Hollister Municipal Airport Runway 6 Safety Project

Draft Initial Study/ Mitigated Negative Declaration

September 2023

Prepared By:

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1.0 INTRODUCTION & PURPOSE

1.1 Project Overview

The Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) was prepared by Kimley-Horn and Associates (Kimley-Horn) for the City of Hollister (City) to assess whether there may be significant environmental impacts associated with the proposed Hollister Municipal Airport Runway 6 Safety Project (Project), located within the boundaries of the existing Hollister Municipal Airport, in the City of Hollister, California, within San Benito County. This Draft IS/MND was prepared consistent with the requirements of the California Environmental Quality Act (CEQA) on the basis that there was no substantial evidence that there may have significant environmental impacts on specific environmental areas. Where a potentially significant impact may occur, the most appropriate mitigation measure(s) have been identified and would be applied to avoid or mitigate the potential impact to a level less than significant.

1.2 Lead Agency

The lead agency is the public agency with primary responsibility for a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines §15051 establishes criteria for identifying the lead agency. In accordance with CEQA Guidelines §15051(b) (1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Pursuant to State CEQA Guidelines §15367 and based on the criterion above, the City of Hollister is the lead agency for the Project.

1.3 Purpose and Scope of the Initial Study

In accordance with CEQA (California Public Resources Code [PRC] §21000 et seq.) and its Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.), this Draft IS/MND has been prepared to evaluate the potential environmental effects associated with the construction and operation of the Project.

Per State CEQA Guidelines §15070 a public agency shall prepare or have prepared a proposed negative declaration or MND for a project subject to CEQA when:

The initial study shows no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

The initial study identifies potentially significant effects, but:

1) Revisions in the project plans or proposals made by, or agreed to by the applicant before the proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

1.4 Mitigation Measures

Per State CEQA Guidelines §15041 - Authority to Mitigate, a lead agency for a project has authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus" and "rough proportionality" standards. As defined by State CEQA Guidelines §15364, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal social, and technological factors. If significant impacts are identified, then mitigation measures are adopted to reduce the impacts to less than significant levels. State CEQA Guidelines §15126.4 states that mitigation measures must be consistent with all applicable constitutional requirements, including the following:

- There must be an essential nexus (i.e., connection) between the mitigation measure and legitimate governmental interest.
- The mitigation measure must be "roughly proportional" to the impacts of the project.

There are several forms of mitigation under CEQA (see State CEQA Guidelines §15370). These are summarized below.

- **Avoiding the impact** altogether by not taking a certain action or parts of an action.
- **Minimizing impacts** by limiting the degree or magnitude of the action and its implementation.
- **Compensating for the impact** by replacing or providing substitute resources or environment.

Avoiding impacts is the preferred form of mitigation, followed by minimizing or compensating the impact to less than significant levels. Compensating for impacts would only be used when the other mitigation measures are not feasible.

1.5 Environmental Resources Topics

This Draft IS/MND evaluates the Project's impacts on the following resource topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality

- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

1.6 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Project Description. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Evaluation. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

1.7 Required Permits and Approvals

The following permits, agreements, and regulatory review processes must be approved by the City before any construction or operation of the Project, as proposed, is permitted:

- California Department of Fish and Wildlife: California Endangered Species Act Application for an Incidental Take Permit for State-listed Species

1.8 Summary of Findings

Section 3.0 of this document contains the Environmental Checklist that was prepared for the Project pursuant to Appendix G of the State CEQA Guidelines. The Environmental Checklist indicates that the Project would not result in significant impacts with the implementation of mitigation measures, as identified where applicable throughout this document.

1.9 Initial Study Review Process

The IS and a Notice of Intent (NOI) to adopt an MND will be distributed to responsible and trustee agencies, other affected agencies, and other parties for a 20-day public review period.

Written comments regarding this MND should be addressed to:

David Mirrione, City Manager
City of Hollister
375 Fifth Street
Hollister, CA 95023
(831) 636 4340 and coh-manager@hollister.ca.gov

Comments submitted to the City during the 20-day public review period will be considered and addressed prior to the adoption of the MND by the City.

1.10 Project Applicant(s)/Sponsor(s)

Project Applicant and Property Owner:

City of Hollister
David Mirrione
City Manager
375 Fifth Street
Hollister, CA 95023
(831) 636 4340
coh-manager@hollister.ca.gov

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Regional Location

The City is located within the northern portion of San Benito County. The City is surrounded by Hollister Hills to the west and Diablo Range to the east. The project site is located within the northern portion of the City, approximately 2.5 miles north of the City center. The City is surrounded by the unincorporated cities of San Benito County. Refer to **Exhibit 1: Regional Vicinity Map.**

2.2 Project Site Location

The project site is comprised of approximately 5.3 acres, located within the western portion of Runway 6 of the Hollister Municipal Airport (Accessor's Parcel Number [APN]: 050-010-001-00). The project site is bound by the existing Hollister Municipal Airport to the east and south, and vacant undeveloped land and agricultural land to the north and west; refer to **Exhibit 2: Local Vicinity Map**. The nearest major freeways to the project site include State Route (SR) 25, located approximately 0.5 miles to the west and SR 156, located approximately 1.3 miles to the north.

2.3 Project Background

The City of Hollister is required by the Federal Aviation Association regulations to make improvements to the Hollister Municipal Airport by constructing a new taxiway and modifying an existing runway. The Project proposes the demolition and removal of the approximately 4.8 acres of paved taxiway preceding and construction of an approximately 0.5-acre perpendicular taxiway to connect Runway 6 and the southern taxiway and would be compatible and consistent with the City's General Plan and Zoning Designations.

2.4 Existing Site Conditions

The project site is comprised of a portion of the existing Hollister Municipal Airport Runway 6. The project site consists of flat, developed land, at an elevation of 225 feet above mean sea level (amsl). Per the Storm Water Master Plan prepared for the Hollister Municipal Airport, run-off form the portion of the Hollister Municipal Airport in which the project site is located, generally flows to the southeast.[1]

According to the Federal Emergency Management Administration (FEMA), the project site is not located within a designated flood hazard zone.[2] The project site is located on the United States Geological Survey (USGS) 7.5-minute Series Topographic Map, *San Felipe, California* Quadrangle.

[1] Hollister, City of. (2010) Storm Water Master Plan for the Hollister Municipal Airport.
[2] FEMA (2022). *FEMA Flood Map Service Center: Search by Address*. Available at https://msc.fema.gov/portal/search?AddressQuery=turlock%2C%20ca#searchresultsanchor. Accessed April 2023.

2.5 General Plan and Zoning Designations

The City of Hollister Zoning Map depicts the City's zoning and indicates that the project site is within the Airport (A) zone.[3] The City's General Plan Land Use Map depicts the City's land use designations and indicates the project site has an Airport land use designation.[4] The Airport land use designation allows for airport operations and support facilities. The development standards for the Airport (A) zone are included in Section 17.12.040 of the Hollister Municipal Code.

2.6 Proposed Project Characteristics

As shown on **Exhibit 3: Conceptual Site Plan**, the Project would include the demolition and removal of 4.8 acres of paved taxiway preceding Runway 6, and the construction of approximately 0.5 acres of taxiway to connect Runway 6 to the southern taxiway; refer to **Table 1: Project Summary.** Pavement replacement of approximately 0.2 acres would occur within the construction limits, along with the installation of electrical improvements including 36 taxiway edge lights. The Project would also include the installation of 28 runway edge lights placed in existing conduits, 16 runway end lights, 1 pair of runway end identifier lights, 4 runway identification signs, and approximately 1.9 acres of reseeding in areas adjacent to ground disturbance. The Project would include four new signs, which would be 24 inches in height and 84.6 inches in width. Two signs would be located along the runway and taxiway of Runway 6 and two signs would be located along the runway and taxiway of Runway 3. Project work areas consist of paved runways and taxiways, adjacent hardscape shoulder, and non-native annual grassland.

Table 1: Project Summary

Project Element	Proposed Project
Existing Uses	Hollister Municipal Airport
Site Area	5.3 acres
Proposed Paved Area	0.5 acres
Existing Zoning	Airport (A)
Existing Land Use	Airport
Proposed Zoning	No Change
Proposed Land Use	No Change

Site Access

During construction, access to the project site would be provided via an access road located north of Aerostar Way. The nearest major freeways to the project site include SR 25, located approximately 0.5 miles to the west and SR 156, located approximately 1.3 miles to the north of the project site. The Project would ensure that emergency access via Aerostar Way would be

[3] Hollister, City of. (2018). *City of Hollister Zoning Map*. https://hollister.ca.gov/wp-content/uploads/2019/04/Zoning-Map.pdf.
[4] Hollister, City of. (2005a). City of Hollister General Plan. https://hollister.ca.gov/government/city-departments/development-services/general-plan/.

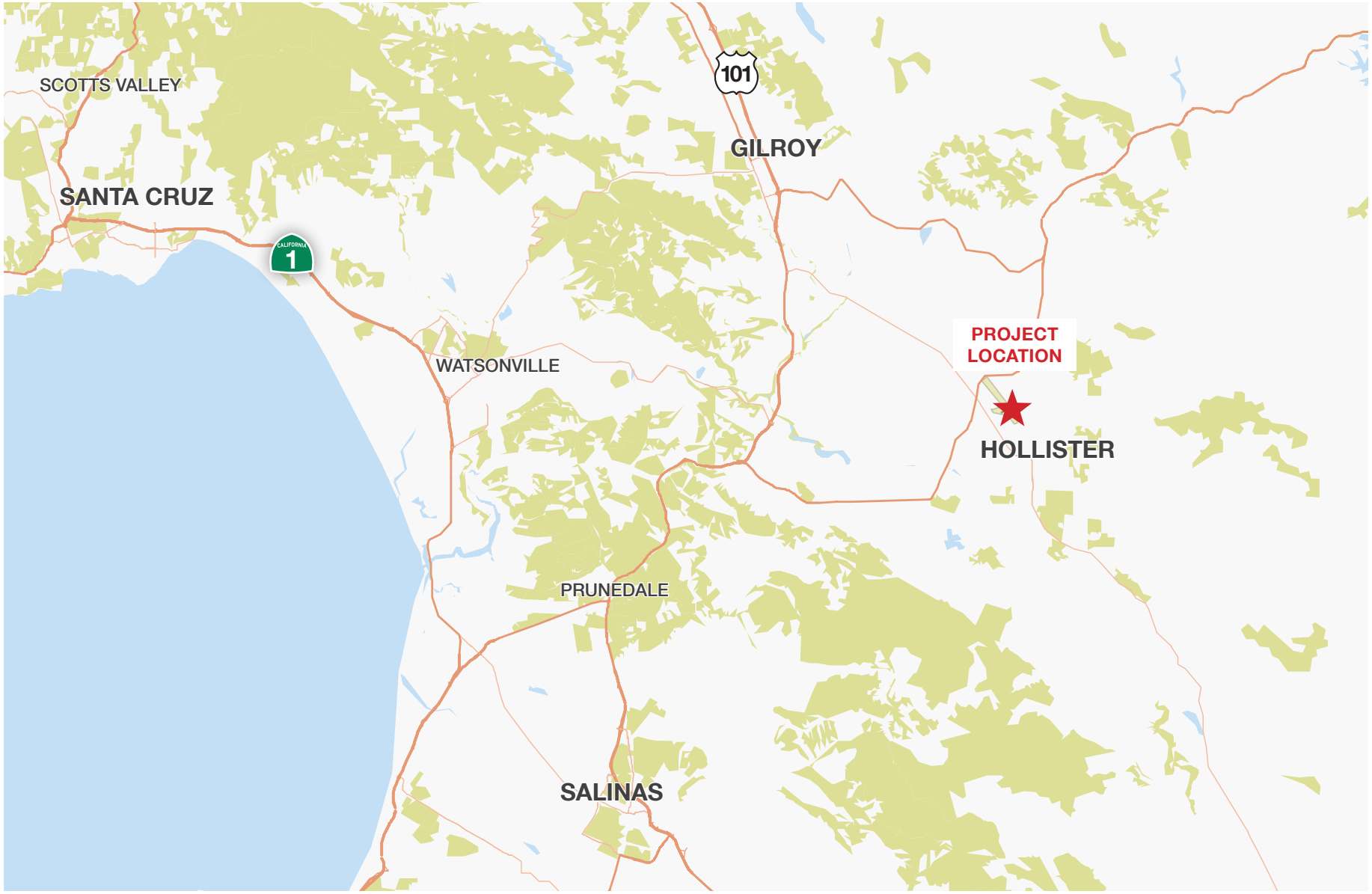
maintained during construction activities. In addition, individual Project review by the City including the City of Hollister Fire Department would also be required. The Project would incorporate all applicable design and safety requirements in the California Building and Fire Codes during construction activities.

Lighting and Signage

The Project would update existing runway lighting upon the demolition of the existing taxiway. It is anticipated that the existing cabling will be replaced with new airfield lighting cabling, which would be installed on the entire length of Runway 6-24 using existing conduits. The Project would include 36 taxiway edge lights, 16 runway end lights, and one pair of runway end identifier lights. As the Project lighting is for aviation purposes, the Project is exempt from Section 17.16.090 of the Hollister Municipal Code. Additionally, the Project would include four new signs: two along the taxiway and runway of Runway 6 and two along the taxiway and Runway of Runway 3.

2.7 Project Approvals

The City of Hollister is the Lead Agency under CEQA and is responsible for reviewing and approving the Draft IS/MND. California Department of Fish and Wildlife will consider the approval of an Incidental Take Permit for State-listed Species. Additional permits may be required upon review of construction documents.



