period	Begins: April 30, 2021	Ends: June 1, 2021
Proposed Findings Based upon substantial evidence in the record that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case since mitigation measures have been added to the project to reduce impacts to a less than significant level.		
This finding is based on the following considerations		
The attached initial study indicates that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the attached initial study would reduce the impacts to a less than significant level, and have been agreed to by the City of Hollister. There is no substantial evidence, in light of the whole record before the lead agency (the City of Hollister), that the project, with mitigation measures incorporated, may have a significant effect on the environment. See the following project-specific mitigation measures:		

MITIGATION MEASURES

Air Quality

AQ-1. The City of Hollister will prepare a Construction Management Plan. The plan will include the following restrictions:

- a. Heavy-duty diesel vehicles shall be required to have 2010 or newer model year engines, in compliance with the California Air Resources Board's Truck and Bus Regulation, and shall not be staged within 500 feet of occupied residences; and
- b. Construction equipment and heavy-duty diesel trucks idling shall be avoided, where feasible, and if idling is necessary, it shall not exceed five minutes.

AQ-2. All construction equipment be maintained and properly tuned in accordance with manufacturer's specifications and shall be checked by a certified visible emissions evaluator. All non-road diesel construction equipment shall, at a minimum, meet Tier 3 emission standards listed in the Code of Federal Regulations Title 40, Part 89, Subpart B, §89.112. Further, where feasible, construction equipment shall include the use of alternative fuels such as compressed natural gas, propane, electricity or biodiesel."

Biological Resources

BIO-1. The U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 2011) shall be implemented prior to initiation of and during any construction activity on the project site to avoid unintended take of individual San Joaquin kit foxes. Preconstruction/pre-activity surveys for San Joaquin kit fox shall be conducted no less than 30 days prior to the beginning of ground disturbance and/or construction activities or any project activity that may impact San Joaquin kit fox. The surveys shall include all work areas and a minimum 200-foot buffer of the project site. The preconstruction surveys shall identify kit fox habitat features on the project site, evaluate use by kit fox and, if possible, assess the potential impacts of the proposed activity. The status of all dens shall be determined and mapped.

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

In addition, the following measures shall be observed:

- a. Project-related vehicles shall observe a 20-mph speed limit in all project areas; this is particularly important at night when kit foxes are most active. To the extent possible, night-time construction shall be minimized. Off-road traffic outside of designated project area shall be prohibited.
- b. To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of the project, all excavated, steep-walled holes or trenches more than two feet deep shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the procedures under number 11 of the Construction and Operational Requirements in the Standardized Recommendations must be followed.

- c. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipe becoming trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the U.S. Fish and Wildlife Service has been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved once to remove it from the path of construction activity, until the fox has escaped.
- d. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and removed at least once a week from a construction or project site.
- e. No firearms shall be allowed on the project site during construction activities.
- f. To prevent harassment, mortality of kit foxes or destruction of dens by dogs or cats, no pets shall be permitted on site during construction activities.
- g. Use of rodenticides and herbicides on the project site during construction shall be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds shall observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the U.S. Fish and Wildlife Service. If rodent control must be conducted, zinc phosphide shall be used because of proven lower risk to kit fox.
- h. In the case of trapped animals, escape ramps or structures shall be installed immediately to allow the animal(s) to escape.
- i. Any contractor, employee, or agency personnel who inadvertently kills or injures a San Joaquin kit fox shall immediately report the incident to San Benito County, who will contact the CDFW and USFWS as needed.
- j. The City of Hollister shall prepare and maintain for the record, weekly reports on construction monitoring activities.

BIO-2. To avoid/minimize impacts to burrowing owls potentially occurring within the project site, the City of Hollister shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl. The approved biologist shall conduct a two-visit (i.e. morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to methods described in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993) and the Staff Report on Burrowing Owl Mitigation (CDFW 2012). The City of Hollister shall retain the results of the survey, for the record.

Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the Burrowing Owl Survey Protocol and Mitigation Guidelines (CBOC 1993) and the Staff Report on Burrowing Owl Mitigation (CDFW 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities. The following table includes buffer areas based on the time of year and level of disturbance (CDFW 2012), unless a qualified biologist approved by the CDFW verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	Nesting Sites	April 1 – Aug 15
Nesting Sites	Aug 16 – Oct 15	200 m	Nesting Sites	Aug 16 – Oct 15
Nesting Sites	Oct 16 – Mar 31	50 m	Nesting Sites	Oct 16 – Mar 31

If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach.

BIO-3. Approximately 14 days prior to tree removal or construction activities, a qualified biologist shall conduct a habitat assessment for bats and potential roosting sites in trees to be removed, in trees within 50 feet of the development footprint, and within and surrounding any structures that may be disturbed by the project. These surveys shall include a visual inspection of potential roosting features (bats need not be present) and a search for presence of guano within the project site, construction access routes, and 50 feet around these areas. Cavities, crevices, exfoliating bark, and bark fissures that could provide suitable potential nest or roost habitat for bats shall be surveyed. Assumptions can be made on what species is present due to observed visual characteristics along with habitat use, or the bats can be identified to the species level with the use of a bat echolocation detector such as an “Anabat” unit. Potential roosting features found during the survey shall be flagged or marked.

If no roosting sites or bats are found, a letter report confirming absence shall be prepared and submitted to the City of Hollister and no further mitigation is required.

If bats or roosting sites are found, bats shall not be disturbed without specific notice to and consultation with CDFW.

If bats are found roosting outside of the nursery season (May 1 through October 1), CDFW shall be consulted prior to any eviction or other action. If avoidance or postponement is not feasible, a Bat Eviction Plan will be submitted to CDFW for written approval prior to project implementation. A request to evict bats from a roost includes details for excluding bats from the roost site and monitoring to ensure that all bats have exited the roost prior to the start of activity and are unable to re-enter the roost until activity is completed. Any bat eviction shall be timed to avoid lactation and young-rearing. If bats are found roosting during the nursery season, they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or by monitoring the roost after the adults leave for the night to listen for bat pups. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. Therefore, if a maternal roost is present, a 50-foot buffer zone (or different size if

determined in consultation with the CDFW) shall be established around the roosting site within which no construction activities including tree removal or structure disturbance shall occur until after the nursery season.

BIO-4. To avoid impacts to nesting birds during the nesting season (January 15 through September 15), to the extent feasible, construction activities that include any vegetation removal or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, which is outside of the bird nesting season. If construction activities commence during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

If construction activities are scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 10 days prior to start of construction, with the second survey conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding the work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. This measure shall be implemented by the City of Hollister prior to start of construction activities.

Cultural Resources

CR-1. The City of Hollister will prepare a specific plan for Native American monitoring of project construction activities. The specific plan shall include, but not be limited to, the following:

- a. Consultation with the Amah Mutsun Tribal Band;
- b. Cultural sensitivity training conducted by a qualified archaeologist or Native American monitor for all crews participating in soil-disturbing activities. New crew members will receive the training prior to beginning soil-disturbing activities;
- c. Construction monitoring by a Native American monitor of the Amah Mutsun Tribal Band during all soil-disturbing activities within 400 feet of the San Benito River;
- d. Construction monitoring by a California-trained archaeological monitor during all soil-disturbing activities;
- e. Including the following language on all construction documents: If archaeological resources are discovered during construction, the County of San Benito requires that work be halted within 50 meters (165 feet) of the find until a qualified professional archaeologist can evaluate it. If the find is determined to be significant, then appropriate mitigation measures will be formulated and implemented.

CR-2. Due to the possibility that human remains may be discovered during construction activities, the following language shall be included in all construction documents:

“If human remains are found during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner is contacted to determine that no investigation of the cause of death is required.

If the coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98.

The landowner or authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity on the project site in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.”

Geology and Soils

GEO -1. Due to the possibility that buried paleontological resources might be discovered during construction, the following language shall be included on all construction documents and on any permits issued for the project site, including, but not limited to, grading and building permits associated with the proposed project:

“If paleontological resources are unexpectedly discovered during construction, work shall be halted immediately within 50 meters (160 feet) of the find, and the Planning Department notified, until it can be evaluated by a qualified professional paleontologist. If the find is determined to be significant, an appropriate resource recovery shall be formulated, with the concurrence of the City of Hollister, and implemented.”

Noise

N-1. The following measures shall be incorporated into the construction plans for the proposed project to mitigate construction noise:

- a. Construction activities shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Construction activities shall be prohibited on Sundays and federally recognized holidays;
- b. Locate construction equipment and equipment staging areas at the furthest distance possible from nearby noise-sensitive land uses;
- c. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers’ recommendations. Equipment engine shrouds should be closed during equipment operation;
- d. When not in use, all construction equipment shall be turned off and shall not be allowed to idle; and
- e. A noise disturbance coordinator shall be designated to handle complaints and the site shall be posted with a phone number and email address so that the nearby residents have a contact person in case of a noise problem.

Note: A reporting or monitoring program must be adopted for measures to mitigate significant impacts at the time the Negative Declaration is approved, in accord with the requirements of section 21081.6 of the Public Resources Code.

INITIAL STUDY

BRIDGE ROAD OUTFALL FULL CAPTURE
SYSTEM AND STORMWATER IMPROVEMENTS
AT THE INDUSTRIAL WASTEWATER
TREATMENT PLANT

PREPARED FOR

City of Hollister

Brett Miller, City Manager

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April 23, 2021

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A. BACKGROUND

Project Title	Bridge Road Outfall Full Capture System and Stormwater Improvements at the Industrial Wastewater Treatment Plant
Lead Agency Contact Person and Phone Number	City of Hollister Brett Miller City Manager 831-636-4305
Date Prepared	April 23, 2021
Study Prepared by	EMC Planning Group Inc. 301 Lighthouse Avenue, Suite C Monterey, CA 93940
Project Location	Corner of Bridge Road and Bridgevale Road, Hollister; and Industrial Wastewater Treatment Plant, Hollister Figure 1, Location Map , presents the regional and vicinity location of the two projects.
Project Sponsor Name and Address	City of Hollister 375 5th Street, Hollister, CA 95023
General Plan Designation	Bridge Road Outfall FCS project site: Low Density Residential IWTP project site: Public Facility
Zoning	Bridge Road Outfall FCS project site: Single-Family Residential IWTP project site: Public Facility/Institutional

Setting

Bridge Road Outfall

The Bridge Road Outfall is located at the corner of Bridge Road and Bridgevale Road. According to the *City of Hollister Storm Drain Master Plan* prepared by Wallace Group 2011, this outfall is 84 inches in diameter and discharges to the San Benito River. This outfall has