Source: Google Earth Pro, 2023

Exhibit 1: Regional Vicinity Map

Hollister Municipal Airport Runway 6 Safety Project
Hollister, CA

Kimley»Horn

Source: ArcGIS

Exhibit 2: Local Vicinity Map

Hollister Municipal Airport Runway 6 Safety Project
Hollister, CA

Kimley»Horn

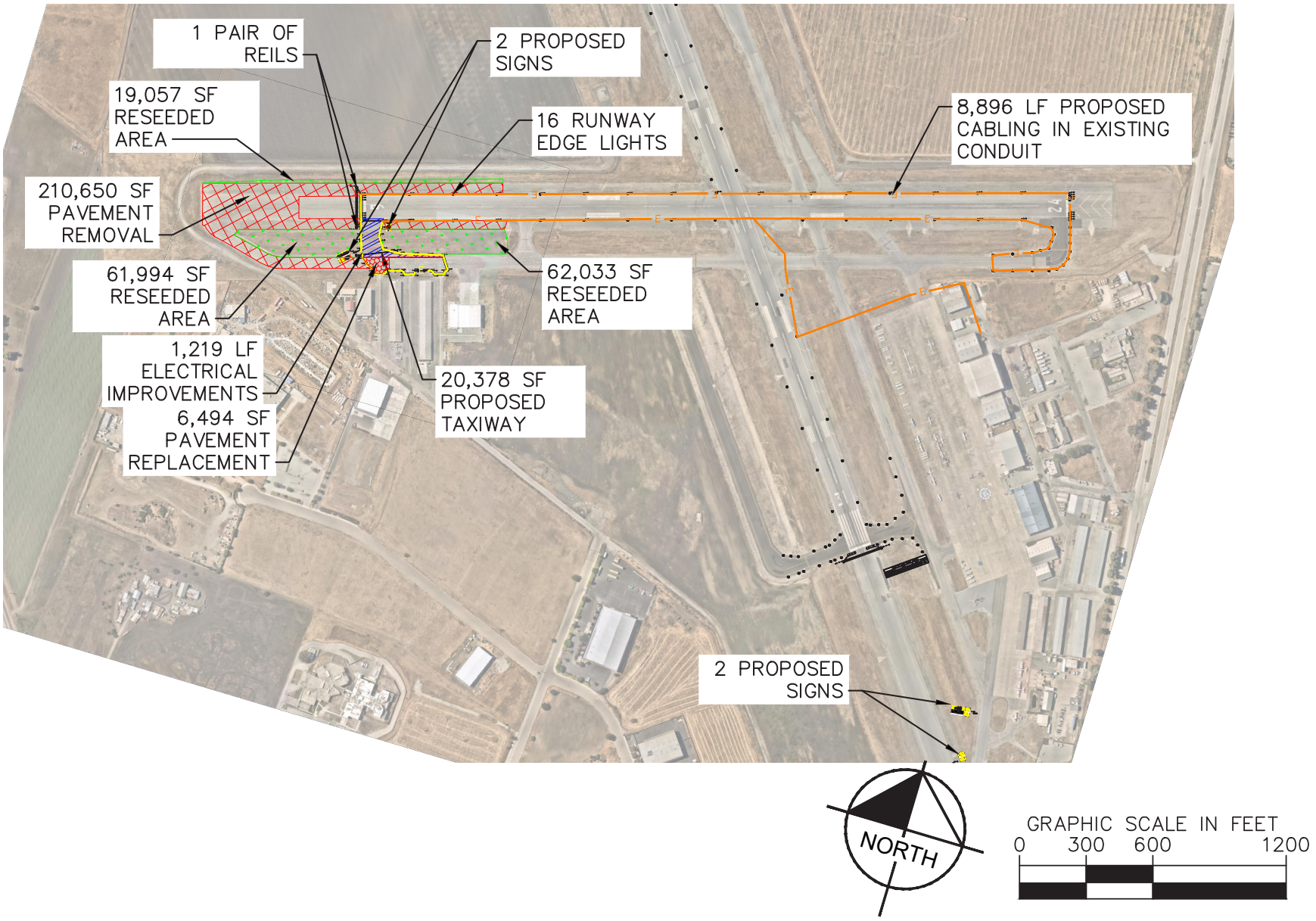


Exhibit 3: Conceptual Site Plan

Hollister Municipal Airport Runway 6 Safety Project
Hollister, CA

Kimley»Horn

3.0 INITIAL STUDY CHECKLIST

1. **Project title:**

   Hollister Municipal Airport Runway 6 Safety Project

2. **Lead agency name and address:**

   City of Hollister
   375 Fifth Street
   Hollister, CA 95023

3. **Lead Agency Contact Person and Phone Number:**

   David Mirrione, Acting City Manager
   (831) 636 4340

4. **Project location:**

   The project site is located within the eastern portion of the Hollister Municipal Airport.

5. **Project sponsor's name and address:**

   City of Hollister
   375 Fifth Street
   Hollister, CA 95023

6. **General plan designation:**

   Airport

7. **Zoning:**

   Airport (A)

8. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**

   The City of Hollister is required by FAA regulations to make necessary improvements to the Hollister Municipal Airport, by constructing a new taxiway and improving an existing taxiway. The Project proposes the demolition and removal of approximately 4.8 acres of paved taxiway preceding (west of) Runway 6, and the construction of an approximately 0.5-acre perpendicular taxiway connecting Runway 6 and the southern taxiway.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The project site is located within the General Plan land use designation of Airport and a zoning designation of Airport (A). The project site is surrounded by land zoned as Airport (A) to the north, Airport (A) and Airport Support (AS) to the east, and Industrial Business Park (IBP) to the west.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

- California Department of Fish and Wildlife: California Endangered Species Act Application for an Incidental Take Permit for State-listed Species

11. 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.?

On August 7, 2023, the City initiated tribal consultation with interested California Native American tribes consistent with Assembly Bill (AB) 52. The City requested consultation from the following tribes which have previously requested consultation: Amah Mutsun Tribal Band of Mission San Juan Bautista, Indian Canyon Mutsun Band of Castanoan, Wuksache Indian Tribe/ Eshorn Valley Band, and the Xolon-Salinan Tribe.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED BY THE PROJECT

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant Impact with Mitigation Incorporated" as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Air Quality
- ☐ Agricultural and Forestry Resources
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☒ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☒ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation (check one):

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ **I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.**

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CERTIFICATION:

_____ _____

Signature Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites 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 should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must 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 the lead agency has determined that a particular physical impact may occur, then the checklist answers must 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 is 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 with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analyses Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

6) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

4.0 ENVIRONMENTAL ANALYSIS

AESTHETICS

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	**AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:**				
a)	Have a substantial adverse effect on a scenic vista?				X
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

a) Have a substantial adverse effect on a scenic vista?

No Impact. The City's General Plan does not identify designated scenic vistas. Prominent views within the vicinity of the project site include Hollister Hills to the west and Diablo Range to the east. In the existing condition, the project site does not obstruct views of these scenic resources. The Project would include ground-level improvements to Hollister Municipal Airport Runway 6 including the construction of an approximately 0.5-acre taxiway. Upon completion of construction, operation of Runway 6 would resume similar to existing conditions and would not include the construction of structures that would obstruct public views of prominent views. Further, the proposed signs would be 24 inches in height and would only be visible to airport users. As such, upon completion of construction, views of Hollister Hills and Diablo Range from the site would be consistent with existing condition. Accordingly, no impact would occur and no mitigation is required.

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no significant trees, rock outcroppings, or historic buildings located on the project site. According to the Caltrans *California State Scenic Highway System Map* , the project site is not located within a designated state scenic highway.[5] The nearest designated state scenic highway is the segment of SR 156 between SR 83 and SR 101, located approximately 21.1 miles west of the project site. The nearest eligible state scenic highway is SR 25, located approximately 0.5 miles to the west of the project site. Therefore, the Project would not substantially damage scenic resources within a State Scenic Highway. No impact would occur and no mitigation is required.

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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Project would not substantially degrade the existing visual character or quality of public views of the project site and its surroundings because the Project proposes to demolish the paved taxiway preceding Runway 6 and construct a perpendicular taxiway connecting runway 6 to the southern taxiway. As such, visual character and quality of public views of the project site would be similar to existing conditions upon completion of construction.

Short-term construction impacts would include the demolition of the existing taxiway preceding Runway 6, typical heavy construction equipment and machinery (e.g., grading) and staging of the machinery. Construction equipment would be staged within the project site and would not be visible from public viewpoints. Construction impacts would be temporary and would cease upon Project completion. Thus, visual character of the project site would be similar to existing conditions upon completion of construction. Impacts would be less than significant and no mitigation is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The Project would include improvements to Hollister Municipal Airport Runway 6. Project construction would require 30 days of nighttime work. Construction lighting would be directed downward to minimize light spill-over onto adjacent properties. The project site is not located adjacent to sensitive land uses such as residential or school. The project

[5] Caltrans. (2023). California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed April 2023.

site is located within Hollister Municipal Airport property. Light sources associated with the Hollister Municipal Airport include nighttime lighting, runway lighting, and airflight operations. Additionally, materials required for Project construction include materials that are not reflective by nature (e.g., asphalt, paint) and as such, would not result in a new source of glare.

The Project would update runway lighting as a component of the proposed taxiway. Upon completion of construction, the proposed lighting would be similar to existing runway lighting. As such, impacts associated with lighting and glare would be less than significant and no mitigation is required.

AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2.	**AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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:**				
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 non-agricultural use?				X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
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))?				X
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				X
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

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 non-agricultural use?

No Impact. According to the Department of Conservation (DOC) California Important Farmland Finder, the project site is designated Urban and Built-Up land.[6] The project site is located adjacent to Prime Farmland to the north and Farmland of Local Importance to the south. However, the project site is located within the existing Hollister Municipal Airport, and construction staging would occur within project site. Project implementation would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur and no mitigation is required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Less Than Significant Impact. As discussed in response to Threshold 4.2 a), the project site is designated Urban and built-Up Land. It is not zoned for agricultural use and is not under an active Williamson act contract. [7] Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, no impact would occur and no mitigation is required.

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))?

No Impact. The project site is zoned Airport (A) and is located within the Hollister Municipal Airport. No existing zoning for forest land, timberland, or timberland production occurs within the City. Further, there are no forest of timberland resources on the project site and the proposed zoning would not permit such uses. The Project would not conflict with existing zoning for forest land, timberland, or timberland production. No impact would occur and no mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed above in response to Threshold 4.2 c), the project site is not zoned forest land, timberland, or timberland production. Further, no existing zoning for forest land, timberland, or timberland production occurs within the City. As such, the Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur and no mitigation is required.

[6] California Department of Conservation. (2023a). California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed April 2023.

[7] California Department of Conservation (2017). *State of California Williamson Act Contract Land.* Available at https://planning.lacity.org/eir/HollywoodCenter/Deir/ELDP/(E)%20Initial%20Study/Initial%20Study/Attachment%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The project site is zoned Airport (A), which allows for airport operations and supporting facilities. As discussed in response to Threshold 4.2 a) and d), the project site would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use of forest land to non-forest use. No impact would occur and no mitigation is required.

AIR QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

Air Quality data was prepared for the proposed Project by Kimley-Horn in June 2023 and is included as **Appendix A**. The results of the Air Quality data is summarized in the following discussion.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As part of its enforcement responsibilities, the United States Environmental Protection Agency (EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The project site is located within the North Central Coast Air Basin (NCCAB). The Monterey Bay Air Resources District (MBARD) (formerly the Monterey Unified Air Pollution Control District) is responsible for local control and monitoring of criteria air pollutants throughout the NCCAB. The MBARD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria

pollutants for which the NCCAB is in nonattainment. The MBARD's 2008 CEQA Air Quality Guidelines provides criteria for determining cumulative impacts and consistency. The CEQA Air Quality Guidelines note that a project which is inconsistent with an Air Quality Plan would have a significant cumulative impact on regional air quality. The Project's construction and operation emissions would not exceed the MBARD thresholds as noted below. The NCCAB is currently in non-attainment for State ozone and particulate matter 10 microns in diameter or less (PM_{10}) standards which represents an existing cumulatively significant impact within the NCCAB. Ozone precursors include reactive organic gases (ROG) and nitrogen oxides (NO_X). The Project would not exceed quantitative thresholds for either of these ozone precursors. Similarly, PM_{10} thresholds also would not be exceeded for construction of the Project. The Project is consistent with the Air Quality Management Plan for the Monterey Bay Region. Therefore, the Project would not make a considerable contribution to this existing, cumulatively significant impact. This is a less than significant impact.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

Construction Emissions

Emissions produced during grading and construction activities are "short-term" because they would cease following completion of the initial development. Construction emissions would include the generation of fugitive dust, on-site generation of construction equipment exhaust emissions, and the off-site generation of mobile source emissions related to construction traffic.

Construction for the Project is anticipated to begin in the Fall 2023 and last approximately three months. Demolition, site preparation, and grading would occur first. The Project would require approximately 12,597 tons of demolition for the existing pavement on-site. The proposed Project would require grading of the project site over a period of approximately two months. CalEEMod estimates that the Project would generate up to 10 worker trips and 2 hauling trips per day for demolition. During the site preparation and grading phase there would be approximately 10 daily worker trips (5 worker trips during site preparation and 5 worker trips for grading). Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill operations, demolition, and truck travel on unpaved roadways. Dust emissions also vary substantially from day to day, depending on the level of activity, the specific operations, and weather conditions. Fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity.

Fugitive dust from grading and construction is expected to be short-term and would cease following completion of the initial development. Additionally, most of this material is inert

silicates and is less harmful to health than the complex organic particulates released from combustion sources. Dust (larger than ten microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions.

Particulate Matter

MBARD CEQA Guidelines state that construction activities (e.g. excavation, grading, on-site vehicles), which emit 82 pounds per day or more of PM_{10}, would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors. Based on this emission threshold, construction activity occurring on more than 2.2 acres per day may result in significant PM_{10} emissions. The Basin is currently in non-attainment of the State PM_{10} standard. The Basin designation of non-attainment is based on exceedances measured at the Davenport, Moss Landing, Salinas, and King City monitoring stations.

As shown in **Table 2: Construction-Related Emissions,** construction emissions associated with the Project would not exceed the 82 lbs/day threshold of significance for PM_{10} during the mass grading phase of construction activities.

Table 2: Construction-Related Emissions

Construction Year	Pounds per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
2023	1.31	12.61	11.63	0.02	79.60	8.24
2024	1.21	11.41	10.96	0.02	39.62	5.15
Maximum Emissions	*1.31*	*12.61*	*11.63*	*0.02*	*79.60*	*8.24*
SCAQMD Thresholds	***75***	***100***	***550***	***150***	***150***	***55***
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less						
Notes: The reduction/credits for construction emission measures are based on measures included in CalEEMod and as typically required by the MBARD (Basic Control Measures). The measures includes the following: replace ground cover on disturbed areas quickly, water exposed surfaces twice daily, and proper loading/unloading of mobile and other construction equipment. Refer to **Appendix A** for Model Data Outputs.						
Source: CalEEMod version 2022.1.1.13. Refer to **Appendix A** for model outputs.						

Given the proximity of sensitive receptors to the project site, implementation of the following standard conditions per MBARD CEQA guidelines would further ensure impacts would be reduced to a less than significant level for all construction activities on the project site. Impacts would be less than significant.

Standard Condition

SC AQ-1 **Reduce Fugitive Dust.** The Project applicant shall implement the following measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions, and the Project applicant shall require all of the following measures to be shown on grading and building plans:

- Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.
- Water graded/excavated areas and active unpaved roadways, unpaved staging areas, and unpaved parking areas at least twice daily or apply non-toxic chemical soil stabilization materials per manufacturer's recommendations. Frequency should be based on the type of operations, soil and wind exposure.
- Prohibit all grading activities during periods of high wind (more than 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Stabilize all disturbed soil areas not subject to using approved chemical soil binders, jute netting, or gravel for temporary roads and any other methods approved in advance by the MBARD.
- Sow exposed ground areas that are planned to be reworked at dates greater than one month after initial grading with a fast germinating, non-invasive grass seed, and water until vegetation is established.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Use street sweepers, water trucks, or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Reclaimed (non-potable) water should be used whenever possible;
- Spray dirt stockpile areas daily as needed.
- Place gravel on all roadways and driveways as soon as possible after grading. In addition, construct building pads as soon as possible after grading unless seeding, soil binders, or frequent water application are used.
- Not exceed a 15 mph vehicle speed for all construction vehicles on any unpaved surface at the construction site.
- Cover or maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) on all trucks hauling dirt, sand, soil, or other loose materials in accordance with California Vehicle Code Section 23114.
- Limit unpaved road travel to the extent possible, for example, by limiting the travel to and from unpaved areas, by coordinating movement between work

areas rather than to central staging areas, and by busing workers where feasible.

- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site, and inspect vehicle tires to ensure free of soil prior to carry-out to paved roadways.
- Sweep streets at the end of each day, or as needed, if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.

Operational Emissions

As discussed above, the Project would have minimal influence on operational air pollution emissions associated with airport traffic. Airport traffic is a potential source of operational emissions through the combustion of aircraft fuel. While the proposed improvements of the Project would support the airport traffic and circulation at the site, airport traffic is more substantially influenced by other factors independent of the Project improvements such as increases in population and increase in business that use airport transportation for supplies and shipments. As such, the Project would not increase airport capacity and would not result in increases in local traffic as described in the Transportation Section below. Therefore, the Project would have at most a minimal influence on operational-related emissions and would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. As a result, operational air quality impacts would be less than significant.

Cumulative Short-Term Emissions

The Basin is currently in non-attainment for State ozone and PM_{10} standards which represents an existing cumulatively significant impact within the Basin. As discussed above, the Project's construction-related emissions by themselves would not have the potential to exceed the MBARD significance thresholds for criteria pollutants.

Since these thresholds indicate whether an individual project's emissions have the potential to affect cumulative regional air quality, it can be expected that the Project-related construction emissions would be cumulatively considerable. The Project would implement **SC AQ-1** to reduce PM_{10} emissions consistent with MBARD recommendations. With implementation of MBARD construction-related mitigation requirements, Project emissions would be below thresholds and would not result in cumulative impacts at a Basin-wide level. As a result, construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

MBARD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. MBARD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds MBARD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact. As discussed above, the Project would result in negligible operational emissions and would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

Sensitive land uses are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The nearest sensitive receptors to the project site are the residences approximately 0.47 miles (2,482 feet) to the east.

Construction-Related Diesel Particulate Matter

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e. potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The California Office of Environmental Health Hazard Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited.

Therefore, considering the distance to sensitive receptors, the relatively short duration of DPM-emitting construction activity at any one location, and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions. Impacts would be less than significant.

Toxic Air Contaminants

The Project will not create a significant hazard to surrounding residents and other sensitive receptors through exposure to substantial pollutant concentrations such as particulate matter during construction activities and/or other toxic air contaminants (TACs).

Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. The nearest residential uses are located approximately 0.47 miles west of the project site. However, the Project will not produce concentrations of TACs; therefore, there will be no impact regarding stationary or mobile TACs.

Carbon Monoxide Hotspots

Local air quality is a major concern along roadways. CO is a primary pollutant, and unlike ozone, is directly emitted from a variety of sources. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of its impacts upon the local air quality. Areas of vehicle congestion have the potential to create "pockets" of CO called "hot spots." These pockets have the potential to exceed the 1-hour CAAQS of 20 parts per million (ppm) and/or the 8-hour CAAQS of 9 ppm.

To identify CO hotspots, MBARD criterion recommends performing a CO hotspot analysis when

- Intersections or road segments that operate at LOS D or better that would operate at LOS E or F with the Project's traffic,
- Intersections or road segments that operate at LOS E or F where the volume-to-capacity (V/C) ratio would increase 0.05 or more with the Project's traffic,

- Intersections that operate at LOS E or F where delay would increase by 10 seconds or more with the Project's traffic,
- Unsignalized intersections which operate at LOS E or F where the reserve capacity would decrease by 50 or more with the Project's traffic. This criterion is based on the turning movement with the worst reserve capacity, or
- Project would generate substantial heavy duty truck traffic or generate substantial traffic along urban street canyons or near a major stationary source of CO.

As discussed above, while the proposed improvements of the Project would support the airport traffic and circulation at the site, airport traffic is more substantially influenced by other factors independent of the Project improvements such as increases in population and increase in business that use airport transportation for supplies and shipments. As such, the proposed Project would not increase airport capacity and would not result in increases in local traffic as described in the Transportation Section below. Therefore, impacts related to carbon monoxide would be less than significant.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less Than Significant Impact.

Construction

According to the MBARD, land uses associated with odor complaints typically include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The Project does not include any uses identified by the MBARD as being associated with odors.

Construction activities associated with the Project may generate detectable odors from heavy duty equipment (i.e., diesel exhaust), as well as from architectural coatings and asphalt off-gassing. Odors generated from the referenced sources are common in the man-made environment and are not known to be substantially offensive to nearby receptors. Any construction-related odors would be short-term in nature and cease upon Project completion. As a result, impacts to existing adjacent land uses from construction-related odors would be short-term in duration and therefore would be less than significant.

Operations

The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause physical harm, they can still be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local

governments and regulatory agencies. Projects with the potential to frequently expose members of the public to objectionable odors would be deemed to violate the MBARD standards.

MBARD enforces permit and nuisance rules to control odorous emissions from stationary sources. For instance, MBARD Rule 402 (Nuisances) prohibits the discharge of air contaminants or other materials that cause injury, detriment, nuisance, or annoyance to any considerable numbers of persons. Given these regulations there would be a less than significant impact.

Land uses typically producing objectionable odors include agricultural uses, wastewater treatment facilities, waste-disposal facilities, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Agricultural and industrial uses are located near the project site. As the Project would introduce any new uses into the surrounding area and would be required to comply with MBARD Rules, impacts would be less than significant.

BIOLOGICAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
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				X
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?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

The following is based on information in the Biological Assessment prepared by Swaim Biological Inc., in July 2020 and is included as **Appendix B** to this MND. The Project would be expected to comply with existing regulations, including, but not limited to the Endangered Species Act, the Federal Water Pollution Control Act of 1972, the Migratory Bird Treaty Act of 1978, the California Endangered Species Act, California Fish and game Code (FGC), Native Plant Protection Act, and the Porter-Cologne Water Quality Control Act of 1987.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact with Mitigation Incorporated. The potential for special-status species to occur within the project site is based on habitat suitability and documented occurrences (e.g., California Natural Diversity Database [CNDDB] and United States Fish and Wildlife Service [USFWS] records). **Table 3: Special Status Species Potential to Occur,** identifies eight federally listed wildlife species and one federally listed plant species as having the potential to occur in the vicinity of the project site. However, there is suitable habitat in the project site for three wildlife species that are federally or State-listed endangered or threated with the potential to occur within the project site: California tiger salamander (CTS) (*Ambystoma californiense*), California red-legged frog (CRLF) (*Rana draytonii*), and San Joaquin kit fox (SJKF) (*Vulpes macrotis mutica*).

Table 3: Special Status Species Potential to Occur

Common Name (*Scientific Name*)	Listing Status[1]: Federal/State/Other	Associated Habitats	Potential for Occurrence
Plants			
Marsh sandwort *(Arenaria paludicola)*	FE/SE	Occurs in freshwater marshes and swamps. In California, known to occur in only two natural and two reintroduced locations in San Luis Obispo County.	None. Suitable marsh habitat is absent from the project site and the species is not known to occur in San Benito County.
Crustaceans			
Vernal pool fairy shrimp *(Branchinecta lynchi)*	FT/--	Vernal and ephemeral freshwater pools in the San Francisco Bay Area and Central Valley.	None. Suitable habitat is absent from the project site.
Amphibians			
California red-legged frog *(Rana draytonii)*	FT/SSC	Still or slow-moving water with emergent or riparian vegetation (breeding). Cool, moist areas with adequate cover (non- breeding). Requires barrier-free areas to allow movement between breeding and upland habitats.	Unlikely to occur. Marginally suitable aquatic non-breeding habitat is present within potential movement distance. Suitable upland dispersal habitat is present, but provides few foraging or refugial opportunities. No known occurrences of the species have been recorded within the maximum movement distance of the species.
California tiger	FT/ST	Breeds in ponds and vernal pools	May occur. Marginally suitable

Table 3: Special Status Species Potential to Occur

Common Name (*Scientific Name*)	Listing Status[1]: Federal/State/Other	Associated Habitats	Potential for Occurrence
salamander (*Ambystoma californiense*)		in grasslands and oak woodlands. Uses small mammal burrows in grasslands for upland habitat.	breeding habitat occurs within potential dispersal distance of the project site and a record of occurrence is present just west of the airport. Suitable upland habitat is present in the project site.
Reptiles			
Blunt-nosed leopard lizard (*Gambelia silus*)	FE/SE	Expansive, arid areas with scattered vegetation; nonnative grassland and alkali sink scrub communities In the foothills of the southern San Joaquin Valley and Carrizo Plain; they occur in the chenopod community which is associated with nonalkaline; sandy soils.	None. Suitable habitat is absent from the project site and the project site is outside of the known range of the species.
Birds			
California condor (*Gymnogyps californianus*)	FE/SE/FP	Prefers mountains; gorges; and hillsides; which create updrafts; thus providing favorable soaring conditions. Foraging habitat consists mainly of open foothill grassland areas and oak savannah foothills that support populations of deer and cattle. Nests in caves or clefts among boulders on cliffs or hillsides.	None. Suitable habitat is absent from the project site.
Least bell's vireo (*Vireo bellii pusillus*)	FE/SE	Inhabits riparian areas during breeding season. Typically inhabits structurally diverse woodlands along watercourses; including cottonwood-willow forests; oak woodlands and mule fat scrub. Winters in southern Baja California in Mexico.	None. Suitable riparian habitat is absent from the project site.
Southwest willow Flycatcher (*Empidonax traillii extimus*)	FE/SE	In California, breeding range from Santa Ynez River south; breeds in dense riparian habitats along rivers, streams, other wetlands; vegetation dominated by dense growths of willows, seepwillow, other shrubs; presence of dense vegetation is most important through all vegetation layers; within close proximity of water.	None. Suitable habitat is absent from the project site.

Table 3: Special Status Species Potential to Occur

Common Name (*Scientific Name*)	Listing Status[1]: Federal/State/Other	Associated Habitats	Potential for Occurrence
Mammals			
San Joaquin kit fox (*Vulpes macrotis mutica*)	FE/ST	Grasslands and scrublands and agricultural mosaics of row crops; irrigated pastures; orchards; vineyards; and grazed annual grasslands	Unlikely to Occur. Suitable den sites are absent from the project site and areas within 250 feet. Agricultural fields surrounding the project site act as a barrier to movement between the project site and suitable habitats in the Hollister area. Further, high levels of human disturbance associated with airport operations are likely to deter kit fox from using habitats within the project site. Thus, the species is not expected to occur within the project site, except as a rare transient.

Notes:
1. Status codes are defined as follows:
   Federal status: USFWS Listing
   FE = Listed as endangered under the Federal Endangered Species Act
   FT = Listed as threatened under the Federal Endangered Species Act
   California State Status: CDFW Listing
   SE = Listed as endangered under California Endangered Species Act
   ST = Listed as threatened under California Endangered Species Act
   SSC = Species of Special Concern
   FP = Fully protected

Threatened and Endangered Wildlife Species

California Tiger Salamander

The central population of the CTS is listed as threatened under both federal and California State endangered species legislation. Critical habitat was designated in 2005. The project site is located outside of designated critical habitat for the species. The nearest designated critical habitat unit is the Ana Creek Unit, located approximately 3.8 miles southeast of the project site.

The CTS is strongly associated with grassland habitat but also occurs in other habitat types, including oak savanna, the edges of mixed woodlands, and foothill coniferous forests. Adults spend most of the year in underground retreats, particularly in burrows of California ground squirrels and pocket gopher, and occasionally are found in man-made structures. CTS make seasonal migrations from upland areas to breeding ponds starting with the onset of fall rains. Seasonal pools are most commonly used but CTS may also use permanent ponds if predatory fish are absent. After breeding, CTS adults return to their upland retreats after a few days or weeks. Juveniles require approximately 10-12 weeks to achieve metamorphosis. The juveniles then disperse to upland areas after spending a few hours or days near the edges of aquatic habitats.

The nearest recorded observation of CTS is located immediately west of the project site within the Hollister Municipal Airport where a dead salamander was found outside of a burrow near Runway 6 during a survey in 2007. Based on the specimen size and location, it is believed that the salamander may have been a dispersing juvenile that desiccated prior to finding suitable aestivation habitat. The surveyor who recorded this occurrence noted that suitable breeding habitats were not present in areas directly surrounding the specimen, however subsequent assessments identified multiple suitable breeding sites within the potential movement distance of the species.

During a 2012 assessment, aquatic habitats that could potentially support CTS breeding were identified within about 1.3 miles of the proposed project site. These included a detention basin directly south of Runway 6 and several quarry ponds approximately 0.5 mile north of Runway 6. The detention basin holds water for at least part of the year and could support CTS breeding. The quarry ponds are subject to high levels of human disturbance associated with quarry operations and were not considered potential breeding habitat. Another assessment conducted in 2018 identified two additional features with potential to support CTS aquatic breeding, a 3.5-acre seasonal pond located 0.3 mile southwest of Runway 6, and a 2-acre ephemeral pool located near the intersection of McConnell Road and Hwy 25, about 0.3 mile west of Runway 6. Both features appeared to be surrounded by potential CTS upland habitat and may provide CTS aquatic breeding habitat when water persists long enough to support metamorphosis which typically occurs from May through July.

Grassland habitats in the project site contain low-growing vegetation and low densities of ground squirrel burrows that are suitable for use by CTS as underground retreats. No significant barriers to movement are present between the project site and nearby aquatic habitats that could support CTS breeding, therefore the portions of the project site containing grassland and small mammal burrows are suitable upland habitat for CTS. The portions of the project site that do not contain small mammal burrows may serve as dispersal habitat by CTS, and during the breeding season CTS may pass through the project site as they make overland movements to and from nearby breeding sites. Dispersing CTS also may move through or into the project site during the spring months when breeding ponds dry and recently metamorphosed juveniles disperse into the surrounding upland areas.

Project impacts on CTS could occur within portions of the project site containing grassland habitat, as these areas provide suitable upland and dispersal habitat for the salamander. Small mammal burrows were present in the grassland habitat that will be affected by the Project, and in these areas, CTS may be directly impacted in their underground retreats by earthmoving activities. In paved areas, CTS dispersal could be impacted by the presence of open excavations and obstacles (e.g. BMP fencing) that may impede salamander movements. Migrating CTS that pass through the project site could become entrapped overnight or take cover under surface

objects within the work area and be subject to injury or mortality. Project impacts on CTS may therefore occur in all grasslands habitats that are temporarily or permanently impacted by Project construction or operations. Project impacts to CTS in the paved portions of the project site are only likely to occur if work occurs during rainy periods when salamanders are making breeding migrations or during the spring when metamorphosing juveniles leave breeding sites in search of suitable uplands.

Impacts on habitat for the CTS would be limited to upland and dispersal habitat. Within the project site, CTS may occur in non-native grasslands where small mammal burrows are present. Because of their small size and cryptic nature, impacts to individual CTS that occupy the project site may not be detected, but ground disturbing activities could result in significant impacts to individuals.

Project construction would result in permanent impacts to approximately 0.23 acres of non-native grassland and temporary impacts to approximately 0.31 acres of non-native grassland; no impacts to CTS breeding or non-breeding aquatic habitat would occur. Temporary impacts resulting from construction would be offset as the Project would remove 3.91 acres of hardscape and compacted gravel that would be restored with native vegetation resulting in a net gain of 3.68 acres of potential CTS upland habitat. To compensate for permanent impacts to 0.23 acre of CTS upland habitat, the Project would comply with Mitigation Measure **BIO-20**, which requires the Project obtain a CDFW Incidental Take Permit for State-listed Species. As a requirement of this permit, it is likely that CDFW will require the purchase of 5.0 acres-credits of CTS upland habitat through a mitigation bank at a ratio of at least 1:1 (replacement to impacts).

The installation of a perpendicular taxiway and removal of existing hardscape would result in a net increase in grassland habitat, and small mammals from adjacent grasslands are expected to begin to colonize the area soon after Project completion. Thus, Project implementation is not expected to affect the ability of CTS to use the project site for upland and dispersal habitat after construction is complete. With the incorporation of Mitigation Measures **BIO-1, BIO-2**, **BIO-5** through **BIO-19**, and **BIO-20**, impacts to CTS would be reduced to a less than significant level.