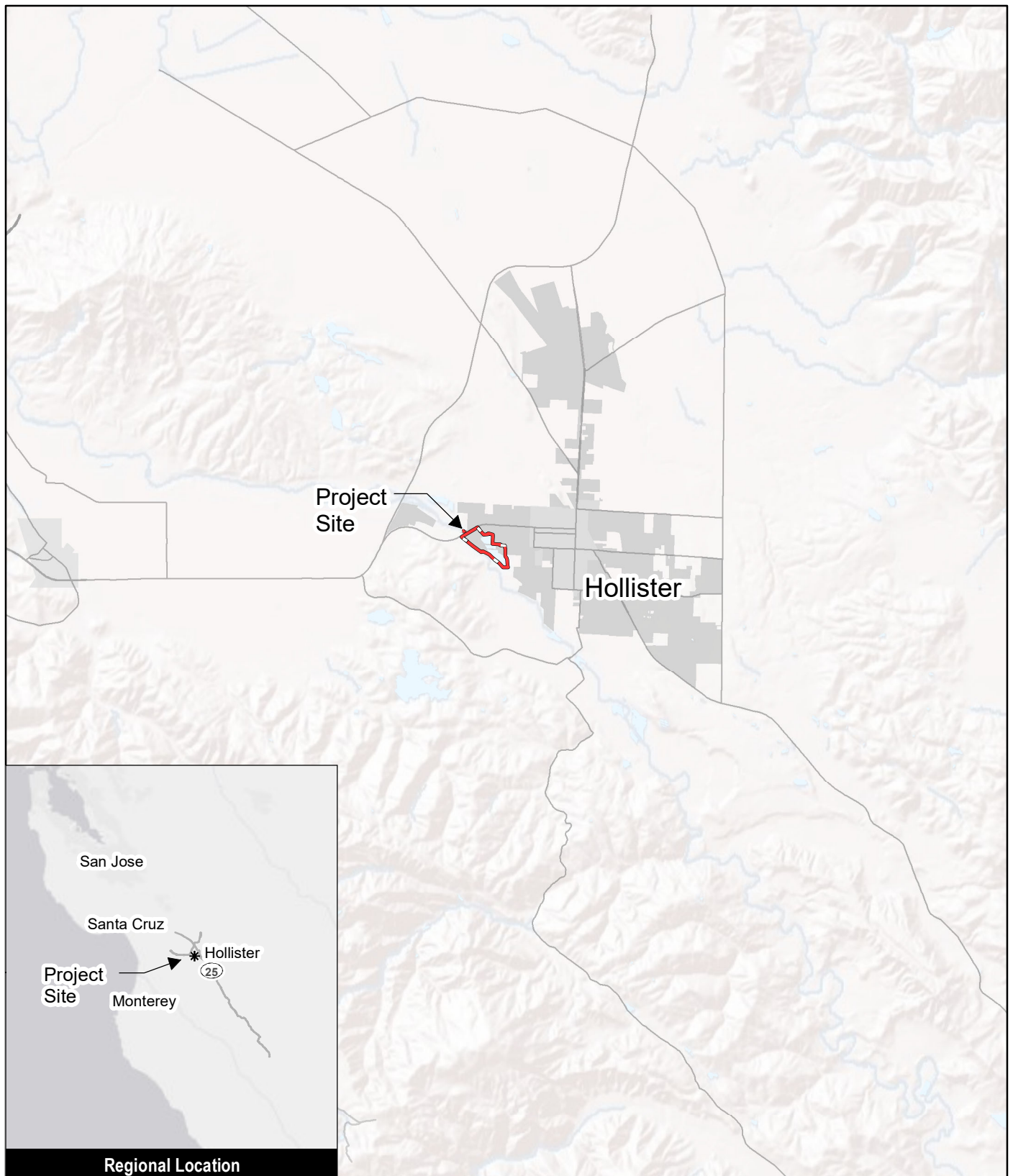
the largest tributary area in Hollister totaling approximately 1,161 acres. During an 85 percent storm, it will see up to 7.13 million gallons in 24 hours. See [Figure 2, Bridge Road Outfall Full Capture System Aerial Photograph](#), for the location and general setting of this site. See [Figure 3, Bridge Road Outfall Full Capture System Site Photographs](#), for pictures of this site.

Storm Water Treatment at the Industrial Wastewater Treatment Plant

The City of Hollister owns and operates an Industrial Wastewater Treatment Plant (IWTP) that was originally constructed to serve multiple industrial companies and currently serves a single industrial waste discharger. The facility is used for both industrial wastewater treatment and storm water treatment. Flow to the IWTP varies based on the time of year. During the summer months or canning season, flow is directed to the IWTP through the existing storm drain system from the industrial discharger. Authorized industrial wastewater discharges to the IWTP are limited to the time period of July 1 through October 15. During the winter and spring, the facility serves as a retention pond for stormwater for a small area of the City. See [Figure 4, Industrial Wastewater Treatment Plant Improvements Aerial Photograph](#), for the location and general setting of this site. See [Figure 5, Industrial Wastewater Treatment Plant Improvements Site Photographs](#), for pictures of this site.

Industrial waste dischargers have decreased over the years leading to decreased wastewater flows to the IWTP. In 1989 the peak flow was 7.9 million gallons per day (MGD) and dropped to 3.1 MGD by 1997. Under State Water Resources Control Board Waste Discharge Requirements (WDR) Order No. 00-020, the facility is permitted for an average flow of 3.5 MGD wastewater during the summer and 1.72 MGD during the winter and spring.

With a need to meet storm water quality requirements and the reduction of need for industrial wastewater treatment, the City of Hollister has been analyzing opportunities to maximize the IWTP's ability to treat additional storm water and possibly incorporate some environmental habitat into the project. The *City of Hollister Storm Drain Master Plan*, completed by the Wallace Group in 2011, analyzed the existing storm drain system, stormwater flow to the IWTP, and provided a prioritized capital improvement plan for the storm drain system and IWTP. This report was followed by the Hollister Draft Watershed Plan in 2017. In the Hollister Watershed Plan, an alternative compliance program was proposed to meet Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region. The proposal involved modifications to the existing storm drain system and IWTP to send increased flow to the facility during storm events.



Source: ESRI 2014



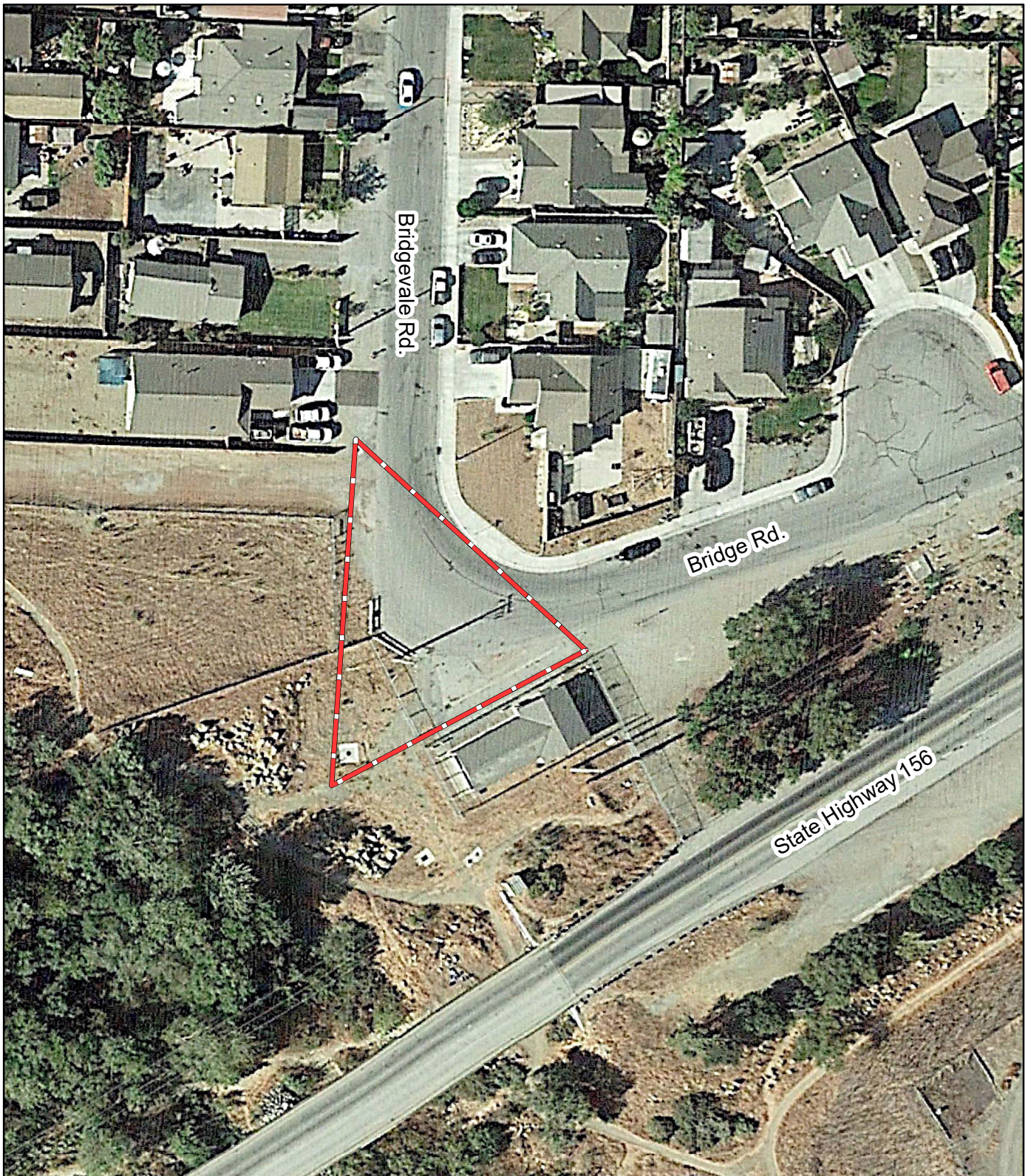
0 2 miles



Figure 1
Location Map

Bridge Road Outfall and Stormwater Improvements
at the Industrial Wastewater Treatment Plant Projects Initial Study

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0 750 feet



Project Site

Source: Google Earth 2018, San Benito County GIS 2017

Figure 2

Bridge Road Outfall Full Capture System Aerial Photograph



Bridge Road Outfall and Stormwater Improvements
at the Industrial Wastewater Treatment Plant Projects Initial Study

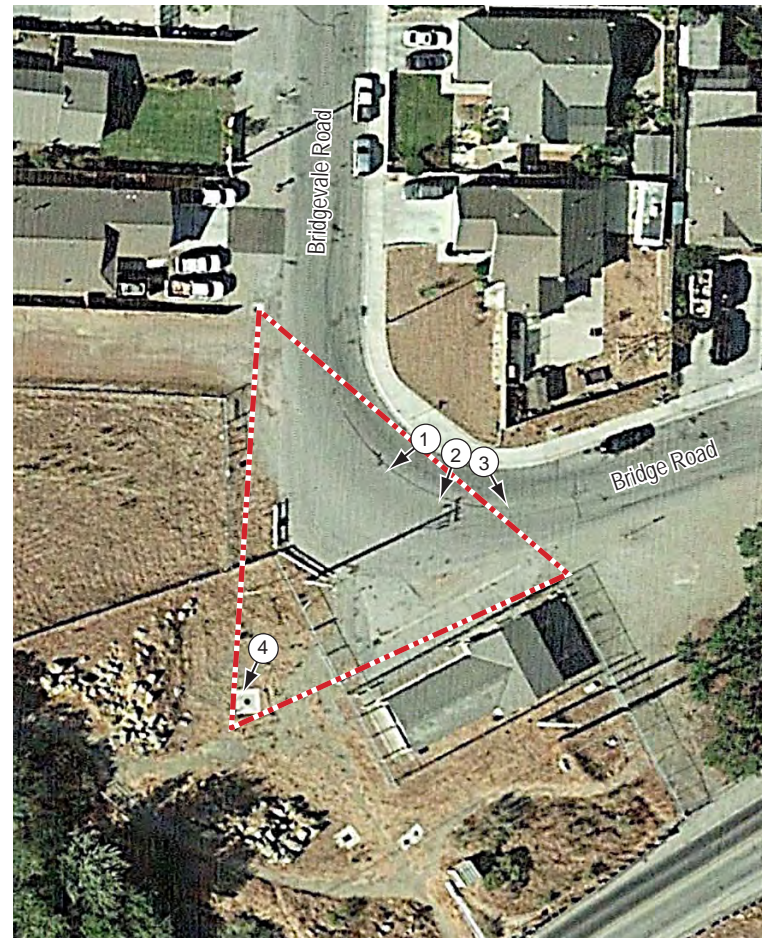
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① Corner of Bridge Road and Bridgevale Road facing southwest



② Corner of Bridge Road and Bridgevale Road facing south



--- Project Site

Source: Google Earth 2018
Photographs: EMC Planning Group 2020



③ Corner of Bridge Road and Bridgevale Road facing southeast



④ Existing storm drain manhole

Figure 3

Bridge Road Outfall Full Capture System Site Photographs

Bridge Road Outfall and Stormwater Improvements
at the Industrial Wastewater Treatment Plant Projects Initial Study

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0 750 feet



Project Site

Source: Google Earth 2018, San Benito County GIS 2017

Figure 4

Industrial Wastewater Treatment Plant Improvements Aerial Photograph



Bridge Road Outfall and Stormwater Improvements
at the Industrial Wastewater Treatment Plant Projects Initial Study

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..... Project Site

Source: Google Earth 2018



① Location of proposed diversion structure



② Location of possible construction staging area



③ Location of possible construction staging area

Figure 5

Industrial Wastewater Treatment Plant Improvements Site Photographs

Bridge Road Outfall and Stormwater Improvements
at the Industrial Wastewater Treatment Plant Projects Initial Study

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Existing Treatment Process

Depending on the time of year, stormwater or industrial wastewater is directed to IWTP through the existing storm drain system on South Street. A diversion structure at West Street and Hawkins Street is manually aligned to send tomato waste to the IWTP during the summer months. During the winter and spring this diversion structure is manually aligned to send stormwater to the Apricot Lane outfall, which discharges to the San Benito River. Additionally, the IWTP receives stormwater from specific runoff areas near the facility, called the IWTP tributary area. The current design of the storm drain system does not allow flow from the IWTP tributary area to be diverted to another location other than the IWTP.