California Red-Legged Frog

The CRLF is listed as federally threatened and is considered a Species of Special Concern by CDFW. Critical habitat was designated in 2006 and revised in 2010. The Project is located outside of designated critical habitat for the CRLF. The nearest designated critical habitat unit is located approximately 4.4 miles north of the project site.

The CRLF breeds in wetlands, lakes, ponds, and other still or slow-moving sources of water that remain inundated long enough for larvae to complete metamorphosis, which typically occurs from 11–20 weeks after hatching. During summer months, CRLF may take refuge in cool, moist areas, including small mammal burrows and soil crevices within a few hundred feet of aquatic

habitats. Adult CRLF tend to be most active at night during wet weather, but they may make forays through upland areas at any time during the year.

The nearest recorded observation of CRLF in the CNDDB consists of three juveniles observed in shallow construction pools in 1997, approximately 3.3 miles southeast of the project site. Other nearby records include observations of adult CRLF associated with pitfall trapping in the Flint Hills, 4.2 miles northeast of the project site; tadpoles observed within a pool in Pacheco Creek, 4.1 miles northeast of the project site; and adults observed in Tequisquita Slough, approximately 4.2 miles north of the project site. Observations of CRLF at these locations occurred between 1990 and 2006. No other extant records are known within a distance of five miles of the project site.

CRLF have been recorded dispersing as far as two miles from their breeding ponds (Bulger et al. 2003). Several areas that could provide CRLF non-breeding aquatic habitat were identified within two miles of the project site, however aerial imagery indicates that the ephemeral pond and seasonal wetland do not maintain a sufficient hydroperiod to support CRLF breeding. None of the aquatic features located within potential movement distance of CRLF contain emergent or bankside vegetation necessary to support CRLF egg mass attachment and provide cover from predators. The nearest known CRLF breeding ponds are located more than four miles from the project site.

Adult and juvenile CRLF spend the majority of their time either in close proximity to their breeding habitat or in other moist habitats, although they are known to disperse across a variety of upland habitats, including grasslands and agricultural lands. The non-native annual grassland habitat in and adjacent to the project site could provide suitable dispersal habitat for CRLF if aquatic breeding habitat were present nearby, however no suitable breeding habitat was identified within at least two miles of the project site.

No suitable breeding habitat or records of the CRLF are present with the maximum known movement ability of the species, and CRLF are therefore not expected to occur within the project site. In the unlikely event that CRLF are present within aquatic sites near in the project site, the implementation of Mitigation Measures **BIO-1**, **BIO-5** through **BIO-19**, which require measures such as preconstruction surveys, biological monitoring, and limiting work to periods of dry weather, would further reduce the potential for Project impacts on CRLF.

The CRLF is extremely unlikely to occur in the project site, therefore significant impacts on the CRLF or on its habitat are not expected to occur as a result of the Project. The installation of the perpendicular taxiway and removal of existing hardscape would result in a net increase in grassland habitat which could serve as dispersal habitat for the CRLF if a population becomes established in the area in the future. Accordingly, implementation of mitigation would reduce any potential impacts to a less than significant level.

Joaquin Kit Fox

The SJKF is listed as federally endangered and State threatened. Kit foxes are typically associated with arid lands with sparse or absent shrub cover, sparse ground cover, and short vegetation. They construct underground burrows and tend to occur in areas with sandy soils that are relatively stone-free to several feet below the surface. They are primarily nocturnal and are active throughout the year. Burrows suitable for use by SJKF are generally at least four to five inches in diameter at the surface and extend at least two feet below the surface without narrowing below four inches. Critical habitat has not been designated for the SJKF.

Of the seven recorded observations of SJKF that occur within a 10-mile radius of the project site, none were recorded within the past 10 years, and most date from the 1970s. The most recent record of SJKF was recorded in 1992 approximately 3.0 miles southwest of the project site, west of Highway 25. The record noted a female and three of her litter of four to five pups were found dead at this location.

During field surveys no burrows large enough to support SJKF were observed within the project site, or within grasslands occurring within 250 feet of the project site. A series of culverts to the south and outside of the project site could provide marginally suitable denning habitat for the species in dry months, but no sign of occupancy by kit fox was observed during surveys. Because SJKF can travel over a wide variety of habitats, including across agricultural fields, highways and aqueducts, all habitats within the project site are suitable for kit fox dispersal.

No suitable den habitat was observed in the project site, or within 250 feet of proposed work areas. Although suitable dispersal habitat for the SJKF is present within the project site it is extremely unlikely that project impacts on kit foxes will occur. The project site is located near the western extent of the species' range and no recent sightings have been documented near the project site. If a potential SJKF den is present in the project site and cannot be avoided, the mitigation measures identified below would be implemented to reduce impacts to a less than significant level.

The SJKF is extremely unlikely to occur in the project site, therefore direct impacts on the SJKF or on its habitat are not expected to occur as a result of the Project. If present in the project vicinity, the installation of additional hardscape, and net increase in grassland habitat would not affect the ability of SJKF to disperse across the project site after construction is complete. In the unlikely event that a kit fox enters the project area, implementation of the Mitigation Measures **BIO-1, BIO-3,** and **BIO-5** through **BIO-19** would reduce impacts to a less than significant level.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. According to the Biological Assessment, land covers and habitats present within the project site include paved/hardscape and non-native annual grassland. No potentially jurisdictional aquatic resources are present within the project site. No jurisdictional drainage and/or wetland features, subject to the Federal Clean Water Act (CWA), State Fish and Game Code (FGC), of Porter-Cologne act occur on-site. No impact would occur.

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?

No Impact. As discussed above in response to Threshold 4.4 b), there are no jurisdictional drainage and/or wetland features on-site that would meet any criteria subject to the CWA of FGC. No aspect of the project site presents any evidence or riparian vegetation, wetlands, marsh, vernal pools, of coastal vegetation. No impact would occur.

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?

Less Than Significant Impact with Mitigation Incorporated. A wildlife corridor can be defined as a physical feature that links wildlife habitat, often consisting of native vegetation that joins two or more larger areas of similar wildlife habitat. Corridors enable migration, colonization, and genetic diversity through interbreeding and are therefore critical for the movement of animals and the continuation of viable populations. As previously discussed, the project site consists of paved/hardscape and non-native annual grassland and is within an active airport facility. As such, the project site is not likely to facilitate migratory wildlife corridors for California tiger salamander or other wildlife species.

Potential impacts to nesting birds could occur if construction, such as ground disturbing activities or vegetation clearing is undertaken during the breeding season. To avoid potential impacts on nesting birds, removal of habitat should occur outside of the breeding season (generally February 1 to August 31). If vegetation/habitat removal cannot occur outside of the breeding season, a qualified biologist should survey the area prior to construction initiation. If active nests are found, active construction in that area plus an appropriate buffer (determined by the qualified biologist in consultation with CDFW) should be avoided until nestlings have fledged and the nest becomes inactive. With the implementation of the pre-construction nesting bird surveys and avoidance measures as identified in Mitigation Measure **BIO-4**, take of avian nests would be avoided and potential impacts on nesting birds would be less than significant. Impacts would be less than significant with mitigation incorporated.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. The City's General Plan includes goals associated with natural resources and conservation. Specifically, Goal NRC1: Assure enhanced habitat for native plants and animals, and special protection for threatened or endangered species.[8]

The project site consists of developed land and non-native annual grass, which provides upland habitat for California tiger salamander. Construction impacts to non-native annual grassland would be offset through the proposed 4.8 acres of revegetation. The City does not have a tree preservation policy or ordinance. Further, the Project would not include the removal of trees. As such, the Project would not conflict with local regulations related to biological resources. Impacts would be less than significant.

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?

No Impact. The project site is located within the Hollister Municipal Airport. The project site is not within a functioning wildlife corridor, or an active of planned Habitat Conservation Plan or Natural Communities Conservation Plan. Therefore, no impact would occur.

Mitigation Measures

MM BIO-1 **Approved Biological Monitor.** A CDFW-approved biologist(s) shall be onsite during all activities that may result in take of California tiger salamander (CTS), including the initial ground disturbance in areas containing small mammal burrows. The qualifications of the biologist(s) will be submitted to the CDFW for review and written approval at least thirty (30) calendar days prior to the date ground disturbance is initiated at the project site.

MM BIO-2 **California Tiger Salamander Preconstruction Survey.** No more than twenty-four (24) hours prior to the date of initial ground disturbance, a preconstruction survey for the CTS will be conducted by a CDFW-approved biologist at the project site. The survey will include a visual examination of mammal burrows, such as California ground squirrels or gophers, to the extent feasible. If any CTS are found, the CDFW will be contacted to determine if moving any of the individuals is appropriate.

MM BIO-3 **San Joaquin Kit Fox Preconstruction Survey.** A CDFW-approved biologist will conduct a preconstruction survey, within the limits of the proposed temporary

[8] Hollister, City of. (2005a). City of Hollister General Plan. https://hollister.ca.gov/government/city-departments/development-services/general-plan/.

and permanent impacts in grassland and ruderal habitat, no less than 14 days before the beginning of ground disturbance or other activity that could affect the San Joaquin kit fox (SJKF). If any potential kit fox dens are present, their disturbance and destruction will be avoided. If potential dens are located within the proposed work area and cannot be avoided during construction, a qualified biologist will determine if the dens are occupied or were recently occupied using a remote camera, track plate, or other methodology coordinated with the CDFW. If unoccupied, the qualified biologist shall collapse these dens. If occupied, the biologist shall consult with CDFW regarding best practices for encouraging the SJKF(s) to move to alternate dens outside the work areas, including excavation or construction of artificial dens.

MM BIO-4 **Preconstruction Survey for Nesting Birds.** If construction must be performed in the bird nesting season (February 1 through August 31), a qualified biologist shall survey the proposed project area for nesting birds no more than 14 days prior to construction activities. If active nests are observed, no-construction buffer zones shall be established around nests, with a buffer size established by the qualified biologist in consultation with CDFW. Buffer zones shall be avoided during construction activities until young have fledged or the nest is otherwise abandoned.

MM BIO-5 **Worker Training.** The CDFW-approved biologist will conduct employee education training for employees working on earthmoving and/or construction activities. Personnel will be required to attend the presentation which will describe the CTS, CRLF, and SJKF, the avoidance and minimization measures being implemented to protect listed species, legal protection of the animals, and penalties for unauthorized take of listed species. All attendees will sign a training log with their printed name, and company or agency indicating that they have attended the training.

MM BIO-6 **Minimize and Identify Project Footprint.** The applicant will minimize adverse effects to listed species habitat by limiting, to the maximum extent possible, the extent of access routes, construction areas, equipment staging, storage, parking, and stockpile areas. Prior to the date of initial ground disturbance at the project site, any areas located in listed species habitat that may be disturbed will be identified and clearly marked in the field with wooden staking, high visibility flagging, or other methods.

MM BIO-7 **Avoid Small Mammal Burrows.** Prior to the start of construction, a CDFW-approved biologist will identify burrows suitable for use by CTS in the temporary work area and mark the burrows for avoidance using high visibility flagging or

another similar method. The flagging will remain in place during project construction and the burrows will be avoided by heavy equipment and vehicle traffic to the extent feasible. After construction is completed the flagging will be removed from the site.

MM BIO-8 **Seasonal Work Restriction.** To the extent practicable, project activities will be avoided between November 1 and March 31 because that is the time period when CTS are most likely to be moving through upland areas. When project activities must take place between November 1 and March 31, a CDFW-approved biologist will conduct a survey of the project area prior to the start of work to ensure no listed species are present.

MM BIO-9 **Wildlife Exclusion Fencing.** If work must occur between November 1 and March 31, temporary wildlife exclusion fencing will be installed to enclose the project work areas. The fencing, which can be made of silt fence, wood, geotextile fabric, or other durable material, will be a minimum of two feet in height and will be buried at least six inches underground. Gates will be installed to allow vehicles to enter from access roads. These gates will be closed at the end of each workday. Exit funnels may be installed where appropriate to allow small vertebrates to leave the work area unharmed. The exclusion fencing will remain in place for the duration of the wet season (i.e., November 1 through March 31) while project activities are ongoing. A CDFW-approved biologist will regularly inspect the fence for proper functioning and the fence will be maintained in good working condition for the duration of the wet season. Wildlife exclusion fencing will be removed following project completion.

MM BIO-10 **Use of Existing Roads.** All project-related vehicle traffic will be restricted to established roads, paved or disturbed areas, or designated construction areas. Off-road vehicle use outside of designated project work areas will be prohibited.

MM BIO-11 **Stormwater Pollution Prevention.** Stormwater pollution prevention plans (SWPPPs) and erosion control BMPs will be developed and implemented to minimize any wind- or water-related erosion. The applicant will include provisions in construction contracts for measures to protect sensitive areas and prevent and minimize stormwater and non-stormwater discharges. Protective measures will include, at a minimum, those listed below.

a. No discharge of pollutants from vehicle or equipment cleaning will be allowed into any storm drains, water courses, or drainage ditches.

b. Vehicle and equipment fueling and maintenance operations will be at least 50 feet away from water courses, except at established vehicle maintenance facilities.
c. Concrete waste and water from curing operations will be collected in washouts and will be disposed of and not allowed into water courses.
d. Spill containment kits will be maintained onsite at all times during construction operations and/or staging or fueling of equipment.
e. Dust control measures will be implemented in areas of ground disturbance and for temporary soil stockpiles when weather conditions require.

MM BIO-12 **Equipment Leaks.** The applicant will maintain all construction equipment to prevent leaks of fuels, lubricants, or other fluids.

MM BIO-13 **Litter and Trash Management.** All food scraps, wrappers, food containers, cans, bottles, and other trash from the work area will be disposed of in closed trash containers. The trash containers will be removed from the project site on at least a weekly basis.

MM BIO-14 **Entrapment Hazards.** Any pipes, conduits and other materials greater than one inch in diameter shall be capped if stored overnight, elevated above ground to reduce the potential for animals to climb into them, or thoroughly inspected before they are moved or buried. Excavations greater than one foot in depth that area left open overnight will include escape ramps set at an angle less than 33 degrees to ensure that wildlife can climb out.

MM BIO-15 **No Plastic Monofilament.** Plastic monofilament netting (erosion control matting or similar material in any form will not be used at the project site because CTS can become entangled and trapped in it. Appropriate substitute materials may include burlap, coir fiber, or jute fiber netting.

MM BIO-16 **Work During Dry Weather.** To the maximum extent practicable, no construction activities will occur during rain events or within 24-hours following a rain event while wet conditions persist. Prior to construction activities resuming, a CDFW approved biologist will inspect the project area and all equipment/materials for the presence of listed species.

MM BIO-17 **Work During Daytime Hours.** To the maximum extent practicable, night-time construction will be minimized or avoided by the applicant. Earthmoving construction activities will cease no less than 30 minutes before sunset and will not begin again prior to no less than 30 minutes after sunrise. Except when necessary for safety, artificial lighting at the project site will be prohibited during the hours of darkness to the maximum extent practicable. Artificial lighting, if

used, will be directed downward, and will only be used in the immediate workspace.

MM BIO-18 **Restore Disturbed Areas.** Any grassland habitats temporarily disturbed by project construction shall be restored to pre-project conditions. To the extent practicable, topsoil will be salvaged for future replacement. Once grading and construction are complete, the salvaged topsoil will be distributed on the surface of the disturbed soil areas. Areas where hardscape is removed will be seeded with native California plants, or with a seed mix consistent with existing grassland vegetation.

MM BIO-19 **Report Unanticipated Take.** The applicant will report any information to the CDFW about take or suspected take of federally listed wildlife species. The CDFW will be notified via electronic mail and telephone within twenty-four (24) hours from the time of the discovery. Notification will include the species, number of individuals, sex (if known), date, time, location of the incident or of the finding of a dead or injured animal, how the individual was taken, photographs of the animal, and names of the persons who observe the take and/or found the animal. The individual animal will be preserved, as appropriate, and held in a secure location until instructions are received from the CDFW regarding the disposition of the specimen or the CDFW takes custody of the specimen.

MM BIO-20 **Obtain CDFW Incidental Take Permit for State-listed Species**. The Applicant is in the process of obtaining a CDFW Incidental Take Permit for State-listed Species to minimize impacts to habitat for the California tiger salamander (CTS). The Applicant shall be obligated to implement/comply with the mitigation measures required by the CDFW regarding impacts to the California tiger salamander (CTS). As a requirement of this permit, it is likely that CDFW will require compensation through a mitigation bank for permanent impacts to CTS upland habitat at a ratio (replacement to impacts) of at least 1:1.

CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

A Phase I Cultural Resources Assessment has been prepared by Kimley-Horn and Associates (June 2023). The report is included as **Appendix C** to this IS/MND. The report and research were completed pursuant to CEQA, the PRC §21082, §21083.2, and §21084 and CCR Title 14, Chapter 3, Article 5, §15064.5.

Methodology

Records Search

Prior to fieldwork, a cultural records search was conducted by the Northwest Information Center (NWIC) to identify previously recorded cultural resources and studies located within the vicinity of the project site. This included a review of all recorded cultural resources and previous cultural resources reports generated from projects within the surrounding area.

Results of a records search for the Project were provided by the Northwest Information Center (NWIC) on May 1, 2023. According to the records search, one previous cultural resource survey intersects a portion of the project site, which yielded negative results for cultural resources. The records search identified one historic structure, Hollister Airport Hangar #6, which is located adjacent to the project site. However, this historic resource was determined ineligible for listing in the National Register of Historic Places (NRHP) and remains unevaluated for potential listing in the California Register of Historical Resources (CRHR).

Field Survey

An field survey of the project site was conducted on May 17, 2023. Historical site indicators may include fence lines, ditches, standing buildings, objects or structures such as sheds, or concentrations of materials at least 45 years in age, such as domestic refuse (e.g., glass bottles, ceramics, toys, buttons or leather shoes), refuse from other pursuits such as agriculture (e.g.,

metal tanks, farm machinery parts, horseshoes) or structural materials (e.g., nails, glass window panes, corrugated metal, wood posts or planks, metal pipes and fittings, railroad spurs, etc.). Prehistoric site indicators may include areas of darker soil with concentrations of ash, charcoal, bits of animal bone (burned or unburned), shell, flaked stone, ground stone, or even human bone.

The survey was conducted by walking parallel transects spaced approximately 10 meters apart and carefully examining all surface exposures for evidence of cultural resources. The majority of the project site consists of paved and previously disturbed land. As such, ground visibility was determined to be approximately 10 percent. Results of the field survey concluded negative results for surface cultural resources. Although the project site is within the footprint of the Hollister Municipal Airport when it was built in 1912, the existing taxiway has been maintained, including reconstruction and re-pavement, and thus does not meet age criteria to be considered historic. Additionally, the project site has been subjected to extensive ground disturbance due to prior development. As such, the project site has a low probability for unknown cultural resources.

Significance Criteria

California Register of Historical Resources. The CRHR criteria are based on NRHP criteria. For a property to be eligible for inclusion on the CRHR, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.;
2. It is associated with the lives of persons important to local, California, or U.S. history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of a master, possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, the CRHR require that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The CRHR also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?

Less Than Significant Impact. The records search from the NWIC revealed that one previous cultural resources survey overlaps a portion of the project site. However, the survey yielded

negative for cultural resources. Further, the records search identified one historic structure, Hollister Airport Hangar #6, is located adjacent to the project site. However, this historic resource was determined ineligible for listing in the NRHP and remains unevaluated for potential listing in the CRHR. As such, the Project would have a less than significant impact on historical resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to in § 15064.5?

Less Than Significant Impact with Mitigation Incorporated. The field survey conducted for the project site did not identify any surface cultural resources. The records search from the NWIC revealed that one previous cultural resources survey overlaps a portion of the project site, which yielded negative results for cultural resources. The project site mainly consists of paved and previously disturbed land within Hollister Municipal Airport Property. As such, the potential for unknown cultural resources to occur on-site is considered low. However, ground disturbing activities always have the potential to reveal buried deposits not observed on the surface during previous surveys. For this reason, the Project would implement **MM CUL-1**, which would require archaeological resources that may be found on the site are properly identified and protected. Implementation of **MM CUL-1** would reduce any potential impacts to unanticipated archaeological resources due to accidental discovery to a less than significant level.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. No formal cemeteries are located within or near the project site. The project site consists of developed and previously disturbed land within Hollister Municipal Airport Property. As such, it is unlikely that ground-disturbing activities associated with the construction of the Project would exceed depths of previous disturbance. However, subsurface construction activities associated with the Project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains.

The Project would be required to comply with California Health and Safety Code Section 7050.5 and PRC as set forth in **Mitigation Measure (MM) CUL-2**. In accordance with **MM CUL-2**, should any human remains be uncovered, all construction activities must cease, and the County Coroner be immediately contacted. With the implementation of **MM CUL-2**, impacts would be less than significant.

Mitigation Measure

MM CUL-1 Prior to initiating ground disturbing activities within the Project area, construction personnel should be alerted to the possibility of encountering buried prehistoric or historic period cultural remains. Personnel should be advised that upon discovery of buried archaeological deposits, work in the immediate vicinity of the

find should cease and a qualified archaeologist should be contacted immediately. Once the find has been identified, plans for the treatment, evaluation, and mitigation of impacts to the find shall be developed if it is found to be Native American in origin or eligible for the National Register of Historic Places or the California Register of Historical Resources.

MM CUL-2 California Health and Safety Code Section 7050.5, State CEQA Guidelines Section 15064.5, and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered, disturbance of the site shall be halted until the coroner has investigated the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

ENERGY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Energy calculations were prepared for the proposed Project by Kimley-Horn in June 2023 and are included as **Appendix D**. The results of the Energy calculations are summarized in the following discussion.

Building Energy Conservation Standards[9]

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

On August 11, 2021, the CEC adopted the 2022 Energy Code. In December, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. Among other updates like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards in three major areas:

- New electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores.
- The promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels, and dedicated infrastructure to allow for the conversion from natural gas to electricity.

[9] The emissions model uses 2016 building code energy consumption rates. The Project would be subject to the 2019 code. The adjustments are incorporated in the mitigation module of CalEEMod to meet current regulatory standards. As these are adjustments to be consistent with current code requirements, they are not mitigation or design features.

- The expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multifamily residences, hotels and motels, tenant spaces, offices, (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers).

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2019 and went into effect January 1, 2020. The CEC has approved the 2022 California Green Building Standards Code and it will take effect January 1, 2023. Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code. [10]

Renewable Portfolio Standard

In 2002, California established its Renewable Portfolio Standard program with the goal of increasing the annual percentage of renewable energy in the state's electricity mix by the equivalent of at least 1 percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code Section 399.15(b)(1)). Then-Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the target to 33 percent renewable energy by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs the California Air Resources Board under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In September 2010, the California Air Resources Board adopted its Renewable Electricity Standard regulations, which require all of the State's load-serving entities to meet this target. In October 2015, then-Governor Brown signed into legislation Senate Bill 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by

[10] California Energy Commission (CEC). (2022). 2022 Building *Energy Efficiency Standards, http://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency, accessed April 2022*.

clean energy by 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

Construction-Related Energy

The energy associated with Project construction includes electricity use associated with water utilized for dust control; diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment; and gasoline fuel from on-road worker commute trips. Because construction activities typically do not require natural gas, it is not included in the following discussion. The methodology for each category is discussed below. This analysis relies on the construction equipment list and operational characteristics from CalEEMod; refer to **Appendix D** of this Draft IS/MND. Energy consumption associated with the proposed Project is summarized in **Table 4: Energy Use During Construction**.

Table 4: Energy Use During Construction

Project Source	Total Construction Energy[4]	San Benito County Annual Energy Consumption	Percentage Increase Countywide
Electricity Use			
Water[1]	0.008 GWh	400.92 GWh	0.002%
Diesel Use			
On-Road Construction Trips[2]	3,113 gallons	22,875,674 gallons	0.0136%
Off-Road Construction Equipment[3]	49 gallons		0.0002%
Construction Diesel Total	3,163 gallons		0.0138%
Gasoline Use			
On-Road Construction Trips	30 gallons	27,139,820 gallons	0.0001%

Notes:
[1] Construction water use based on acres disturbed per day during grading and site preparation and estimated water use per acre.
[2] On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in San Benito County for construction year 2023.
[3] Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.
[4] Total Construction Energy is the combined energy usage over approximately 3 months of construction.

Refer to **Appendix D: Energy Data** for assumptions used in this analysis.

Electricity

Water for Construction Dust Control

Electricity use associated with water use for construction dust control is calculated based on total water use and the energy intensity for supply, distribution, and treatment of water. The total number of gallons of water used is calculated based on acreage disturbed during grading and site

preparation, as well as the daily watering rate per acre disturbed. The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix C of the CalEEMod 2022 User's Guide.

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for San Benito County. As summarized in **Table 4**, the total electricity demand associated with water use for construction dust control for the Project would be approximately 0.008 GWh over the duration of construction.

Petroleum Fuel

On-Road Diesel Construction Trips

The diesel fuel associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon (MPG). VMT for the entire Project construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. In summary, the total diesel fuel associated with on-road construction trips would be approximately 3,113 gallons over the duration of buildout of the Project; refer to **Table 4**.

Off-Road Diesel Construction Equipment

Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. The total diesel fuel associated with off-road construction equipment is approximately 49 gallons for duration of buildout of the Project; refer to **Table 4**.

On-Road Gasoline Construction Trips

The gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in MPG using the same methodology as the construction on-road trip diesel fuel calculation discussed above. The total gasoline fuel associated with on-road construction trips would be approximately 30 gallons over the duration of buildout of the Project; refer to **Table 4**.

Construction Energy Use Conclusion

In total, construction of the Project would use approximately 0.008 GWh of electricity, 30 gallons of gasoline, and 3,163 gallons of diesel. In 2021, San Benito County used 401 GWh of electricity. Project construction electricity use would represent less than 0.01 percent of the current electricity use in San Benito County. In 2023, the year Project construction is anticipated to

commence, San Benito County is anticipated to use approximately 27,139,820 gallons of gasoline and approximately 22,875,674 gallons of diesel fuel. During construction, gasoline fuel consumption would increase 0.0001 percent over average annual gasoline usage in the County and diesel fuel consumption would increase 0.0138 percent over average annual diesel used in the County. Based on the total Project's relatively low construction fuel use proportional to annual County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption. As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand.

Pacific Gas and Electric (PG&E) provides electricity to the Project area. Electricity is currently used by the existing operations on the project site. The project site is expected to continue to be served by the existing PG&E electrical facilities. Total electricity demand in PG&E's service area is forecast to increase by approximately 12,000 GWh—or 12 billion kWh—between 2016 and 2028.[11] The Project's anticipated electricity demand is approximately 0.008 GWh. Therefore, it is anticipated that PG&E's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. In addition, some energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The Project would have construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the

[11] California Energy Commission, *California Energy Demand 2018-2030 Revised Forecast, Figure 49 Historical and Projected Baseline Consumption PG&E Planning Area*, April 2018.

efficient use of equipment and materials, energy use is reduced. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As described above, the Project's fuel from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the State CEQA Guidelines Appendix G and Appendix F criteria require the Project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in construction fuel demand is not anticipated to trigger the need for additional capacity. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

As stated above, there are no unusual characteristics that necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, it is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant

Operational Energy

Project operations are expected to use minimal energy, mainly lighting for navigational purposes. The new proposed lighting is not anticipated to substantially increase energy use from the existing conditions at the project site. Thus, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts are less than significant, and no mitigation is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. Title 24 of the California Code of Regulations contains energy efficiency standards for residential and non-residential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning.

Part 6 of Title 24 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California in order to reduce energy demand and consumption. The Project would comply with Title 24, Part 6 per state regulations. Title 24, Part 11, contains voluntary and mandatory energy measures that are applicable to the Project under the California Green Building Standards Code. As discussed above, the Project would result in an increased demand for electricity, natural gas, and petroleum. In accordance with Title 24 Part 11 mandatory compliance, the Applicant would have (a) 50 percent of its construction and demolition waste diverted from landfills; (b) mandatory inspections of energy systems to ensure optimal working efficiency; (c) low pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring and particle boards; and (d) a 20 percent reduction in indoor water use. Compliance with these mandatory measures would decrease the consumption of electricity, natural gas, and petroleum.

The Project would not conflict with any of the federal, state, or local plans for renewable energy and energy efficiency. Because the Project would comply with Parts 6 and 11 of Title 24, no conflict with existing energy standards and regulations would occur. Therefore, impacts associated with renewable energy or energy efficiency plans would be considered less than significant.

GEOLOGY AND SOILS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
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 waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

The following is based on the Geotechnical Investigation for the project site prepared by Cornerstone Earth Group (November 2022) (**Appendix E**).

Seismicity and Seismic Hazards

As identified in the City of Hollister General Plan EIR, the City is located within a seismically active area, which must be considered during new developments and design standards. Specifically, the City is located within the vicinity of four fault zones: the San Andreas Fault, Quien Sabe Fault, the Tres Pinos Faults, and the Calaveras Faults.[12] The Hollister Municipal Airport is located adjacent to the Calaveras Fault.[13] All Project components would be constructed to the latest California Building Code (CBC) standards and would be designed in conformance with all applicable standards to lessen potential seismic ground shaking impacts.

Earthquake-Induced Liquefaction, Surface Rupture Potential, and Settlement

The City has been historically susceptible to ground rupture, ground shaking, and liquefaction. Ground shaking is considered the primary seismic hazard considering the multiple faults located within the vicinity of the City. Liquefaction occurs when loosely packed soils become saturated with groundwater and lose their strength as a result of strong ground shaking. Groundwater ten to 30 feet below the surface is considered to have a moderately high to moderate susceptibility. Groundwater 30 to 50 feet deep can create a moderate to low susceptibility to liquefaction. Thus, due to the City's alluvial soils and perched water table, liquefaction is expected to occur.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact. As identified within the City's General Plan, the City is located within a seismically active area. Specifically, the Calaveras Fault zone traverses the City east to west. The project site is located immediately adjacent to the Calaveras Fault zone.[14] Therefore, the possibility of significant fault rupture within the project site is considered high. The Project would adhere to all applicable regulations in the CBC that is approved at the time of development. Impacts would be less than significant.

[12] Hollister, City of. (2005b). City of Hollister General Plan Final Program EIR.
[13] California Department of Conservation. (2023b). Earthquake Zones of Required Investigation. https://maps.conservation.ca.gov/cgs/eqzapp/app/. Accessed May 2023.
[14] California Department of Conservation (DOC). (2023b). Earthquake Zones of Required Investigation. https://maps.conservation.ca.gov/cgs/eqzapp/app/.Accessed April 2023.

ii) Strong seismic ground shaking?