The IWTP is an aerated lagoon system designed for peak daily flows of 3.25 MGD. The IWTP has a total of six ponds, which occupy approximately 65 acres. The facility headworks consist of an influent metering system and grinder to remove tomatoes before entering the ponds. Flow is driven by gravity from the IWTP tributary area, through the headworks, to Pond 1. Pond 1 is the primary treatment pond with a volume of 62 MG. It is an aerated lagoon with approximately thirteen 100 horsepower (hp) surface aerators, nine 75 hp surface aerators, one 40 hp surface aerator, and one 30 hp surface aerator. Pond 1 overflows into Pond 2, which acts primarily as a settling pond with a volume of 32 MG. Both Ponds 1 and 2 have clay liners that restrict the ponds from percolating. From Pond 2, effluent is discharged via two, 25 hp manually operated pumps to Ponds 3, 4, 5 or 6. These four ponds are percolation ponds with a total volume of approximately 131 MG with an additional two feet of freeboard.

Due to the proposed design changes to the facility, effluent discharge limits for the IWTP are expected to change to meet the water quality objectives set forth in the Water Quality Control Plan for the Central Coast Basin. This will most likely include additional effluent discharges requirements for Biochemical Oxygen Demand (BOD), Nitrogen, and Total Dissolve Solids (TDS). The discharge requirements for BOD is expected to be 300 lbs/day per acre maximum with 100 lbs/day per acre on average. The discharge requirements for Nitrogen is expected to be less than or equal to 5 mg/L and TDS less than or equal to 1,200 mg/L. The existing discharge requirements for TDS is 1,415 mg/L. The biological treatment processes used by the existing facility do not have the capability to meet the projected Nitrogen limits or the existing TDS limits.

Description of Project

Proposed Treatment Process and Physical Changes

The City is proposing two projects to treat stormwater. The first project would be to install a full capture system at the Bridge Road Outfall to treat the stormwater before it reaches the San Benito River. The second project includes improvements at the IWTP and includes a full

capture system and a stormwater diversion structure at the Apricot Lane outfall and a stormwater diversion structure at South Street, to replace an existing manhole. The projects are proposed to comply with storm water quality requirements of the Regional Water Quality Control Board.

A summary of the proposed modifications to improve stormwater quality are presented below.

Bridge Road Outfall Full Capture System

The City proposes to install a full capture system (FCS) at the existing Bridge Road Outfall to treat the stormwater before it reaches the San Benito River. The Bridge Road Outfall is located south of Bridge Road and north of 4th Street (San Juan Road). [Figure 6, Bridge Road Outfall Full Capture System Preliminary Layout](#), presents the project design. The FCS unit would incorporate four (4) units installed in parallel that would divert the 1-year, 1-hour storm from the storm drain system, treat the water and then divert the treated stormwater back into the storm drain to flow to the San Benito River through the existing Bridge Road Outfall. All larger storms would bypass the FCS unit and flow directly to the San Benito River. An existing 42-inch storm drain line would be abandoned and a new 121 foot 42-inch storm drain line would be constructed. Improvements include a new storm drain manhole and replacement of an existing storm drain manhole. This project would improve the San Benito River riparian area and water by reducing trash and other pollutants from the storm water.

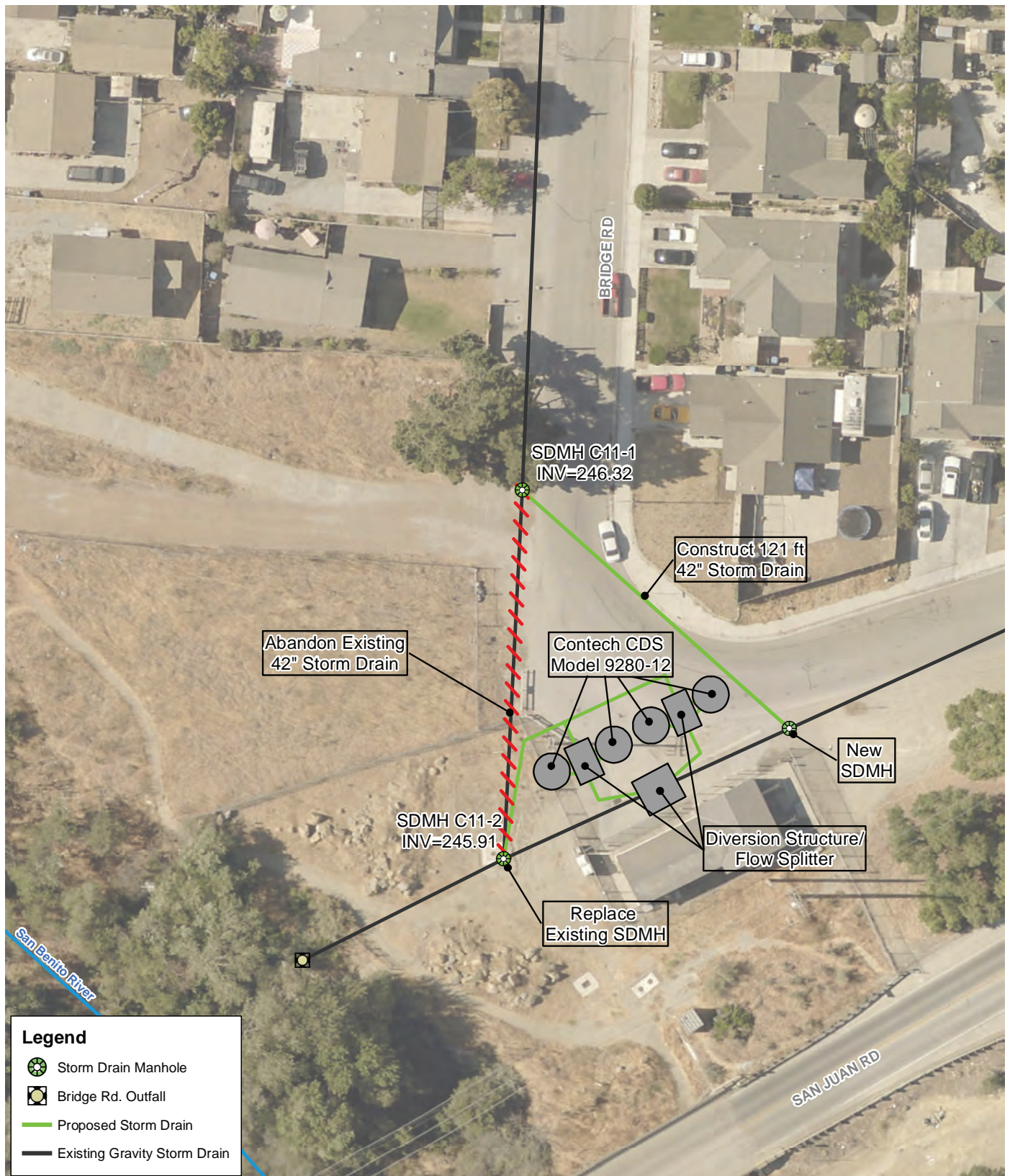
Stormwater Improvements at the Industrial Wastewater Treatment Plant

The full set of project plans at the IWTP are included as Appendix A.

Demolition of Existing Infrastructure

The demolition plans (Sheet C-2.0 and C-2.1) identify demolition of the following infrastructure:

- Influent Manhole. Demolish and remove existing eight-foot influent manhole;
- Effluent Pump Station. Repurpose existing 16-inch DI effluent force main; remove existing 16-inch effluent force main; remove and salvage existing effluent pumps;
- Pond 1 and Pond 2 Overflow Structures. Abandon existing overflow outlets.
- Apricot Lane Storm Drain and Diversion Structure at Pond 2. Repurpose existing 60-inch RCP storm drain; abandon in place existing 60-inch RCP storm drain, demolish and remove existing diversion structure and overflow outlet; and repurpose existing 60-inch RCP storm drain.



Source: Wallace Group 2020

Figure 6

Bridge Road Outfall Full Capture System Preliminary Layout



Bridge Road Outfall and Stormwater Improvements
at the Industrial Wastewater Treatment Plant Projects Initial Study

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Apricot Lane Trash Capture Structure and Stormwater Diversion Manhole

This project component includes a diversion manhole and FCS at the existing Apricot Lane outfall, to capture trash and send all stormwater to Pond 2 at the IWTP. All larger storms will overflow a pond outlet weir structure and continue to flow into the San Benito River. Pond 1 will continue to provide primary treatment for industrial wastewater only. Pond 2 will be converted to a stormwater detention pond. Percolation ponds 3 through 6 will be used for disposal of both treated wastewater and stormwater.

This project component includes converting existing Pond 2 into a stormwater detention pond. This conversion will require modifications to the existing storm drain system, construction of a new diversion manhole and FCS at Apricot Lane, a new pond inlet structure, and a new pond outlet weir structure and spillway. With these modifications, stormwater from the Apricot Lane outfall will flow through the FCS to Pond 2 for all storms. The FCS system will be designed to capture trash from the 100-year 24-hour storm. Pond 2 will retain up to the 10-year, 24-hour storm through a combination of pumping and pond freeboard. All larger storms will overflow over the pond outlet weir structure and continue directly to the river. In the event the outlet weir fails during a large storm, an emergency spillway will send water directly from Pond 2 to the river.

The Apricot Lane FCS will be a 20'L x 10'W x 14' deep precast structure with an emergency spillway and diversion manhole to Pond 2. The diversion manhole located at the outlet of the FCS will normally be used to send treated stormwater to Pond 2. In the event the FCS clogs, an emergency spillway consisting of a 20' concrete rectangular channel, will send stormwater from Apricot Lane to Pond 2.

Pond 2 outlet weir structure will be a 35' long 36" tall sharp crested weir and a concrete headwall structure. The headwall structure will connect to a 60" RCP outlet pipe and 8' diameter manhole that ties into the existing 60" RCP storm drain connected to the Apricot Lane outfall. The existing Apricot Lane outfall will be retrofitted with a 60" Tide Gate Check valve to prevent water from the San Benito River flowing back into Pond 2 during large storm events.

Pond 2 emergency spillway will be a 70' wide concrete spillway designed to handle peak flow from a 100-year 24-hour storm. The spillway will be designed to span the between Pond 2 and the Apricot Lane Outfall at the south west end of the pond.

After stormwater flows to Pond 2 from the Apricot Lane manhole structure, it will be pumped from the north end of the pond using the existing duplex pump station. The existing pump station consists of two vertical turbine pumps mounted on a three-sided wet well along the shoreline. Each pump has a 16-inch discharge pipe pumps into a 36-inch

gravity distribution header system. The existing pumps will be upgraded to 8,000 gpm pumps with only one pump being required to operate during the 10-yr 24-hr storm, and the second pump acting in standby for redundancy. Upgrades to the existing pump station electrical, valves and connectors will be required. Pumps will be controlled using an existing pond level transducer and would pump to Percolation Ponds 3 -6.

South Street Storm Water Diversion

The City will replace an existing manhole at the end of South Street, on the IWTP site, adjacent to the northeast corner of Percolation Pond 3 and replace with a similar sized square diversion manhole with isolation slide gates. In addition, a new 54-inch storm drain line will be constructed from this diversion box to Percolation Pond 3. A slide gate will be open to Pond 1 and closed to Percolation Pond 3 during the canning season, and closed to Pond 1 and open to Percolation Pond 3 during the non-canning season to divert stormwater directly to the percolation basin.

Percolation Ponds

Due to increased stormwater flow into the Percolation Ponds, spillways will be constructed between Ponds 3 and 4, Ponds 4 and 5, and Ponds 5 and 6. The spillways will allow for emergency overflow between Percolation Ponds in the event the existing interconnecting piping and overflow pipes fail. Each spillway will be a 40' wide concrete trapezoidal channel spillway designed to handle the 100-year 24-hour stormflow from the IWTP tributary area (South Street). No additional modifications are proposed to the percolation beds except adding in rip rap to the discharge line to reduce any impacts from erosion due to high velocities.

Project Construction Schedule

Construction is anticipated to take approximately eight months and be completed in spring 2022.

Other Public Agencies Whose Approval is Required

Regional Water Quality Control Board

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

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

However, tribes were consulted associated with preparation of the archaeological report for this project. Please see Section 5, Cultural Resources, for a discussion of that consultation, and mitigation measures are presented as a result of the consultation process.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission’s Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

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

C. DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Brett Miller, City Manager

Date

D. EVALUATION OF ENVIRONMENTAL IMPACTS

Notes

1. A brief explanation is provided for all answers except “No Impact” answers that are adequately supported by the information sources cited in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once it has been determined that a particular physical impact may occur, then the checklist answers indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less-Than-Significant Impact with Mitigation Measures Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-Than-Significant Impact.” The mitigation measures are described, along with a brief explanation of how they reduce the effect to a less-than-significant level (mitigation measures from section XVII, “Earlier Analyses,” may be cross-referenced).
5. Earlier analyses are used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier document or negative declaration. [Section 15063(c)(3)(D)] In this case, a brief discussion would identify the following:
 - a. “Earlier Analysis Used” identifies and states where such document is available for review.
 - b. “Impact Adequately Addressed” identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. “Mitigation Measures” — For effects that are “Less-Than-Significant Impact with Mitigation Measures Incorporated,” mitigation measures are described which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances, etc.) are incorporated. Each reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.
7. "Supporting Information Sources" — A source list is attached, and other sources used or individuals contacted are cited in the discussion.
8. This is a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected. This is the format recommended in the CEQA Guidelines as amended 2018.
9. The explanation of each issue identifies:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any to reduce the impact to less than significant.

1. AESTHETICS

Except as provided in Public Resources Code Section 21099 (Modernization of Transportation Analysis for Transit-Oriented Infill Projects), would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista? (1,2,3,4,5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (1,2,3,4,5,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (1,2,3,4,5,7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (1,4,5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The City's *Final Environmental Impact Report City of Hollister General Plan (March 2005 Public Review Draft)* SCH #2004081147 (General Plan EIR) identifies the Gabilan Mountains to the south and west of Hollister and the Diablo Range to the east as providing a rugged, natural backdrop to the highly modified landscape. Hollister has also been largely defined by its immediate agricultural surroundings and its street trees add to the visual quality of the community as a whole.

Bridge Road Outfall FCS. The Bridge Road Outfall FCS includes abandoning the existing 42-inch storm drain line and constructing a new 121-foot, 42-inch storm drain line. Improvements also include a new storm drain manhole and replacement of an existing storm drain manhole. These improvements would not include the development of any structures that would have an adverse effect on a scenic vista.

Apricot Lane Improvements and South Street Diversion. The Apricot Lane Outfall Improvements project includes construction of a new diversion manhole, which would be located approximately 345 feet west of the nearest residences and public viewpoints on the corner of Apricot Lane and Summer Drive. This new diversion structure is proposed in the location of an existing Apricot Lane outfall and improvements would be underground. The South Street Diversion manhole would be located just within the entrance to the IWTP and would not be visible to the public. Therefore, the proposed improvements would not include the development of any structures that would have an adverse effect on a scenic vista.

- b. Bridge Road Outfall FCS. This site is not located within a state-designated scenic highway. The nearest eligible state scenic highways (State Route 156 and State Route 25) are located one mile west and 1.8 miles east, respectively, from the project site. Further, the proposed project does not include the development of any structures that would have an adverse effect on scenic resources.

Apricot Lane Improvements and South Street Diversion. This site is not located within a state-designated scenic highway. The nearest eligible state scenic highways (State Route 156 and State Route 25) are located generally 1.9 miles west and 1.7 miles east, respectively, from the IWTP. Further, the proposed project does not include the development of any structures that would have an adverse effect on scenic resources.

- c. Bridge Road Outfall FCS. This site is zoned Single-Family Residential. The proposed project involves constructing underground storm drain improvements, which are located within the City's right-of-way within an urbanized area. The project would not include the development of structures that would have conflict with applicable zoning and other regulations governing scenic quality.

Apricot Lane Improvements and South Street Diversion. The IWTP is zoned Public Facility/Institutional. The proposed project involves construction of a new diversion infrastructure and an FCS at the plant. Improvements involved in this proposed project would be placed underground and not visible by any nearby residences or public viewpoints. Therefore, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality.

- d. Lighting is not included in either the Bridge Road Outfall FCS or the IWTP projects and, therefore, could not create any source of substantial light or glare, which would adversely affect day or nighttime views in the area.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts on agricultural resources are significant environmental effects and in assessing impacts on agriculture and farmland, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (1,5,9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (1,9,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (1,9,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use? (1,5,9,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use? (1,9,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. Both the Bridge Road Outfall FCS and the IWTP projects are not located on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the California Department of Conservation (California Department of Conservation 2020). Therefore, neither of the two proposed projects would convert important farmlands to nonagricultural use.
- b. Both the Bridge Road Outfall FCS and the IWTP projects are not located on land zoned for agricultural uses and are not located on land under the Williamson Act contract (County of San Benito 2020). Therefore, neither of the two proposed projects would conflict with existing zoning for agricultural use or a Williamson Act contract.
- c. Both the Bridge Road Outfall FCS and the IWTP projects are not located on land zoned for forest land or timberland zoned for Timberland Production (County of San Benito 2020). Therefore, neither of the two proposed projects would conflict with existing zoning for, or cause rezoning of, forest land or timberland zoned Timberland Production.
- d. Both the Bridge Road Outfall FCS and the IWTP projects are not located on forest land (County of San Benito 2020) and, therefore, neither of the two proposed projects would result in the loss of forest land or conversion of forest land to non-forest use.
- e. Both the Bridge Road Outfall FCS and the IWTP projects involve stormwater infrastructure modifications to the City's existing facilities and, therefore, do not involve any 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.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan? (1,18,19)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? (1,18,19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations? (1,4,18,19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions, such as those leading to odors adversely affecting a substantial number of people? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The project site is located in the North Central Coast Air Basin (hereinafter “air basin”), which is under the jurisdiction of the Monterey Bay Air Resources District (hereinafter “air district”). Regional air districts must prepare air quality plans specifying how state air quality standards will be met. The air district’s currently adopted plan is *2012-2015 Air Quality Management Plan for the Monterey Bay Region*. The air district specifies Air Quality Management Plan consistency for population-related projects only. The proposed projects include improvements to the City’s existing storm drain system, which would not result in an increase in population. Therefore, neither project would not conflict with or obstruct the implementation of the applicable air quality plan.
- b. The air district is responsible for monitoring air quality in the air basin, which is designated, under state criteria, as a nonattainment area for ozone and suspended particulate matter (PM₁₀). Under federal criteria, the air basin is at attainment (8-hour standard) for ozone and particulates. The air district is responsible for monitoring air quality in the air basin. The air district has developed criteria pollutant emissions thresholds, which are used to determine whether or not the proposed project would

violate an air quality standard or contribute to an existing violation during operations and/or construction. Based on the air district's CEQA Air Quality Guidelines (hereinafter "air district CEQA Guidelines"), a project would have a significant air quality impact if it would:

- Emit 137 pounds per day or more of direct and indirect volatile organic compounds (VOC);
- Emit 137 pounds per day or more of direct and indirect nitrogen oxides (NOX);
- Directly emit 550 pounds per day or more of carbon monoxide (CO);
- Emit 82 pounds per day or more of suspended particulate matter (PM₁₀) on-site and from vehicle travel on unpaved roads off-site; or
- Directly emit 150 pounds per day or more of sulfur oxides (SO_x).

The proposed projects include improvements to the City's existing storm drain system located below grade and within an existing roadway or right-of-way and an existing infrastructure facility.

Operational Impacts. Both proposed projects would not result in new sources of operational emissions because no operational sources of pollutants are proposed. Additionally, additional employees are not needed for the project, and therefore, there would be no emissions associated with vehicle trips. Therefore, operation of both projects would not have a cumulative air quality impact.

Construction Impacts. Construction emissions include mobile source exhaust emissions, emissions generated from fugitive dust associated with earthmoving equipment. Air district CEQA Guidelines Table 5-2, Construction Activity with Potentially Significant Impacts, identifies the level of construction activity that could result in significant temporary fugitive dust impacts if not mitigated. Construction activities with grading and excavation that disturb more than 2.2 acres per day and construction activities with minimal earthmoving that disturb more than 8.1 acres per day are assumed to be above the 82 pounds of particulate matter per day threshold of significance. Both projects include earthmoving activities on less than 2.2 acres per day and, therefore, would not exceed the 82 pounds of particulate matter per day threshold of significance. Therefore, the construction-related air quality impact would be less than significant.

- c. According to the air district CEQA Guidelines, a sensitive receptor is generally defined as any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (K-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes. The nearest sensitive receptors to both the Bridge Road Outfall FCS and the IWTP project sites are the nearby residences, located within approximately 80 feet and approximately 350 feet, respectively.

Operation of the proposed projects (i.e., storm drain system improvements) are not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels, because no significant operational sources of pollutants are proposed on either site. Construction activities could result in limited localized emissions of dust and diesel exhaust that could result in temporary impacts to nearby sensitive receptors. As discussed in “b” above, the short-term air quality effects related to dust emissions during project construction would be less than significant. The diesel construction equipment typically used to accomplish the grading and construction required for below grade pipes, and the heavy-duty trucks used for delivery and off-haul, could expose these sensitive receptors to toxic air contaminants from heavy equipment diesel exhaust. Implementation of the following mitigation measures would reduce this impact to a less-than-significant level.