Less than Significant Impact. As discussed above, the project site is located adjacent to the Calaveras Fault zone. Thus, the Project would be subject to intense seismic ground shaking during a seismic event. Ground shaking could result in ground failure, resulting in a hazard during Project operation. The Project would be required to be in conformance with the latest CBC, City regulations, and other applicable seismic standards. The current CBC design standards correspond to the level of seismic risk in each location and are intended primarily to protect public safety and secondly to minimize property damage. Conformance with standard engineering practices and design criteria established in the current CBC, would reduce the effects of seismic ground shaking to a less than significant level.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Soil liquefaction is a phenomenon in which saturated cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, the soil particles can become suspended in groundwater, resulting in the soil deposit becoming mobile and fluid-like. Liquefaction is generally considered to occur primarily in loose to medium dense deposits of saturated soils. Thus, three conditions are required for liquefaction to occur: (1) a cohesionless soil of loose to medium density; (2) a saturated condition; and (3) rapid large strain, cyclic loading, normally provided by earthquake motions.

The project site is not located within a designated liquefaction zone. [15] Further, the Project would comply with the latest CBC seismic design parameters and the City's General Plan policies HS1.4 and HS1.5 to reduce potential seismic impacts. Policy HS1.4 requires new development to comply with the Alquist-Priolo Earthquake Fault Zoning Act and the Uniform Building Code (UBC). Policy HS1.5 requires adequate mitigation for all geologic hazards associated with a proposed development. With adherence to the latest CBC and the City's General Plan, impacts would be less than significant.

iv) Landslides?

No Impact. The project site is relatively flat and consists of previously developed land. No substantial slopes or hillsides occur within the Project vicinity. As such, the potential for landslides to occur is considered minimal. Additionally, the DOC *Earthquake Zones of Required Investigation* map, indicates that the project site is not within a designated landslide zone.[16] Further, the Project would be required to comply with the CBC, as well as the geotechnical

[15] California Department of Conservation (DOC). (2023b). Earthquake Zones of Required Investigation. https://maps.conservation.ca.gov/cgs/eqzapp/app/.Accessed April 2023.

[16] California Department of Conservation (DOC). (2023b). Earthquake Zones of Required Investigation. https://maps.conservation.ca.gov/cgs/eqzapp/app/.Accessed April 2023.

exploration conducted for the Project, thereby further reducing any direct or indirect impacts associated with landslides. Thus, no impact associated with landslides would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Erosion refers to the removal of soil from exposed bedrock surfaces by water or wind. The effects of erosion are intensified with an increase in slope (as water moves faster, it gains momentum to carry more debris), the narrowing of runoff channels (which increases the velocity of water), and by the removal of groundcover (which leaves the soil exposed to erosive forces). Surface improvements, such as paved roads and buildings, decrease the potential for erosion on-site, but can increase the rate and volume of runoff, potentially causing off-site erosion.

Grading activities during Project construction would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. However, erosion and loss of topsoil would be controlled using standard erosion control practices during construction. Accordingly, the Project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit to implement Best Management Practices (BMPs) to minimize stormwater runoff during construction. Adherence to the SWPPP with the recommendations of the Preliminary Water Quality Management Plan prepared for the Project would reduce possible impacts related to the erosion to a less than significant level.

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?

Less than Significant Impact. The project site consists of previously disturbed land within Hollister Municipal Airport property. According to the Geological Investigation, soils present within project site consist of stiff clay, clayey sands, and medium dense to loose, silty sands. The project site is relatively flat and is not located within a designated landslide, liquefaction, or fault zone. Nevertheless, the Project would be required to be in conformance with the latest CBC and City regulations. Conformance with standard engineering practices and design criteria would reduce the effects of unstable soils to a less than significant level.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. When certain soil types are exposed to water, mainly those with moderate to high clay content, they can deform and either shrink or swell, depending on their particular physical characteristics. Such soils can expose overlying buildings to differential settlement and other structural damage.

According to the Geotechnical Investigation, soils present within project site consist of stiff clay, clayey sands, and medium dense to loose, silty sands. A Plasticity Index (PI) test was performed for the project site. Results of the PI test concluded a PI of 50, which indicates a very high expansion potential (**Appendix E**). To reduce potential impacts associated with soil expansion, the Project would incorporate design recommendations included in the Geotechnical Investigation. Further, the Project would be required to be in conformance with the latest CBC standards. Conformance with standard engineering practices and design criteria would reduce the potential for substantial risks to life or property as a result of the soil types located on the project site. Therefore, impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project would include improvements to the Hollister Municipal Airport Runway 6. The Project does not include septic tanks or alternative wastewater disposal systems. No impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation Incorporated. The Geotechnical Investigation prepared for the project does not identify the presence of any unique geological features on the project site. Furthermore, the City's General Plan does not identify any unique geological features within the City. No paleontological resources are known to be on or adjacent to the project site. It is assumed that if these resources were located in these areas, they would have been discovered during original or subsequent ground disturbing activities for the Hollister Municipal Airport. The Project would be required to comply with the federal Paleontological Resources Preservation Act, which provides protocols for the collection of vertebrate fossils and other rare and scientifically significant fossils, including limitation the collection to qualified researchers who have obtained a permit from the appropriate state or federal agency. Further, PRC Section 5097 prohibits the removal of any paleontological site or feature from public lands without the permission of the jurisdictional agency. Should evidence of paleontological resources be encountered during grading and construction, operations would be required to cease, and the City of Hollister would be required to be contacted for determination of appropriate procedures. While fossils are not expected to be discovered during construction, it is possible that significant fossils could be discovered during construction activities, even in areas with a low likelihood of occurrence. Fossils encountered during construction could be inadvertently damaged. If a unique paleontological resource is discovered, the impact to the resource could be significant.

To reduce this potentially significant impact to a less than significant level, all construction related impacts of fossils or fossil-bearing deposits shall be conducted in accordance with **MM GEO-1**, to the satisfaction of the City Public Works/Engineering Department. With the implementation of **MM GEO-1** impacts to paleontological resources would be less than significant.

Mitigation Measure

MM GEO-1 In the event an unanticipated paleontological resource in unearthed during construction, ground disturbing activities within a 50-foot buffer of the find shall halt until a City-approved qualified paleontologist determines the significance of the find. The qualified paleontologist shall document the find in accordance with the Society of Vertebrate Paleontology standards, evaluate the find, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15604.5. The appropriate agencies shall be notified of the find by the qualified paleontologist to determine the appropriate procedures before construction activities within the 50-foot buffer of the find can resume. If avoidance of the find is not feasible, the qualified paleontologist shall prepare an excavation plan for mitigating the effect of the construction activities on the find. The excavation plan shall be submitted to the City for review and approval prior to implementation.

GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Air Quality and Greenhouse Gas Emissions data was prepared for the Project by Kimley-Horn in June 2023 and is included as **Appendix A**. The results of the Air Quality data and Greenhouse Gas Emissions data are summarized in the following discussion.

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately one day), GHGs have long

atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration.

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. The CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine if a project's GHG emissions would have a significant impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the development's GHG emissions (14 CCR Section 15064.4[a]). Determining a threshold of significance for climate change impacts poses a special difficulty for lead agencies. Much of the science in this area is new and is evolving constantly. At the same time, neither the State nor local agencies are specialized in this area, and there are currently no local, regional, or state thresholds for determining whether a residential development has a significant impact on climate change. The CEQA Amendments do not prescribe specific significance thresholds but instead leave considerable discretion to lead agencies to develop appropriate thresholds to apply to projects within their jurisdiction.

Assembly Bill (AB) 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. In adopting AB 32, the legislature determined the necessary GHG reductions for the State to make to sufficiently offset its contribution to cumulative climate change to reach 1990 levels. AB 32 is the only legally mandated requirement for the reduction of GHGs. As such, compliance with AB 32 is the adopted basis on which the agency can base its significance threshold for evaluating GHG impacts.

AB 1279 establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies. CARB released the third update to the Scoping Plan to reflect the targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279.

Additionally, signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

As discussed in Air Quality, the Monterey Bay Air Resources District (MBARD) has primary responsibility for developing and implementing rules and regulations to maintain the national ambient air quality standards and attain the California ambient air quality standards, permitting new or modified sources, developing air quality management plans, and adopting and enforcing air pollution regulations for all projects in the North Central Coast Air Basin. The AB 32 Scoping Plan does not specify an explicit role for local air districts with respect to implementing AB 32, but it does state that CARB will work actively with air districts in coordinating emissions reporting, encouraging and coordinating GHG reductions, and providing technical assistance in quantifying reductions. The ability of air districts to control emissions (both criteria pollutants and GHGs) is provided primarily through permitting, but also via their role as a CEQA lead or commenting agency, the establishment of CEQA thresholds, and the development of analytical requirements for CEQA documents. The MBARD drafted potential quantitative thresholds for projects undergoing CEQA review in February 2014. The draft thresholds include an annual threshold of 10,000 metric tons for stationary sources and a tiered approach for land use projects, whereby one of the following is applied: a bright-line (numeric) threshold of 2,000 metric tons annually; or compliance with an adopted climate action plan. However, the MBARD has not formally adopted these thresholds, and they remain in draft form.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

Construction Greenhouse Gas Emissions

The Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the Project is depicted in **Table 5: Construction-Related Greenhouse Gas Emissions**.

Table 5: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
Construction	405.90
30-Year Amortized Construction	13.53
Source: CalEEMod version 2022.1.1.13. Refer to **Appendix A** for model outputs.	

As shown in **Table 5**, the Project would result in the generation of approximately 405.90 metric tons of CO_2 equivalent ($MTCO_2e$)[17] over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational

[17] Carbon dioxide equivalent (CO_2e) is the number of metric tons of CO_2 emissions with the same global warming potential as one metric ton of another GHG.

emissions.[18] The amortized Project construction emissions would be 13.53 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as on-site combustion of aircraft fuel. While the proposed improvements of the Project would support the airport traffic and circulation at the site, airport traffic is more substantially influenced by other factors independent of the Project improvements such as increases in population and increase in business that use airport transportation for supplies and shipments. The Project would have minimal influence on GHG emissions associated with airport traffic, as the Project would not increase airport capacity and would not result in increases in local traffic. Therefore, project impacts related to operational GHG emissions would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. While California has adopted several policies and regulations for the purpose of reducing GHG emissions, the City of Hollister does not currently have an adopted Climate Action Plan. The Project's potential impacts and mitigation in response to current plans and policies are described above. There would be no impact beyond the assessment in this section. Impacts would be less than significant.

[18] The amortization period of 30-years is based on the standard assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. The Project would include improvements to the Hollister Municipal Airport Runway 6. Operation of the Project would be similar to operation of the existing Runway 6 runway and taxiway, which does not involve the use of hazardous or toxic materials.

Potentially hazardous and toxic materials such as solvents, paint products, lubricants, fuels, and cleaning products may be transported, used and/or stored on-site during construction. The transport, use, and storage of hazardous materials during the construction of the Project would be conducted and kept in accordance with all applicable State, local and Federal regulations. Further, Given the project would disturb over one acre, a SWPPP would be developed and implemented under the NPDES General Construction Permit. Implementation of the SWPPP would reduce the potential for hazardous materials releases to occur during construction and would reduce the potential for spills to impact sensitive habitat or human health, to less than significant. Thus, compliance with all applicable laws and regulations would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials to a less than significant level and no mitigation is required.

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?

No Impact. Kimley-Horn performed a regulatory database search of the Department of Toxic Substances Control (DTSC) Envirostor and the State Water Resources Control Board's (SWRCB) Geotracker website on June 5, 2023 to identify hazardous material regulated facilities within or proximate to the project site.

Kimley-Horn's review of the referenced databases also considered the potential or likelihood of contamination from adjoining and nearby sites. To evaluate which of the adjoining and nearby sites identified in the regulatory database search present an environmental risk to the subject property, Kimley-Horn considered the following criteria:

- The topographic position of the property relative to the subject property;
- The direction and distance of the identified facility from the subject property;
- The status of the respective regulatory agency-required investigations and/or cleanup associated with the identified facility; and
- Surface and subsurface obstructions and diversions (e.g., buildings, roads, sewer systems, utility service lines, rivers, lakes, and ditches) located between the identified site and the subject property.

Only those sites that are judged to present a potential environmental risk to the subject property and/or warrant additional clarification are further evaluated. Using the referenced criteria and based upon a review of readily available information contained within the regulatory database search, Kimley-Horn did not identify adjoining (i.e., bordering) or nearby sites (e.g., properties within a 0.25-mile radius) listed in the regulatory database report that were judged to present a potential environmental risk to the subject property.

Review of both the DTSC Envirostor and the SWRCB Geotracker concluded that no active regulated sites are located within 1-mile of the project site. This database review did not identify any potential environmental concerns for the site.

Upon completion of construction, hazardous materials would be limited to those associated with use and maintenance of the taxiway. These include paints, and fertilizers and pesticides for site landscaping. Because these materials are used in very limited quantities, they are not considered a hazard to the public. Adherence to federal, state, and local health and safety requirements regarding these substances would preclude potential impacts. No mitigation is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The closest school to the project site is Calaveras Elementary School (1151 Buena Vista Road), located approximately 2.2 miles to the south. As such, there are no schools within one-quarter mile of the project site. Therefore, the Project would not emit hazardous emissions of handle hazardous or acutely hazardous materials, substances, or waste within, one-quarter mile of on existing or proposed school. Thus, no impact would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than Significant Impact. The project site is not included on the list of hazardous waste sites (Cortese List) compiled by the Department of Toxic Substances Control (DTSC). [19] Additionally, the project site is not located within an active cleanup program site under SWRCB's Geotracker.[20] Therefore, no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less than Significant Impact. The Hollister Municipal Airport Land Use Compatibility Plan (ALUCP) was last updated in June 2012. The purpose of the ALUCP is to ensure compatibility between the Hollister Municipal Airport and surrounding land uses and protect public health, safety, and welfare.[21] To achieve this goal, the ALUCP includes a set of compatibility criteria which are applicable to new development in the vicinity of the Hollister Municipal Airport. The Project

[19] DTSC. (2023). Envirostor. https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60003205. Accessed May 2023.
[20] California State Water Resources Control Board (SWRCB). (2023). Geotracker. https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=5618207633&__cf_chl_tk=H2.kx_3keRryuY4ROpTlM3vJmEqY00iECxXM9p0NWbA-1679416346-0-gaNycGzNDRA. Accessed May 2023.
[21] San Benito County Airport Land Use Commission. (2012). Hollister Municipal Airport Land Use Compatibility Plan. http://www.sanbenitocog.org/pdf/ADOPTED%20%20ALUCP%20-June%202012.pdf.

would include improvements to the Hollister Municipal Airport Runway 6, which are required by FAA regulations to ensure airport safety. As such, the Project would not conflict with the Hollister Municipal Airport ALUCP. No impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The City has adopted the County of San Benito Operational Area Emergency Operations Plan (August 2015), which includes the framework to reduce the effects of man-made and natural hazards. Additionally, the City has identified SR 25 and SR 156 as the City's primary evacuation routes.[22] The project site, including the staging area, is located within the Hollister Municipal Airport property. Project construction would not require the full or partial closure of public roadways. Project implementation would not interfere with emergency access to the site or surrounding area. No impact would occur.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. According to the CAL FIRE *Fire Hazard Severity Zone Viewer*, the project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA).[23] The Project would include improvements to Hollister Municipal Airport Runway 6. Upon completion of construction, operation of the runway would resume similar to existing conditions. No impact would occur.

[22] Hollister, City of. (2005a). City of Hollister General Plan. https://hollister.ca.gov/government/city-departments/development-services/general-plan/.