Mitigation Measures

- AQ-1 The City of Hollister will prepare a Construction Management Plan. The plan will include the following restrictions:
- a. Heavy-duty diesel vehicles shall be required to have 2010 or newer model year engines, in compliance with the California Air Resources Board’s Truck and Bus Regulation, and shall not be staged within 500 feet of occupied residences; and
 - b. Construction equipment and heavy-duty diesel trucks idling shall be avoided, where feasible, and if idling is necessary, it shall not exceed five minutes.
- AQ-2 All construction equipment be maintained and properly tuned in accordance with manufacturer’s specifications and shall be checked by a certified visible emissions evaluator. All non-road diesel construction equipment shall, at a minimum, meet Tier 3 emission standards listed in the Code of Federal Regulations Title 40, Part 89, Subpart B, §89.112. Further, where feasible, construction equipment shall include the use of alternative fuels such as compressed natural gas, propane, electricity or biodiesel.”

- d. The proposed project would not produce any objectionable odors during its operation. Construction activities associated with the proposed project, such as demolition and grading, may temporarily generate objectionable odors. Since odor-generating construction activities would be localized, sporadic, and short-term in nature, this impact would be less than significant.

4. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (2, 22, 23, 24, 25, 26, 28)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (1, 2, 6, 7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means? (1, 21, 27)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (1, 22, 23, 25, 26)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (1, 21)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (22, 26)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

This section is based on a reconnaissance-level biological field survey conducted by EMC Planning Group biologist Patrick Furtado on July 23, 2020, to document existing plant communities/wildlife habitats and evaluate the potential for special-status species to occur on the project site. Biological resources were documented in field notes, including species observed, dominant plant communities, and significant wildlife habitat characteristics. Qualitative estimations of plant cover, structure, and spatial changes in species composition were used to determine plant communities and wildlife habitats, and habitat quality and disturbance level were described.

Prior to conducting the survey, Mr. Furtado reviewed site plans, aerial photographs, natural resource database accounts, and other relevant scientific literature. This included searching the U.S. Fish and Wildlife Service (USFWS) *Endangered Species Database* (USFWS 2020), California Department of Fish and Wildlife (CDFW) *California Natural Diversity Database* (CDFW 2020), and California Native Plant Society (CNPS) *Inventory of Rare and Endangered Plants* (CNPS 2020) to identify special-status plants, wildlife, and habitats known to occur in the vicinity of the project site. Special-status species in this report are those listed as Endangered, Threatened, or Rare, or as Candidates for listing by the USFWS and/or CDFW; as Species of Special Concern or Fully Protected species by the CDFW; or as Rare Plant Rank 1B or 2B species by the CNPS

Bridge Road Outfall FCS. As shown on Figure 6, Bridge Road Outfall Full Capture System Preliminary Layout, the project includes the installation of a full capture system (FCS) at the Bridge Road Outfall to divert stormwater into the treatment plant before it reaches the San Benito River. This site is located approximately 300 feet northwest of the treatment plant and San Juan Road (State Route 156), near the corner of Bridge Road and Bridgevale Road in a residential neighborhood. The area of disturbance here is less than one acre.

The Bridge Road Outfall FCS site is developed and consists of paved road and an open lot adjacent to riparian woodland consisting of Fremont cottonwood (*Populus fremontii*) and white alder (*Alnus rhombifolia*) along the San Benito River. The project will not directly impact the riparian habitat, as the western edge of this project site is approximately 50 away. Within the open lot, plant and wildlife habitat are limited and consist almost entirely of ruderal (weedy) vegetation. No trees are present within the impact area. Plants present include wild oat (*Avena fatua*), yellow star thistle (*Centaurea solstitialis*), prickly lettuce (*Lactuca serriola*), coast tarweed (*Madia sativa*), prostrate knotweed (*Polygonum aviculare*), sweet fennel (*Foeniculum vulgare*), and Italian rye grass (*Festuca perennis*). California ground squirrel (*Otospermophilus beecheyi*) burrows were scattered across the lot.

IWTP Improvements. The IWTP site is approximately 65 acres and is situated on the Hollister U.S. Geological Survey (USGS) quadrangle map, with an approximate elevation of 260-280 feet above sea level. Adjacent land uses include residential development to the north and east, and open space along the San Benito River corridor to the south and west. During the winter and spring, the IWTP serves as a retention pond for stormwater for a small area of the City. The second project would be to construct stormwater improvements at the IWTP.

Plant and wildlife habitat within the wastewater treatment plant is limited, consisting of ruderal vegetation along the dirt roads between the six treatment ponds and in a few small, adjacent open areas. No trees are present within the treatment plant's area of disturbance. Weedy plant species found here include Canada horseweed (*Erigeron canadensis*), bird's foot trefoil (*Lotus corniculatus*), poison hemlock (*Conium maculatum*), and wild mustard (*Hirschfeldia incana*). Several of the ponds were empty at the time of the survey and also contained ruderal vegetation including non-native grasses such as wild oat and Italian rye grass.

Many upland birds were observed using this ruderal habitat including black phoebe (*Sayornis nigricans*), house sparrow (*Passer domesticus*), house finch (*Haemorhous mexicanus*), mourning dove (*Zenaida macroura*), barn swallow (*Hirundo rustica*), and Anna's hummingbird (*Calypte anna*). Several killdeer (*Charadrius vociferus*) were actively calling along the gravel road between Ponds 1 and 2 and were possibly using this habitat for nesting. Three black-tailed jackrabbits (*Lepus californicus*) were flushed from the grassland vegetation in the bottoms of Ponds 4 and 5 and numerous California ground squirrels and their extensive burrows were observed along the dirt road between these two ponds.

Ponds 1 and 2 were full of water and contained a significant amount of wetland vegetation along their edges including water smartweed (*Persicaria amphibia*), broadleaf cattail, (*Typha latifolia*), and whitetop (*Lepidium draba*). Red-winged blackbirds (*Agelaius phoeniceus*) were observed using this habitat and possibly nest in the cattail. Many waterfowl and shorebirds were also resting and feeding within and along the shoreline of the ponds. These bird species included pied-billed grebe (*Podilymbus podiceps*), mallard (*Anas platyrhynchos*), Canada goose (*Branta canadensis*), and black-necked stilt (*Himantopus mexicanus*).

Nocturnal wildlife species that were not observed but possibly use the project site include common species such as raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), and Virginia opossum (*Didelphis virginiana*). Species of small rodents including mice (*Mus musculus*, *Reithrodontomys megalotis*, and *Peromyscus maniculatus*) and California vole (*Microtus californicus*) are also likely to occur.

- a. **Special-Status Species.** A search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) was conducted for the Hollister, Chittenden, San Felipe, Three Sisters, San Juan Bautista, Tres Pinos, Natividad, Mount Harlan, and Paicines USGS quadrangles to generate a list of potentially occurring special-status species in the project vicinity ([Appendix B](#), CDFW 2020). Records of occurrence for special-status plants were reviewed for those nine USGS quadrangles in the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2020). A U.S Fish and Wildlife Service (USFWS) Endangered Species Program threatened and endangered species list was also generated for San Benito County (USFWS 2020).

Critical habitat is a designation used by the USFWS for specific geographic areas that contain features essential to the conservation of an endangered or threatened species and that may require special management and protection. The project site is not within a critical habitat area.

Given the existing level of disturbance on the project site, special-status plants are not expected to occur on the site due to lack of suitable habitat.

Special-status wildlife species with low potential to occur on site include San Joaquin kit fox (*Vulpes macrotis mutica*), California tiger salamander (*Ambystoma californiense*), California red-legged frog (*Rana draytonii*), western spadefoot toad (*Spea hammondi*), western pond turtle (*Actinemys marmorata*), burrowing owl (*Athene cunicularia*), prairie falcon (*Falco mexicanus*), western red bat (*Lasiurus blossevillii*), and western mastiff bat (*Eumops perotis californicus*). Other special-status wildlife species recorded as occurring in the vicinity of the property include state-listed threatened bank swallow (*Riparia riparia*), and state-listed species of special concern American badger (*Taxidea taxus*). These species are not likely to occur on the property site due to lack of suitable habitat.

San Joaquin Kit Fox. The San Joaquin kit fox is a federally-listed endangered species and a state-listed threatened species. The present range of the San Joaquin kit fox extends from the southern end of the San Joaquin Valley, north to Tulare County, and along the interior Coast Range valleys and foothills to central Contra Costa County. San Joaquin kit foxes typically inhabit annual grasslands or grassy open spaces with scattered shrubby vegetation, but can also be found in some agricultural habitats and urban areas. This species needs loose-textured sandy soils for burrowing, and they also need areas that provide a suitable prey base, including black-tailed hare, desert cottontails, and California ground squirrels, as well as birds, reptiles, and carrion.

The reconnaissance-level survey conducted at the project site did not observe San Joaquin kit fox and found no indication of the presence of this species on the project site. Although the project site supports a prey base, the site is considered only marginal breeding and foraging habitat for the kit fox due to its industrial development and location in an area adjacent to residential development. Therefore, if this species uses the site, it likely uses it only for foraging or dispersal on rare occasions and in low numbers. San Joaquin kit fox is known to occur in the region; however, most occurrences were last recorded in the late 1970s.

The nearest and most recent observation of this species was documented approximately one mile southwest of the project site in 1992 (CNDDDB 2020). In the off-chance that a migrating kit fox is found in the region, the marginal quality of the project site suggests that this species would not choose this site for denning or breeding. Therefore, the likelihood of this species occurring on the project site is considered low. Loss of or harm to individual kit foxes could result if they are present on the site or seek shelter during construction within artificial structures, such as stored pipes or exposed trenches. Loss or harm to kit fox is a significant adverse impact. Implementation of the following mitigation measures would reduce this potential, significant impact to San Joaquin kit fox to a less-than-significant level.

Mitigation Measure

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

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

If a natal/pupping den is discovered within the project area or within 200 feet of the project boundary, the City of Hollister shall consult with the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service to establish an appropriate avoidance buffer. The

avoidance buffer shall be maintained until such time as the burrow is no longer active and/or an incidental take permit is determined to be required and is obtained.

In addition, the following measures shall be observed:

- a. Project-related vehicles shall observe a 20-mph speed limit in all project areas; this is particularly important at night when kit foxes are most active. To the extent possible, night-time construction shall be minimized. Off-road traffic outside of designated project area shall be prohibited.
- b. To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of the project, all excavated, steep-walled holes or trenches more than two feet deep shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the procedures under number 11 of the Construction and Operational Requirements in the Standardized Recommendations must be followed.
- c. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipe becoming trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the U.S. Fish and Wildlife Service has been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved once to remove it from the path of construction activity, until the fox has escaped.
- d. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and removed at least once a week from a construction or project site.

- e. No firearms shall be allowed on the project site during construction activities.
- f. To prevent harassment, mortality of kit foxes or destruction of dens by dogs or cats, no pets shall be permitted on site during construction activities.
- g. Use of rodenticides and herbicides on the project site during construction shall be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds shall observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the U.S. Fish and Wildlife Service. If rodent control must be conducted, zinc phosphide shall be used because of proven lower risk to kit fox.
- h. In the case of trapped animals, escape ramps or structures shall be installed immediately to allow the animal(s) to escape.
- i. Any contractor, employee, or agency personnel who inadvertently kills or injures a San Joaquin kit fox shall immediately report the incident to the City of Hollister, who will contact the CDFW and USFWS as needed.
- j. The City of Hollister shall prepare and maintain for the record, weekly reports on construction monitoring activities.

Burrowing Owl. Burrowing owl (*Athene cunicularia*) is a California Species of Special Concern. Burrowing owls live and breed in burrows in the ground, especially in abandoned California ground squirrel burrows. Optimal habitat conditions include large open, dry and nearly level grasslands or prairies with short to moderate vegetation height and cover, areas of bare ground, and populations of burrowing mammals. This species is known to occur approximately 2.1 miles southwest of the site (CNDDDB 2020). The project site's non-native grassland provides marginally suitable foraging habitat for burrowing owl, and a few scattered small mammal burrows on the site could be utilized for nesting habitat, but burrowing owl has low potential to occur on the site. If burrowing owl is present on or adjacent to the project site, construction activities could result in the loss or disturbance of individual

animals. This would be a significant adverse environmental impact. Implementation of the following mitigation measure would reduce this potential, significant impact to less than significant.

Mitigation Measure

BIO-2 To avoid/minimize impacts to burrowing owls potentially occurring within the project site, the City of Hollister shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl. The approved biologist shall conduct a two-visit (i.e. morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to methods described in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (California Burrowing Owl Consortium 1993) and the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012). The City of Hollister shall retain the results of the survey, for the record.

Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (CBOC 1993) and the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities. The following table includes buffer areas based on the time of year and level of disturbance (CDFW 2012), unless a qualified biologist approved by the CDFW verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after

the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach.

Bats. Trees and/or buildings or structures on or adjacent to the project site could provide roosting habitat for state-listed species of special concern western mastiff bat (*Eumops perotis californicus*), Townsend's big-eared bat (*Corynorhinus townsendii*), and hoary bat (*Lasiurus cinereus*). Western mastiff bat prefers crevices in cliff faces, high buildings, trees, and tunnels for roosting and tight rock crevices or crevices in buildings for nesting. Townsend's big-eared bat prefers roosting and nesting found in caves, tunnels, mines, and buildings. Hoary bat is a solitary species that generally prefers dense foliage of medium to large trees. These species have been identified west of Hollister (CNDDDB 2020). Construction activities at the project site could result in the disturbance of roost and natal sites occupied by special-status bats on or adjacent to the project site, if present. Implementation of the following mitigation measure would reduce this potential, significant impact to a less-than-significant level.

Mitigation Measure

BIO-3 Approximately 14 days prior to construction activities, a qualified biologist shall conduct a habitat assessment for bats and potential roosting sites in trees within 50 feet of the development footprint, and within and surrounding any structures that may be disturbed by the project. These surveys shall include a visual inspection of potential roosting features (bats need not be present) and a search for presence of guano within the project site, construction access routes, and 50 feet around these areas. Cavities, crevices, exfoliating bark, and bark fissures that could provide suitable potential nest or roost habitat for bats shall be surveyed. Assumptions can be made on what species is present due to observed visual characteristics along with habitat use, or the bats can be identified to the species level with the use of a bat echolocation detector such as an "Anabat" unit. Potential roosting features found during the survey shall be flagged or marked.

If no roosting sites or bats are found, a letter report confirming absence shall be prepared and submitted to the City of Hollister and no further mitigation is required.

If bats or roosting sites are found, bats shall not be disturbed without specific notice to and consultation with CDFW.

If bats are found roosting outside of the nursery season (May 1 through October 1), CDFW shall be consulted prior to any eviction or other action. If avoidance or postponement is not feasible, a Bat Eviction Plan will be submitted to CDFW for written approval prior to project implementation. A request to evict bats from a roost includes details for excluding bats from the roost site and monitoring to ensure that all bats have exited the roost prior to the start of activity and are unable to re-enter the roost until activity is completed. Any bat eviction shall be timed to avoid lactation and young-rearing. If bats are found roosting during the nursery season, they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or by monitoring the roost after the adults leave for the night to listen for bat pups. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. Therefore, if a maternal roost is present, a 50-foot buffer zone (or different size if determined in consultation with the CDFW) shall be established around the roosting site within which no construction activities including tree removal or structure disturbance shall occur until after the nursery season.

Nesting Birds. Various bird species, including California horned lark (*Eremophila alpestris actia*), may nest throughout the study area, including in buildings, on open ground, or in any type of vegetation. Future construction activities including ground disturbance may impact nesting birds protected under the federal Migratory Bird Treaty Act and California Fish and Game Code, should nesting birds be present during construction. If protected bird species are nesting adjacent to the project site during the bird nesting season (January 15 through September 15), then noise-generating construction activities could result in the loss of fertile eggs, nestlings, or otherwise lead to the abandonment of nests. Implementation of the following mitigation measure would reduce potential, significant impacts to nesting birds to less than significant.

Mitigation Measure

BIO-4 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), to the extent feasible, construction activities that include any vegetation removal or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, which is outside of the bird nesting season. If construction activities commence during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

If construction activities are scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 10 days prior to start of construction, with the second survey conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding the work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. This measure shall be implemented by the City of Hollister prior to start of construction activities.

Special-Status Amphibians and Western Pond Turtle. The following species occur in the project vicinity and were assessed for the potential to occur on the project site:

- California tiger salamander, federally and state-listed Threatened;
- California red-legged frog, federally listed as Threatened and a California Species of Special Concern;
- Western spadefoot toad, California Species of Special Concern; and
- Western pond turtle, California Species of Special Concern.

California Tiger Salamander. California tiger salamander is a federally and state-listed Threatened species. The project site is not located within federally designated critical habitat for this species. The California tiger salamander is dependent on small shallow bodies of water for breeding. It can be found in grasslands, most frequently within 400 feet of breeding pools or ponds and where California ground squirrels are prevalent and active. Ephemeral ponds that completely dry out by late summer and early fall are ideal habitat for this species because the dry period prohibits bullfrog and non-native fish residency. California tiger salamanders will occupy burrows of ground squirrels during summer and fall months, emerging to move toward breeding sites when the rainy season commences. They typically disperse to burrows and other hiding places in oak woodlands and grasslands within a quarter mile or less from breeding ponds by early summer.

CNDDDB records indicate that there are two known occurrences of California tiger salamander approximately 0.75 miles and 1.4 miles southwest of the project site. There is low potential for California tiger salamander to utilize the project site due to the treatment plant maintenance activities (including periodic draining of the treatment ponds), residential and roadway barriers to dispersal, and the distance of the recorded sightings. Therefore, no measures for the protection of this species is proposed.

California Red-legged Frog. A federally-listed Threatened species and California Species of Special Concern, California red-legged frog occurs in lowlands and foothills primarily in perennial or ephemeral ponds, pools, and streams where water remains long enough (14-28 weeks) for breeding and metamorphosis of tadpoles. Specific breeding sites include streams, creeks, ponds, marshes, sag ponds, deep pools, backwater areas, dune ponds, lagoons, and estuaries. California red-legged frog may disperse from their aquatic breeding habitats to upland habitats during the dry season. They prefer upland habitats that provide moisture to prevent desiccation and protection from predators, including downed logs, woody vegetation, boulders, moist leaf litter, or other refugia during the dry season. In areas where upland

habitats do not contain structure, they take refuge in burrows. However, if there is sufficient water at their breeding location, they may remain in aquatic habitats year-round instead of moving to adjacent uplands.

During wet seasons, frogs can move long distances between habitats, traversing upland areas or ephemeral drainages. Dispersal distances are typically less than 0.3 mile, with a few individuals moving 1.2-2.2 miles. Seeps and springs in open grasslands can function as foraging habitat or refugia for wandering frogs.

CNDDDB records indicate that there is one known occurrence of California red-legged frog within two miles of the project site. This occurrence is located within the San Benito River approximately 0.75 miles and 1.4 miles southwest of the project site. The project will not directly impact the riparian habitat within the river corridor and there is low potential for California red-legged frog to utilize the project site due to the treatment plant maintenance activities (including periodic draining of the treatment ponds) and residential and roadway barriers to dispersal. Therefore, no measures for the protection of this species are proposed.

Western Spadefoot Toad. Western spadefoot is a California Species of Special Concern. This species lives within grassland habitats of Central California and the Southern California coast. It requires temporary pools of water free of predators (such as fish, bullfrogs, or crayfish) for egg-laying. Breeding usually occurs in late winter. With the exception of the breeding season and foraging excursions during rain events, this species spends most of its life aestivating in self-excavated burrows, although burrows of small mammals are sometimes utilized.

CNDDDB records indicate one occurrence of western spadefoot toad approximately 1.4 miles southwest of the project site. The project site does not provide undisturbed grassland habitat for underground dormancy needed by the western spadefoot. Spadefoots are highly sensitive to vibration (such as from the electric motors used to aerate the treatment plant lagoons) while underground and may emerge prematurely. Disturbance from the wastewater treatment plant operations would likely cause disruption during dormancy periods and the likelihood that spadefoot occurs onsite is considered low. Therefore, no measures for the protection of this species is proposed.

Western Pond Turtle. Western pond turtle is a California Species of Special Concern. It is uncommon to common in suitable aquatic habitat throughout California including freshwater marshes, stock ponds, lakes, rivers, and streams. This species is considered omnivorous. Aquatic plant material, including pond lilies, beetles and a variety of aquatic invertebrates as well as fishes, frogs, and even carrion have been reported among their food. Pond turtles require basking sites such as partially

submerged logs, rocks, mats of floating vegetation, or open mud banks. Turtles slip from basking sites to underwater retreats at the approach of humans or potential predators.

CNDDDB records indicate that there are two known occurrences of western pond turtle within one mile of the project site. One occurrence is approximately one mile east of the project site and the other is approximately 0.5 miles northwest of the project site in the San Benito River. The project will not directly impact the riparian habitat in the river corridor. The treatment ponds on the site are actively maintained and periodically drained and do not provide natural aquatic habitat for this species including basking sites. Therefore, no measures for the protection of this species are proposed.

- b. **Riparian Habitat or Sensitive Natural Communities.** There were no riparian habitat or sensitive natural communities observed at the project site, although the San Benito River riparian habitat is adjacent to both project sites. Therefore, direct impacts to riparian habitat or sensitive natural communities within the project site are not anticipated.

The Bridge Road Outfall FCS will capture the trash that currently flows to the outfall and into the San Benito River. Therefore, this project will result in a beneficial water quality impact and beneficial impact to the river's riparian habitat.

The Apricot Lane Diversion Project will divert approximately 10 percent of the untreated stormwater runoff that currently flows to the San Benito River. Some portion of the diverted water will infiltrate into the groundwater and therefore, the reduction in storm water flowing to the river would not result in a significant impact to the river or riparian habitat.

Combined, the two projects would not have a significant, adverse impact on the river and its riparian habitat.

- c. **Wetlands and Waters of the U.S.** A review of the National Wetlands Inventory online database was also conducted to identify the closest jurisdictional aquatic features on or adjacent to the project site (USFWS 2020). Along with the San Benito River bordering the treatment plant, the wetland database results showed the site's six treatment ponds classified as artificially flooded wastewater treatment ponds (PUBKx). Waste treatment systems, including lagoons and treatment ponds, are excluded by Section 404 of the Clean Water Act from the definition "waters of the United States" and are not jurisdictional. There are no jurisdictional wetlands or Waters of the U.S. on the project site. Therefore, there would be no impact to wetlands or waters of the U.S.

- d. **Wildlife Movement.** Wildlife movement corridors provide connectivity between habitat areas, enhancing species richness and diversity, and usually also provide cover, water, food, and breeding sites. The project site is not likely to facilitate major wildlife movement due to current active disturbance. There are small animal burrows on-site that could potentially provide habitat or facilitate movement corridors for commonly occurring, urban-adapted mammals such as California ground squirrel and Botta's pocket gopher (*Thomomys bottae*). However, because the habitat is marginal, the proposed project would have a less-than-significant impact on wildlife movement.

- e. **Local Biological Resource Policies/Ordinances.** The *City of Hollister General Plan* has goals in place for dealing with natural resources and conservation. Goal NRC1 is to "Assure enhanced habitat for native plants and animals, and special protection for threatened or endangered species."

The project site is composed of heavily disturbed soils, with non-native grasses, and ruderal (weedy) plants. There is no designated critical habitat, or habitat conservation plan on the project site. With these considerations, the proposed project would not conflict with local regulations related to biological resources.