[23] California Department of Forestry and Fire Protection (CAL FIRE). (2023). Fire Hazard Severity Zone Viewer. https://egis.fire.ca.gov/FHSZ/. Accessed May 2023.

HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
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:				
i) Result in substantial erosion or siltation on- or off-site?			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
iv) Impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Water Providers

The 2020 Hollister Urban Area (HUA) Urban Water Management Plan (UWMP) was prepared in accordance with the Urban Water Management Planning Act to guide the HUA's future water

management efforts.[24] The UWMP was prepared for various agencies, including the City's Utilities Division, which provides water to the project site.

Groundwater

The City's Utilities District provides domestic water to a portion of the City. Water is provided for residential, commercial, industrial, and landscaping purposes. According to the HUA UWMP, groundwater is a major source of supply for the City from wells located within the HUA.

Flooding

According to FEMA Flood Insurance Rate Map (FIRM), the project site is not located within a designated flood hazard zone.[25]

Hydrology

Under existing conditions, the project site drains to the southeast, and runoff enters an existing drainage channel located along the eastern boundary of the Hollister Municipal Airport.[26] A shallow swale is located between Runway 6 and the adjacent taxiway for drainage conveyance purposes.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. Project development would disturb more than one acre of land surface and would, therefore, be required to obtain coverage under the NPDES stormwater program. To minimize water quality impacts during construction, construction activities would be required to comply with a SWPPP. The SWPPP identifies erosion-control and sediment-control BMPs to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Typical BMPs include but are not limited to construction scheduling, proper construction equipment staging, hydroseeding, straw mulch, sandbags, and silt fences. These requirements would ensure that potential Project impacts related to soil erosion, siltation, and sedimentation remain less than significant and avoid violation to any water quality standards or waste discharge requirements. Upon completion of construction, operation of Runway 6 would resume similar to existing conditions. Runoff would be conveyed to a shallow swale to meet FAA safety regulations.[27] Impacts would be less than significant.

[24] Hollister Urban Area. (2020). 2020 Hollister Urban Area Urban Water Management Plan. https://www.sunnyslopewater.org/files/abbc80336/Final+Approved+UWMP+2020.pdf

[25] Federal Emergency Management Agency (FEMA). Flood Insurance Rate Maps. https://msc.fema.gov/portal/search?AddressQuery=60%20Airport%20Dr%2C%20Hollister%2C%20CA%2095023%20#searchresultsanchor. Accessed May 2023.

[26] Hollister, City of. (2010). Storm Water Master Plan for the Hollister Municipal Airport.

[27] Hollister, City of. (2010). Storm Water Master Plan for the Hollister Municipal Airport.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. According to the Geotechnical Investigation, groundwater does not occur within the project site. Native soils present on-site have very low infiltration and permeability rates. Further, the Project would not require groundwater for Project development. No impact would occur.

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:

i) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The project site does not include any streams or rivers which could be altered by the Project. The Project-specific SWPPP would include erosion and sedimentation control BMPs to reduce potential impacts on- or off-site. Upon completion of construction, drainage patterns of the project site would be similar to existing conditions. Impacts would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. As noted above, the project site does not include any streams or rivers which could be altered by the Project development. Further, the project site is not located within a designated flood hazard zone. The Project would include the demolition of approximately 4.8 acres of existing taxiway and the construction of an approximately 0.5-acre perpendicular taxiway to connect Runway 6 and the southern taxiway. Thus, development would result in a decrease of 4.3 acres of impervious surface on-site. There would not be an increase in the existing discharge from the project site. The drainage pattern on-site would resume a pattern similar to existing conditions upon completion of construction. Therefore, impacts would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. As previously discussed, the Project development would result in a decrease in impervious surface on-site and would not result in an increase in in the existing discharge from the project site. As such, runoff from the project site would not exceed the capacity of existing or planned stormwater drainage systems. No impact would occur.

iv) Impede or redirect flood flows?

No Impact. According to the FEMA FIRM, the project site is not located within a designated flood hazard zone.[28] Upon completion of construction, the drainage pattern of the project site would resume similar to existing conditions. No impact would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The project site is located approximately 21.6 miles east of the Pacific Ocean. Given the distance from the coast, the potential for the project site to be inundated by a tsunami is extremely low. Additionally, no large water bodies are located within the Project area to inundate the project site as a result of a seiche. No impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The Project's potable water supply would be served by the City's Utilities Division, which obtains its water supply from local groundwater and imported water from the Central Valley Project (CVP). The Project does not include any uses which involve potable groundwater wells. As previously discussed, the Project's water demand is not anticipated to result in significant groundwater impacts. Additionally, the Project is anticipated to result in less than significant water quality impacts and would not conflict with the HUA.

[28] FEMA. Flood Insurance Rate Maps. https://msc.fema.gov/portal/search?AddressQuery=60%20Airport%20Dr%2C%20Hollister%2C%20CA%2095023%20#searchresultsanchor. Accessed May 2023.

LAND USE AND PLANNING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

a) Physically divide an established community?

No Impact. The Project would include the demolition and removal of the paved taxiway preceding Runway 6 and the construction of a perpendicular taxiway connecting Runway 6 to the southern taxiway. The project site is located within the Hollister Municipal Airport. As such, Project implementation would not physically divide an established community. No impact would occur and no mitigation is required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The Project would be consistent with the General Plan Land Use and Zoning Designations. The project site is zoned Airport (A) which allows for airport operations and supporting facilities. The Project proposes to demolish the paved taxiway preceding Runway 6 and construct a perpendicular taxiway connecting Runway 6 to the southern taxiway. As such, the Project would be consistent with the Airport zone and would not conflict with the City's General Plan. No impact would occur.

MINERAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

According to the Surface Mining and Reclamation Act (SMARA) of 1975, Mineral Resource Zones (MRZs) were designated based on regional or State-wide importance. As such, existing land uses are not considered in classifying MRZs, so a MRZ may be classified despite already being developed for other uses even though this renders them unsuitable for mining. The State Mining and Geology Board (SMGB) establishes a priority list by the following classification criteria:

MRZ-1 Areas where adequate geologic information indicates that no significant mineral deposits are present, or that there is a small likelihood of the presence of mineral deposits;

MRZ-2 MRZ-2a: Areas where the available geologic data shows that there are significant measured or indicated deposits present, which means this land is of prime importance in mining, or

MRZ-2b: that there is an inferred likelihood of significant mineral deposits as indicated by limited sampling;

MRZ-3 MRZ-3a: Areas containing known mineral deposits that have moderate potential for mineral deposits and may be reclassified as MRZ-2;

MRZ-3b: Areas containing inferred mineral deposits based on plausible evidence of the geologic settings; and

MRZ-4 Areas where there is not enough geologic information available to determine the presence or absence of mineral resources. This indicated limited knowledge and it does not imply that there is a small likelihood of mineral deposits.

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

and

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. According to the DOC *Mineral Lands Classification* map, the project site is classified as MRZ- 1, which identifies areas where available geologic information indicates that little likelihood exists for the presence of significant construction aggregate resources.[29] The project site is located within the Hollister Municipal Airport and is zoned Airport (A), which does not permit mineral extraction. Therefore, implementation of the Project would not result in the loss availability of a known mineral resource of mineral resource recovery site. No impact would occur.

[29] California Department of Conservation (DOC). (2023c). CGS Information Warehouse: Mineral Lands Classification. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed May 2023.

NOISE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
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 applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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, would the project expose people residing or working in the project area to excessive noise levels?			X	

Sound and Environmental Noise

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. In acoustics, the fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micropascals (µPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a

practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness.

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent noise level (Leq) represents the continuous sound pressure level over the measurement period, while the day-night noise level (Ldn) and Community Noise Equivalent Level (CNEL) are measures of energy average during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Most commonly, environmental sounds are described in terms of an average level (Leq) that has the same acoustical energy as the summation of all the time-varying events.

The A-weighted decibel (dBA) sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports.

A-Weighted Decibels

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound and

twice as loud as a 60 dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions. Under the dB scale, three sources of equal loudness together would produce an increase of 5 dBA.

Sound Propagation and Attenuation

Sound spreads (propagates uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by weighted average noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban

residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on People

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.

Groundborne Vibration

Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the

vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 6: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in **Table 6** should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Table 6: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008	--	Extremely fragile historic buildings, ruins, ancient monuments	--
0.01	Barely Perceptible	--	--
0.04	Distinctly Perceptible	--	--
0.10	Strongly Perceptible	Fragile buildings	--
0.12	--	--	Buildings extremely susceptible to vibration damage
0.2	--	--	Non-engineered timber and masonry buildings
0.25	--	Historic and some old buildings	--
0.3	--	Older residential structures	Engineered concrete and masonry (no plaster)
0.4	Severe	--	--
0.5	--	New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel or timber (no plaster)

PPV = peak particle velocity; in/sec = inches per second; FTA = Federal Transit Administration

Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, 2020 and Federal Transit Administration, *Transit Noise and Vibration Assessment Manual*, 2018.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as earthmoving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

Airport Noise Standards

California Code of Regulations Title 21, Division 2.5, Subchapter 6, Airport Noise Standards, establishes 65 dBA CNEL as the acceptable level of aircraft noise for persons living in the vicinity of airports. Noise-sensitive land uses in locations where the aircraft exterior noise level exceeds 65 dBA CNEL are generally incompatible, unless an aviation easement for aircraft noise has been acquired by the airport proprietor, or the residence is a high-rise apartment or condominium that has an interior CNEL of 45 dBA or less in all habitable rooms despite aircraft noise and an air circulation or air conditioning system, as appropriate. Assembly Bill (AB) 2776 requires any person who intends to sell or lease residential properties within an airport influence area to disclose that fact to the person buying the property.

The City of Hollister does not have land use compatibility standards for noise and instead uses the State of California's guidelines as a tool to gauge compatibility of land uses relative to existing and future noise levels. The City of Hollister Municipal Code includes various directive pertaining to noise and vibration.

- **Chapter 8.28, *Noise***. This chapter provides general policies prohibiting noise sources, for the peace, health, comfort, safety and welfare of its citizens from excessive, unnecessary or unusually loud noises and vibrations from any and all sources in the community. Specific interior and exterior standards are not provided but exemptions to the standards within Chapter 8.28 are identified. The Noise Chapter generally prohibits any excessive, unnecessary or unusual loud noises from any person. Excessive, unnecessary or unusually loud noise is defined as a noise disturbance which occurs at any time of the day, and, because of volume, duration or character, annoys, disturbs, injures or endangers the comfort, response, health, peace or safety of any reasonable person of normal sensitivity residing in the area.

  For any kind of noise regardless of the time of day in which it occurs, the standards which shall be considered in determining whether a violation exists, may include, but shall not be limited to, the following:

  - The volume or intensity of the noise;
  - Citizen complaints;

- The proximity of the noise to residential properties;
- The nature and zoning of the area within which the noise emanates;
- The time and/or day of the week the noise occurs;
- The duration of the noise;
- Whether the noise is recurrent, intermittent or constant;
- Whether the noise is produced by a commercial or noncommercial activity; and
- A noise level in residential districts exceeding 55 dBA during daylight hours, and 50 dBA after sunset, measured at the property line of the complaining party or inside an affected multiple-dwelling unit.

- **Chapter 17.10, *Industrial/Manufacturing Zones, Section 040 - Industrial Zoning District Performance Standards***. The volume of sound generated by or resulting from any land use (except motor vehicle operations), measured during calm air conditions, shall comply with the not exceed 65 dBA at the property line of the noise source.

- **Chapter 17.12, *Performance Standards, Section 040 – Airport and Airport Support Zone.*** This section provides standards to ensure land use compatibility with the Hollister Municipal Airport related to noise and vibration under parts D and G. Part D states that no approved land use shall generate vibration perceptible without instruments at any point along or outside of the property line of the use, except for operational motor vehicles. Part G states that office buildings, motels, hotels, and schools shall be designed to include noise attenuation measures to maintain an interior noise level not to exceed 55 dB CNEL.

- **Chapter 17.16, *Performance Standards, Section 100 - Noise.*** This section provides noise-related limits on commercial construction contiguous to residential properties to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. Saturdays, and prohibited Sundays and federal holidays.

  Noise-generating commercial landscaping activities with a duration of one-half hour or less, shall be limited to the hours of 8:00 a.m. to 6:00 p.m. Monday through Saturday and prohibited Sundays and federal holidays.

  Noise-generating commercial landscaping activities with a duration of one hour or more, shall be limited to the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday, 8:00 a.m. to 5:00 p.m. Saturdays and prohibited Sundays and federal holidays.

Existing Noise Levels

The City is impacted by various noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise. Other noise sources are the various land uses (e.g. industrial, commercial, institutional, and residential) throughout the City that generate

stationary-source noise. The existing mobile noise sources in the project site are generated by airplane operations at the project site, as well as motor vehicles traveling along SR 156 and San Felipe Road. The primary sources of stationary noise in the Project vicinity are those associated with the surrounding commercial and industrial uses. Stationary noise sources associated with these land uses may include mechanical equipment (use of heating, ventilation, and air conditioning [HVAC] units, etc.) and parking lot and loading activities (cars parking, open and closing doors, truck idling and back-up, etc.). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. Sensitive land uses nearest to the Project are shown in **Table 7: Sensitive Receptors**. As shown in **Table 7**, the nearest sensitive receptors are single-family residences located to the east of the project site.

Table 7: Sensitive Receptors

Receptor Description	Approximate Distance and Direction from the Project[1]
Single-Family Residences	0.47-miles east
Single-Family Residences	0.50-miles southwest
Single-Family Residences	0.60-miles east
1. Approximate distances measured from the nearest project site boundary to the property boundary of the identified sensitive receptor.	
Source: Google Earth, 2023.	

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 applicable standards of other agencies?

Less Than Significant Impact

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods near the construction site. The nearest sensitive receptors (i.e., single-family residences) are located to the east of the project site. Therefore, construction activities may occur as close as 0.47-miles (2,482 feet) from the nearest sensitive receptor. However, it is acknowledged that construction

activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors.

Construction activities would include demolition, site preparation, grading, and infrastructure improvements/paving. Such activities would require concrete saws, excavators, and dozers during demolition; dozers and tractors during site preparation; excavators, graders, dozers, and tractors during grading; and excavators, pavers, rollers, tractors, and paving equipment during paving and infrastructure improvements. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in **Table 8: Typical Construction Noise Levels.**

Table 8: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 0.47-mile from Source
Backhoe	80	46
Concrete Mixer	85	51
Concrete Pump	82	48
Concrete Vibrator	76	42
Dozer	85	51
Grader	85	51
Loader	80	46
Paver	85	51
Roller	85	51
Saw	76	42

1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$
Where: dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

As shown in **Table 8**, exterior noise levels could affect the nearest existing sensitive receptors in the vicinity. Construction equipment would operate throughout the project site and the associated noise levels would not occur at a fixed location for extended periods of time. The nearest sensitive receptors are single-family residences located 0.47-miles to the east of the project site. These sensitive receptors may be exposed to elevated noise levels during Project construction.

The City of Hollister does not have construction noise standards. As such, this analysis uses the FTA's thresholds of 80 dBA (8-hour L_{eq}) for residential uses and 90 dBA (8-hour L_{eq}) for non-residential uses to evaluate construction noise impacts. **Table 8** shows that the maximum construction noise levels would not exceed the applicable FTA construction thresholds. The highest exterior noise level at residential receptors would occur during the Project grading and paving stages and would be 51 dBA which is below the FTA's 80 dBA threshold. Additionally, the highest exterior noise level at non-residential receptors would also occur during the Project grading and paving stages and would be 63 dBA which is below the FTA's 90 dBA threshold. Construction equipment would operate throughout the project site and the associated noise levels would not occur at a fixed location for extended periods of time. In addition, construction activities would occur between the City's allowable hours of 7:00 a.m. and 7:00 p.m. in accordance with the General Plan Construction Noise Policy (HS3.3).