Trees. The proposed project does include the removal of any trees; therefore, the proposed project would not conflict with local regulations related to protected trees.

- f. **Conservation Plans.** There are no critical habitat boundaries, habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans applicable to the proposed project site. Preliminary habitat conservation planning had been underway in San Benito County for many years; however, this effort is not currently active.

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5? ()	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries? ()	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

The project site is located in Hollister, San Benito County on the Hollister United States Geological Survey (USGS) quadrangle, adjacent to the San Benito River which is to the west. Surrounding properties include residential areas to the north and east. An archaeological report including methodology, results, and mitigation measures was prepared for the site. This section is based, in part, on that report.

- a, b. **Significant Historical Resources.** There are no recorded historic resources within the project site. Historic resources can be both above ground and underground, historic and pre-historic.

Unique Archaeological Resources. Four prehistoric groundstone archaeological resources were observed and collected for analysis during the pedestrian survey conducted on July 23, 2020. These resources are not considered unique. However, due to the prehistoric finds, and the projects' proximity to the San Benito River, during soil-disturbing activities, it is always possible to accidentally discover buried archaeological resources. Disturbance of historically significant or unique archaeological resources could be considered a significant adverse environmental impact.

The records search through the Northwest Information Center, File No. 20-0141, was negative for recorded archaeological resources within the site boundaries, although there are four recorded historic archaeological resources within a quarter mile radius of the site. The records search for Sacred Lands through the Native American Heritage Commission was positive, and the Commission provided a list of local

tribes, who were contacted for any knowledge they might have of the area. Irenne Zwierlein, Chairperson of the Amah Mutsun Tribal Band of Mission San Juan Bautista responded on July 22, 2020, stating that the tribe recommends cultural sensitivity training for all crews doing earthwork, a California-trained archaeological monitor present during earthwork, and a qualified Native American monitor present during earthwork.

A response from Rob Cuthrell, Director of Archaeological Resource Management for the Amah Mutsun Tribal Band, representing Valentin Lopez, Chairperson of the tribe was received on August 12, 2020, stating that while the tribe did not have any additional information about cultural resources in the project vicinity, they do have concerns since the project will be disturbing ground in the vicinity of the San Benito River. The tribe requests a Native American monitor from the Amah Mutsun Tribal Band for any portions of the project that are within 400 feet of the river. The Amah Mutsun Tribal Band would like to consult with the City to develop a specific plan for the Native American monitoring once the NWIC search has been completed. Contact information was provided for arrangement of the Native American monitor. A final request was made to be informed if there is agreement to hire a Native American monitor as stated.

Implementation of the following mitigation measure would ensure that possible subsurface significant historic resources and/or unique archaeological materials impacted during ground disturbing activities are reduced to a less-than-significant level.

Mitigation Measure

- CR-1 The City of Hollister will prepare a specific plan for Native American monitoring of project construction activities. The specific plan shall include, but not be limited to, the following:
- a. Consultation with the Amah Mutsun Tribal Band;
 - b. Cultural sensitivity training conducted by a qualified archaeologist or Native American monitor for all crews participating in soil-disturbing activities. New crew members will receive the training prior to beginning soil-disturbing activities;
 - c. Construction monitoring by a Native American monitor of the Amah Mutsun Tribal Band during all soil-disturbing activities within 400 feet of the San Benito River;

- d. Construction monitoring by a California-trained archaeological monitor during all soil-disturbing activities;
 - e. Including the following language on all construction documents:
If archaeological resources are discovered during construction, the County of San Benito requires that work be halted within 50 meters (165 feet) of the find until a qualified professional archaeologist can evaluate it. If the find is determined to be significant, then appropriate mitigation measures will be formulated and implemented.
- c. **Accidental Disturbance of Human Remains.** Due to the presence of four groundstone artifacts and the proximity of the San Benito River, there is the possibility of an accidental discovery of Native American human remains during construction activities. Disturbance of Native American human remains is considered a significant adverse environmental impact. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

Mitigation Measure

CR-2 Due to the possibility that human remains may be discovered during construction activities, the following language shall be included in all construction documents:

“If human remains are found during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner is contacted to determine that no investigation of the cause of death is required.

If the coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98.

The landowner or authorized representative will rebury the Native American human remains and associated grave goods with

appropriate dignity on the project site in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.”

Implementation of the mitigation measures would reduce potentially significant impacts associated with unique cultural resources to a less-than-significant level.

6. ENERGY

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a, b. The proposed project improvements to the City's existing storm drain system located below grade and within an existing roadway or right-of-way and an existing infrastructure facility. Beyond construction activities, the proposed improvements would not require the consumption of energy. Therefore, neither project would result in inefficient, wasteful, and unnecessary consumption of energy and would not conflict with state or local plans for energy efficiency.

7. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? (1,2,3,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) Strong seismic ground shaking? (1,2,3,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(3) Seismic-related ground failure, including liquefaction? (1,2,3,4,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(4) Landslides? (1,4,10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil? (1,7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, creating substantial direct or indirect risks to life or property? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (1,13)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. The following potential impacts from exposure to geologic risks apply to both the Bridge Road Outfall FCS and the IWTP projects:

Fault Rupture. Neither project site is not located in an Alquist-Priolo Fault Zone. There are no known faults that cross either project site.

Seismic Ground-Shaking. As identified in the General Plan EIR, Hollister is in a seismically active area. The Calaveras Fault zone traverses Hollister east of both sites. It is reasonable to expect that both project sites would be subject to intense ground shaking during an earthquake. The potential for damage during strong seismic shaking cannot be eliminated. Ground shaking and ground failure can result in structural failure and collapse, local damage to underground utilities, and the cracking of paved areas, presenting a hazard to occupants and damage to contents. The *City of Hollister General Plan* (General Plan) policies to reduce earthquake and seismic shaking hazards include the following:

HS1.4 Seismic Hazards. Assure 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 within the Hollister Planning Area.

HS1.5 Geotechnical and Geologic Review. Require 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.

The General Plan EIR identified that the General Plan policies would reduce potential impacts, but the impact would remain significant and unavoidable (General Plan EIR p. 4.9-4). However, with adoption of the General Plan, the City determined that the policies and standards in the Health and Safety Element, such as those cited above, would reduce the potential impacts associated with strong seismic ground shaking to what is defined as an “acceptable level of risk.”

Liquefaction. Both project sites are located in areas of medium levels for liquefaction risk (County of San Benito 2020). As identified in the General Plan EIR, the structural damage caused by soil liquefaction during an earthquake was determined to be a significant unavoidable impact. However, with adoption of the General Plan, the City determined that the policies and standards in the Health and Safety Element, such as

HS1.4 and HS1.5 cited under the discussion of ground shaking above, would reduce the potential impacts associated ground failure to what is defined as an “acceptable level of risk.” The improvements identified in the two proposed projects would occur in a location that is an existing roadway, right-of-way, or wastewater facility, and the development of each project’s improvements would not exacerbate or result in a more intense adverse impact than what has been concluded by the General Plan. Therefore, the proposed projects would implement General Plan policies to reduce potentially significant impacts to a less-than-significant level.

Landslides. Each project site is flat and is not located adjacent to any hillsides or other sloped area that could be subject to landslides. According to the County WebGIS, both project sites are located in areas where “landslides and other features related to slope instability are very rare to non-topographically low” (County of San Benito 2020).

- b. Development of both the Bridge Road Outfall FCS and IWTP project sites would disrupt the surficial soil in areas where soils are susceptible to erosion by wind and/or water. Refer to Section 10.0, Hydrology and Water Quality, for more discussion related to erosion impacts.
- c. The improvements involved in both the Bridge Road Outfall FCS and the IWTP projects are all located within existing roadways, rights-of-way, or wastewater facilities. Further, all improvements would be located below grade. Therefore, development of both projects would not result in significant impacts related to on- or off-site landslide, lateral spreading, subsidence, or collapse. This issue is addressed above in the response to checklist question a) and would be reduced to a less-than-significant level with implementation of the General Plan Policy HS1.4 cited in that discussion.
- d. The improvements involved with both the Bridge Road Outfall FCS and the IWTP projects consist of City storm water infrastructure improvements. Therefore, neither project would create substantial direct or indirect risks to life or property.
- e. Neither the Bridge Road Outfall FCS nor the IWTP projects involve the use of septic tanks. Therefore, no impact would occur in relation to the soil’s capability to support septic uses.
- f. The project sites for the Bridge Road Outfall FCS and IWTP projects are flat and each proposed improvement would occur below grade within an existing roadway, right-of-way, or wastewater facility; therefore, no unique geologic features are present at either location. The General Plan EIR evaluated impacts to geologic and cultural resources; however, there was no discussion of impacts associated with

paleontological resources or unique geologic features. The County of San Benito's General Plan EIR identified that "...paleontological specimens have been found in the County, and additional specimens may be unearthed during future agriculture and development excavations. It is likely that potentially significant sub-surface resources, including archaeological and unique paleontological resources, may be discovered due to excavation activities related to future development and construction" (County of San Benito 2015, p. 9-25).

Although there are no specific indications of paleontological resources associated with either project site, during earth-moving activities, it is always possible to accidentally discover buried paleontological resources. Disturbance of paleontological resources would be considered a significant adverse environmental impact. Implementation of mitigation measure GEO-1, identified below, would reduce this potential significant impact to a less-than-significant level.

Mitigation Measure

GEO -1 Due to the possibility that buried paleontological resources might be discovered during construction, the following language shall be included on all construction documents and on any permits issued for the project site, including, but not limited to, grading and building permits associated with the proposed project:

"If paleontological resources are unexpectedly discovered during construction, work shall be halted immediately within 50 meters (160 feet) of the find, and the Planning Department notified, until it can be evaluated by a qualified professional paleontologist. If the find is determined to be significant, an appropriate resource recovery shall be formulated, with the concurrence of the City of Hollister, and implemented."

8. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (1,18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (1,18)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a, b. The California Legislature has enacted a series of statutes in recent years addressing the need to reduce greenhouse gas (GHG) emissions across the State. In September 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 was amended by Senate Bill (SB) 32. Effective January 1, 2017, SB 32 requires that statewide GHG emissions be reduced to 40 percent below 1990 levels by 2030. AB 32 and SB 32 represent the current state legislative framework commonly used by local and regional agencies across the state as guidance for reducing GHG emissions from activities within their respective jurisdictions.

The Bridge Road Outfall FCS and IWTP projects are located within the boundaries of the Monterey Bay Air Resources District (air district). To date, the air district has not adopted CEQA guidance for analysis of GHG effects of land use projects (e.g. numerical thresholds of significance,) nor has it prepared a qualified GHG reduction plan for use/reference by local agencies located within the air district. Further, the City has not adopted a GHG reduction emissions plan or climate action plan.

The Bridge Road Outfall FCS and IWTP projects would not result in new sources of operational GHG emissions because no operational sources of GHGs are proposed with either project. GHG emissions would be generated by equipment used during the site preparation and construction processes. During site preparation and construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker/builder supply vehicles, which typically use fossil-based fuels to operate.

Project excavation, grading, and construction would be temporary, occurring only over the construction period, and would not result in a permanent increase in GHG emissions. Therefore, the proposed project would have a less-than-significant related to construction GHG emissions, and would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (1,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment? (1,14,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or a public-use airport, result in a safety hazard or excessive noise for people residing or working in the project area? (1,4,8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (1,2,17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (1,10,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. Neither the Bridge Road Outfall FCS project nor the IWTP projects would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Both projects involve the improvement of the City's storm drain infrastructure system.

- b. Both the Bridge Road Outfall FCS and the IWTP projects are storm water improvement projects located within existing roadways, rights-of-way, and existing infrastructure facilities. Therefore, neither project would create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- c. Neither the Bridge Road Outfall FCS nor the IWTP project sites are within one-quarter mile of an existing or proposed school. Further, both projects are storm water improvement projects located within existing roadways, rights-of-way, and existing infrastructure facilities and would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste.
- d. The Bridge Road Outfall FCS and IWTP project sites are not on the Hazardous Waste and Substances Sites (Cortese) List (California Department of Toxic Substances Control 2020).

The Bridge Road Outfall FCS and IWTP project sites are also not listed on the California Environmental Protection Agency's list of solid waste sites identified by the Water Board with waste constituents above hazardous waste levels outside the waste management unit (California Environmental Protection Agency 2020).

Bridge Road Outfall FCS. The State Water Resources Control Board's GeoTracker does not indicate any hazardous sites within 1,000 feet of the project site (State Water Resources Control Board 2020).

IWTP. The State Water Resources Control Board's GeoTracker indicates only one permitted hazardous site within 1,000 feet of the project site; this site is identified as the existing City IWTP (State Water Resources Control Board 2020).

- e. Neither project site location is located within the Hollister Municipal Airport's influence area (San Benito County Airport Land Use Commission 2012, Map 1).
- f. The City's emergency evacuation/response plans are coordinated with the San Benito County Operational Area Emergency Operations Plan. As identified in the General Plan, the City's primary evacuation routes would be along State Route 25 and State Route 156. Neither project would impair or obstruct these evacuation routes. Therefore, both projects would not impede or conflict with any adopted emergency response or evacuation plans.
- g. Both project sites are not located in or near state responsibility areas or lands classified as a fire hazard severity zone (California State Geoportal 2020). Therefore, no impacts would occur related to exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

10. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(1) Result in substantial erosion or siltation on- or off-site; (1,7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (1,7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(3) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(4) Impede or redirect flood flows? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (1,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (1,12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The proposed projects are a requirement of the Central Coast Regional Water Quality Control Board in order to improve the quality of storm water discharged into the San Benito River. Therefore, the proposed projects would have a beneficial impact on water quality and therefore, would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- b. Neither project involves the use of groundwater. The proposed improvements for each project would all occur within an existing roadway or right-of-way and/or within existing infrastructure facilities and, therefore, would not interfere with groundwater recharge.
- c. **Erosion.** Construction activities for the development of each project may lead to erosion and/or siltation.

The City's municipal code chapter 15.24, Grading and Best Management Practices Control, requires a best management control plan to be implemented for land-disturbing activities, including grading. The plan is required to include all proposed best management practices, including erosion, sediment, wind, dust, tracking, non-storm water management and waste management control. It also requires sediment retention measures, surface runoff and erosion control measures.

General Plan Policy NRC 2.4(3) requires that appropriate measures to be taken to reduce wind erosion during construction, such as watering of soil, replanting and repaving and General Plan Policy CSF 3.2 requires project developers to implement suitable erosion control measures. Compliance with these existing requirements will ensure any potentially significant adverse impacts associated with erosion or siltation during construction activities are less than significant.

Flooding on- or offsite. Neither project includes structures that would increase flooding on or off site.

Runoff. Neither project would result in the addition of impervious surfaces and both proposed projects improve the City's storm drain system. Therefore, neither project would result in adverse storm water runoff impacts.

Flood flows. Neither project includes structures that would impede flood flow.

- d. Both projects are storm water quality improvement projects and therefore, would not result in the risk of releasing pollutants due to project inundation.

- e. Both the Bridge Road Outfall FCS project and the Apricot Lane Diversion project are storm water quality improvement projects. Neither project requires the use of groundwater. Therefore, the proposed projects would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

11. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Physically divide an established community? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause any 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? (1,7,18,19)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. Both the Bridge Road Outfall FCS and the IWTP projects do not involve components that would physically divide an established community. Both projects include improvements to the City's storm drain system and would be located below grade and within an existing roadway, right-of-way, or existing infrastructure facility.
- b. The projects are consistent with the requirements to improve storm water quality in Hollister and therefore, the proposed projects would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

12. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (1,2,20)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land-use plan? (1,2,20)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a, b. The State Mining and Geology Board has designated portions of the Hollister Planning Area as having construction aggregate deposits (sand, gravel and crushed rock) of regional significance pursuant to the Surface Mining and Reclamation Act (Public Resources Code Section 2710 et seq.). These resources remain potentially available near the San Benito River and are needed to meet future demands in the region (Hollister 2005a, p. 7.3).

Bridge Road Outfall FCS. The California Revised Mineral Land Classification Map identifies the project site as being located within the mineral resource zone boundary titled MRZ-3. This zone includes areas containing mineral deposits the significance of which cannot be evaluated from available data. Based on the nature of the proposed project as a storm water improvement project within an existing roadway or right-of-way, the proposed project does not involve activities that would result in loss of availability of a known mineral or the availability of a locally important mineral resource recovery site.

IWTP. The California Revised Mineral Land Classification Map identifies the project site as being located within the mineral resource zone boundary titled MRZ-2. This zone includes areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence. However, based on the nature of the proposed project as a storm water improvement project within an existing wastewater treatment facility, the proposed project does not involve activities that would result in the loss of availability of a known mineral or the availability of a locally important mineral resource recover site.

13. NOISE

Would the project result in:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in applicable standards of other agencies? (1,7)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive ground-borne vibration or ground borne noise levels? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, expose people residing or working in the project area to excessive noise levels? (1,4,8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. Bridge Road Outfall FCS. There would be no generation of substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the General Plan because the improvements would be underground.

However, the proposed project could result in temporary increases in ambient noise levels due to construction-related noises and may result in a nuisance to the residents in the neighborhood adjacent to the site. Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction. Construction activities occurring during the more noise-sensitive nighttime hours may result in increased levels of annoyance to occupants of nearby residential dwellings. Temporary construction-generated noise is, therefore, a significant environmental noise impact to nearby noise-sensitive uses. Implementation of Mitigation Measure N-1 would ensure this impact would be less than significant.

IWTP. After construction of the project, there would be no permanent increase in ambient noise levels. However, the proposed project could result in temporary increases in ambient noise levels due to construction-related noises and may result in

a nuisance to the residents in the neighborhood adjacent to the site. Implementation of Mitigation Measure N-1 would reduce this significant environmental impact to a less-than-significant level.

Mitigation Measure

N-1 The following measures shall be incorporated into the construction plans for the proposed project to mitigate construction noise:

- a. Construction activities shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Construction activities shall be prohibited on Sundays and federally recognized holidays;
 - b. Locate construction equipment and equipment staging areas at the furthest distance possible from nearby noise-sensitive land uses;
 - c. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds should be closed during equipment operation;
 - d. When not in use, all construction equipment shall be turned off and shall not be allowed to idle; and
 - e. A noise disturbance coordinator shall be designated to handle complaints and the site shall be posted with a phone number and email address so that the nearby residents have a contact person in case of a noise problem.
- b. Bridge Road Outfall FCS and IWTP. The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. None of these activities are anticipated to occur with construction or operation of either project. Therefore, neither project would result in the generation of ground-borne vibration or ground borne noise levels.
- c. Neither project location is located within the Hollister Municipal Airport's influence area (San Benito County Airport Land Use Commission 2012, Map 1).

14. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. Neither project involves an increase in the population and, therefore, would not induce substantial unplanned population growth.
- b. There are no residences on the project sites and, therefore, there would be no displacement of housing or people as a result from either proposed project.

15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Fire protection? (1,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection? (1,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools? (1,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks? (1,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities? (1,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a-e. The proposed projects are stormwater management infrastructure improvement projects. Neither project includes construction of housing, commercial or retail projects and therefore, would not require public services. Therefore, neither proposed project would result in adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities.

16. RECREATION

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (1,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (1,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a, b. The proposed projects are each associated with stormwater management infrastructure and are each located within existing roadways or roadway rights-of-way and within existing wastewater facility locations. Therefore, there would be no impact on recreational facilities.

Neither project includes construction of housing, commercial or retail projects and therefore, do not include recreational facilities, nor would they require use of existing recreation facilities. Therefore, neither proposed project would result in adverse physical impacts associated with the provision of or need for new or physically altered recreational facilities.

17. TRANSPORTATION

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. Neither project involves components that would conflict any program, plan, ordinance, or policy addressing the circulation system. Both projects include improvements to the City's storm drain system and other than short-term construction activity, would not add vehicle trips to the circulation system.
- b. Beyond construction activities, neither project involves vehicle trips and therefore, a vehicle miles traveled analysis is not required. Therefore, neither project would conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b).
- c. Neither project involves components that would increase hazards due to a geometric design feature or incompatible uses.
- d. Neither project involves components that would result in inadequate emergency access.

18. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k), or (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

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

However, tribes were consulted associated with preparation of the archaeological report for this project. Please see Section 5, Cultural Resources, for a discussion of that consultation.

19. UTILITIES AND SERVICES SYSTEMS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (1,4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. 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? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. Bridge Road Outfall FCS. The proposed project involves the abandoning the existing 42-inch storm drain line and a new 121 foot, 42-inch storm drain line would be constructed. The proposed improvements also include a new storm drain manhole and replacement of an existing storm drain manhole. These improvements would all occur within an existing roadway or right-of-way. Although the proposed project itself is the construction of new storm water facilities, there would be no impact on these facilities in that no new or expanded storm water facilities would be required as a result of the proposed project, the construction of which could cause adverse environmental impacts.

The proposed project does not involve wastewater, water, electric power, natural gas, or telecommunications facilities; therefore, construction of new or expansion of these existing facilities would not occur.

IWTP. The proposed project involves modifications to the existing storm drain system and construction of a new diversion infrastructure and a FCS. These improvements would occur within existing wastewater facility locations. Although the proposed project itself is the construction of new storm water facilities, there would be no impact on these facilities in that no new or expanded storm water facilities would be required as a result of the proposed project, the construction of which could cause adverse environmental impacts.

The proposed project does not involve wastewater, water, electric power, natural gas, or telecommunications facilities; therefore, construction of new or expansion of these existing facilities would not occur.

- b. Neither project includes the use of water supplies and, therefore, no impact would occur associated with these facilities.
- c. Neither project includes the use of wastewater and, therefore, no impact would occur associated with these facilities
- d, e. Neither project includes the use of solid waste and, therefore, no impact would occur associated with these facilities

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan? (1,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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 wildfire? (1,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (1,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (1,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a-d. Neither project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones (California State Geoportal 2020). Therefore, no discussion is needed for this section.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than- Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory? (1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects) (1,7,18,19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (1,7,18,19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. As discussed in Section 4.0, Biological Resources, the proposed projects have a low potential to have an adverse effect on the several special-status species. However, implementation of the mitigation measures presented herein would reduce these potential, significant impacts to a less-than-significant level.
- As discussed in Section 5.0, Cultural Resources, the proposed project sites have the potential to disturb unknown buried resources at each site during construction activities. However, Mitigation Measures CR-1 and CR-2 would ensure that the potential impacts would not be significant.
- b. Both projects have the potential to result in cumulatively considerable impacts in the areas of air quality (construction-related impacts), biological resources, cultural

resources, and noise (construction-related impacts). However, with the implementation of identified mitigation measures, impacts of each project would not be cumulatively considerable.

- c. The proposed projects have the potential to result in adverse environmental effects that could cause substantial adverse effects on human beings from the following: construction-related fugitive dust emissions, construction-related emissions of dust and diesel exhaust, and construction noise at nearby sensitive receptors that exceed noise thresholds. Implementation of Mitigation Measures AQ-1, AQ-2, and N-1 would reduce potential impacts to a less-than-significant level.

E. SOURCES

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