Construction activities may also cause increased noise along site access routes due to movement of equipment and workers. However, compliance with the General Plan would minimize mobile traffic noise impacts during construction, as construction would be limited to daytime hours. By following the City's standards, construction noise impacts would be less than significant.

Operations

Noise from aircraft operations would be independent of the proposed Project. The Project would not result in any change in the number or type of aircraft operating at the airport in runway geometry, or in approach and departure flight paths. As such, the Project would not affect ambient noise levels at the airport during operations. Further, in 2012 the County of San Benito adopted the Hollister Municipal Airport Land Use Compatibility Plan, which was prepared to promote the compatibility between the airport and the surrounding land uses. Therefore, implementation of the Hollister Municipal Airport Land Use Compatibility Plan would help reduce conflicts between operations of the airport and potentially sensitive land uses. Project impacts associated with operational noise would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Once operational, the Project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of

human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage. As the closest structures are the associated airport facilities, this evaluation conservatively uses the FTA architectural damage criterion of 0.20 in/sec PPV, refer to **Table 6**.

The FTA has published standard vibration velocities for construction equipment operations. **Table 9: Typical Construction Equipment Vibration Levels,** lists vibration levels at 25 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated **Table 9**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 9: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 40 Feet (in/sec)[1]
Large Bulldozer	0.089	0.191
Caisson Drilling	0.089	0.191
Loaded Trucks	0.076	0.164
Rock Breaker	0.059	0.127
Jackhammer	0.035	0.075
Small Bulldozer/Tractors	0.003	0.006

Notes:
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.
D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

The nearest structure to any construction activity is an associated airport building located approximately 15 feet to the south of proposed construction activities. Vibration velocities from construction equipment would range from 0.006 to 0.191 in/sec PPV at the nearest structure, which would not exceed FTA's 0.20 PPV threshold. It is also acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure or sensitive receptor. After construction work is completed, no

groundborne vibrations would be generated. Therefore, vibration impacts associated with the proposed Project would be less than significant.

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, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact.

The Project is located within the Hollister Municipal Airport. The Project would not place any residents or occupants on or near the project site. Thus, the Project would not expose substantial numbers of people to excessive noise levels from airports and impacts would be less than significant.

POPULATION AND HOUSING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The Project includes improvements to Hollister Municipal Airport Runway 6, as required by FAA regulations. The Project does not include the construction of new homes or infrastructure that could result in indirect population growth. The City's population is 43,346 as of July 2021.[30] The City's current unemployment rate is 7.4 %[31], which is higher than the State unemployment rate of 4.8 %.[32] It is anticipated the construction workers would commute to the project site from within the City or surrounding areas and would not relocate. Therefore, construction of the Project would not generate a permanent increase in population within the Project area. Upon completion of construction, operation of Runway 6 would resume similar to existing conditions. No impact would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project would include improvements to Hollister Municipal Airport Runway 6. The project site consists of previously disturbed and developed land within the Hollister Municipal Airport property. As such, the Project would not result in the displacement of existing people or housing. No impact would occur.

[30] U.S. Census Bureau. (2021). Quick Facts: Hollister city, California. https://www.census.gov/quickfacts/fact/table/hollistercitycalifornia/PST045221#PST045221.
[31] Employment Development Department (EDD). (April 2023a). Current Month Labor Force Data for Cities and Census Designated Places. https://labormarketinfo.edd.ca.gov/geography/sanbenito-county.html.
[32] Employment Development Department (EDD). (April 2023b). *Monthly Labor Force Data for Counties*. https://labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf.

PUBLIC SERVICES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?				X
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

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

i) Fire protection?

No Impact. The Hollister Fire Department provides fire protection services to the City. The nearest fire station to the project site is Fire Station #3, located approximately 100 feet to the south and within Hollister Municipal Airport property. Upon completion of construction, operation of the runway would resume similar to existing conditions. As such, it is not anticipated that the Project would increase demand for fire protection services to the project site. No impact would occur.

ii) Police protection?

No Impact. The Hollister Police Department provides police protection services to the City. The police department is located at 395 Apollo Way, approximately 1.1 miles east of the project site. The Project would include improvements to Hollister Municipal Airport Runway 6. Operation of

the runway would resume similar to existing conditions upon completion of construction. As such, the Project is not anticipated to increase demand in police protection services. No impact would occur.

iii) Schools?

No Impact. The project site is located within the Hollister School District. As discussed in Section 4, *Population and Housing*, the Project would not introduce any uses that would induce population growth. Construction workers are anticipated to commute to the project site from within the City and surrounding areas. As such, the Project would not induce population growth including school-age children, resulting in an increase in demand for school services. No impact would occur.

iv) Parks?

No Impact. Due to the nature of the Project, no new residents would be generated that would be likely to impact or create a need for additional local parks or other public facilities. The Project would include improvements to Hollister Municipal Airport Runway 6. The Project would not include new homes or infrastructure that would generate population growth that would increase demand for parks. No impact would occur.

v) Other public facilities?

No Impact. The Project would not result in or induce significant population growth because the Project does not propose residential units that could introduce new population in the area; therefore, no impacts to other public facilities would occur from Project implementation.

RECREATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
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?				X

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?

No Impact. The Project includes improvements to Hollister Municipal Airport Runway 6. As discussed in Section 4, *Population and Housing*, the Project would result in population growth. As such, Project implementation would not increase the demand of existing neighborhood or regional parks, or other recreational facilities. No impact would occur.

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?

No Impact. The Project does not involve construction of recreational facilities. The Project would include improvements to Hollister Municipal Airport Runway 6, which would not increase the use of existing neighborhood and regional parks or other recreational facilities. Thus, no impact would occur.

TRANSPORTATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?				X
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

a) Conflict with an program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact. The Project would include improvements to Hollister Municipal Airport Runway 6, as required by FAA regulations. The project site is located within Hollister Municipal Airport property. Short-term construction trips would include the transfer of equipment, construction worker trips, and hauling trips for construction materials. Construction activities would occur for 3 months and would not require public road closures. Upon completion of construction, operation of the runway would resume similar to existing conditions. As the Project is not anticipated to conflict with a program plan, ordinance, or policy addressing the City's circulation system. No impact would occur.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. Senate Bill 743 (SB 743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB 743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under the California Environmental Quality Act (CEQA). In December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines, which included SB 743. CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the Project's vehicle miles traveled (VMT).

The Project includes improvements to Hollister Municipal Airport Runway 6, as required by FAA regulations. Construction related truck trips could increase traffic on the roadways within the Project area; however, impacts in this regard would be temporary in nature and would cease upon completion of construction. The Project is located within Hollister Municipal Airport property and would not require public road closures during operation. Therefore, because the Project would generate very minimal construction traffic and is not a land use that is associated with generating traffic, the Project would not create the potential for additional traffic and therefore would not conflict with CEQA Guidelines Section 15064.3, subdivision (b). Impacts would be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The Project includes improvements to Hollister Municipal Airport Runway 6, as required by FAA regulations. The purpose of the Project is to improve airport safety. As such, the Project does not include design features that would substantially increase hazards. No impact would occur.

d) Result in inadequate emergency access?

No Impact. The project site is located within the Hollister Municipal Airport and would not require the full or partial closure of public roadways. Construction would not impede emergency access to the project site or surrounding area. No impact would occur.

TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project:				
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, 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: i) Listed or eligible for listing in the California				
i) 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)?		X		
ii) 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?		X		

Sacred Land File Search

On May 18, 2023, results were received for the Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC). The results were positive for an SLF on file for the Amah Mutsun Tribal Band. The Lead Agency initiated Assembly Bill (AB) 52 consultation for the Project as described below.

Native American Outreach

On August 7, 2023, the City initiated tribal consultation with interested California Native American tribes consistent with AB 52. The City requested a consultation from the following tribes which have previously requested consultation: Amah Mutsun Tribal Band of Mission San Juan Bautista, Indian Canyon Mutsun Band of Castanoan, Wuksache Indian Tribe/ Eshorn Valley Band, and the Xolon-Salinan Tribe. No response from any of the contacted Native American tribes has been received.

i) 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)?

ii) 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?

Less than Significant with Mitigation Incorporated. As discussed in Section 4, *Cultural Resources*, the project site does not contain any structures that are recommended eligible for the CRHR or have been identified as a historical resources. No cultural resources were identified during the field survey conducted for the project site. The project site consists of paved and previously disturbed land within Hollister Municipal Airport property. Potentially significant impacts would occur in the event unknown cultural resources are unearthed during construction activities. Thus, to reduce potential impacts the Project would implement **MM CUL-1**, which would require archaeological resources that may be found on the site are properly identified and protected. Implementation of **MM CUL-1** would reduce any potential impacts to unanticipated archaeological resources due to accidental discovery to a less than significant level.

Further, pursuant to CGC § 21080.3.2(b) and § 21074(a)(1)(A)-(B) (AB 52) the City has provided formal notification to California Native American tribal representatives that have previously requested notification from the City regarding projects within the geographic area traditionally and culturally affiliated with tribe(s). Native American groups may have critical knowledge of local cultural resources in the regional vicinity and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC § 21074.

As noted above, the City commenced tribal notification in accordance with AB 52 on August 7, 2023. No response from any of the contacted Native American tribes has been received.

The following mitigation measures are required to reduce impacts to a less than significant level.

Mitigation Measures

MM CUL-1 is discussed in further detail in Section 4, *Cultural Resources*.

UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Urban Water Management Plan

The California Water Code requires urban water suppliers within the State of California to prepare and adopt Urban Water Management Plans (UWMPs) that must satisfy the requirements of the Urban Water Management Planning Act (UWMP Act) of 1983. An UWMP is a planning tool that generally guides the actions of urban water suppliers. The City has adopted the 2020 Hollister Urban Area Urban Water Management Plan.

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The Project includes improvements to Hollister Municipal Airport Runway 6. The Project would update the existing runway lighting which will replace existing cabling with new airfield lighting cabling, which would be installed on the entire length of Runway 6-24 using existing conduits. Improvements to runway lighting would occur entirely within Hollister Municipal Airport property. Construction impacts of utility installation would be temporary and are not anticipated to result in significant environmental impacts as they would be within currently developed land. The Project would not require the expansion or relocation of water services, natural gas, or telecommunication facilities. Impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The City's Utilities Division provides domestic water for the City. The Project would include the demolition of 4.8 acres of pavement that would be replaced with non-native annual grassland. Water required for irrigation of the proposed revegetation would be minimal. It is anticipated the Utilities Division would have sufficient supplies to serve the Project during normal, dry, and multiple dry years. Impacts would be less than significant.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The City's Utilities Division is responsible for water and sewer treatment. Domestic, commercial, and industrial wastewater is treated at the Water Reclamation Facility. The Project would include improvements to Hollister Municipal Airport Runway 6 and does not involve wastewater. Therefore, the Project would not impact wastewater treatment capacity of the Water Reclamation Facility. No impact would occur.

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?

Less than Significant Impact. The Project would be served by John Smith Road Landfill (2650 John Smith Road), located approximately 6.5 miles southeast of the project site. The John Smith Road Landfill has a daily permitted throughput of 1,000 tons per day and a remaining capacity of 1,921,000 cubic yards. [33] Project construction would generate waste including construction materials, and general refuse, and these wastes would need to be disposed of in local or regional facilities. Waste generated from construction would include non-hazardous metal waste and non-hazardous non-metal waste (concrete rubble, broken asphalt, organic waste [vegetation],

[33] California Department of Resources Recycling and Recovery (CalRecycle). (2023). SWIS Facility/Site Activity Details.https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2151?siteID=2583 Accessed May 2023.

boxes and crates, refuse from construction workers). Non-hazardous metal and non-metal waste would be hauled to local disposal centers for recycling or taken to landfills. Milling of pavement demolition materials would occur on-site and would be reused to the maximum extent possible. The disposal demand would be reasonable relative to the solid waste disposal capacities of area landfills, including the John Smith Road Landfill. The Project would not generate additional waste once completed. Therefore, the landfill has sufficient capacity to accommodate the Project's solid waste disposal need and impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. Solid waste disposal services must follow federal, state, and local statutes and regulations related to the collection of solid waste. As previously discussed, solid waste generated during construction activities would be disposed of at the John Smith Landfill. Operational activities would not produce solid waste. Impacts would be less than significant.

WILDFIRE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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 a wildfire?				X
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?				X
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?				X

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. As discussed in Section 4, *Hazards and Hazards Materials*, the City has adopted the County of San Benito Operational Area Emergency Operations Plan (August 2005), to reduce the effects of man-made and natural hazards. Further, the City designates SR 25 and SR 156 as the City's primary evacuation routes. The project site is located within the Hollister Municipal Airport and construction would not require the full or partial closure of public roadways. As such, the Project would not impair an adopted emergency response plan or emergency evacuation plan. Therefore, no impact would occur.

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 a wildfire?

No Impact. According to the California Department of Forestry and Fire Registry (CAL FIRE) *Fire Hazard Severity Zone Viewer*, the project site is not located within a VHFHSZ within an LRA.[34] The project site consists of previously developed land within the Hollister Municipal Airport property. The Project would include improvements to Hollister Municipal Airport Runway 6, as required by FAA regulations. Upon completion of construction, operation of the runway would resume similar to existing conditions. No impact would occur.

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?

No Impact. As previously discussed, the Project would include improvements to Hollister Municipal Airport Runway 6. Upon completion of construction, operation of the runway would resume similar to existing conditions. No impact would occur.

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?

No Impact. The project site is relatively flat and consists of developed land within Hollister Municipal Airport property. As discussed in Section 4, *Geology and Soils*, the project site is not located within a landslide zone.[35] No impact would occur.

[34] California Department of Forestry and Fire Protection (CAL FIRE), (2023). Fire Hazard Severity Zone Viewer. https://egis.fire.ca.gov/FHSZ/l. Accessed April 2023.
[35] California Department of Conservation (DOC). (2023b). Earthquake Zones of Required Investigation. Accessed April 2023.

MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
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)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a) 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation Incorporated. All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Draft IS/MND. Throughout this Draft IS/MND, where impacts were determined to be potentially significant, mitigation measures have been proposed to reduce those impacts to less than significant levels. Accordingly, with incorporation of the mitigation measures recommended throughout this IS/MND, the Project would not substantially degrade the quality of the environment and impacts would be less than significant.

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)?

Less than Significant Impact. Implementation of the project has the potential to result in effects to the environment that are individually limited and may be cumulatively considerable in specific areas. In all instances where the Project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less than significant levels. The Project would not exceed SCAQMD thresholds. As a result, emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. The Project would not conflict with any GHG reduction plans. Therefore, the Project's cumulative contribution of GHG emissions would be less than significant and the project's cumulative GHG impacts would also be less than cumulatively considerable. The Project would not result in operational impacts to traffic or transportation. Therefore, taken in sum with past, present, and reasonably foreseeable projects, no cumulative impacts on traffic or transportation would result from implementation of the Project. The Project is not considered growth-inducing, as defined by State CEQA Guidelines (http://ceres.ca.gov/ceqa/guidelines/). The potential cumulative environmental effects of implementing the Project would be less than considerable and thus, less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Draft IS/MND. With required implementation of mitigation measures identified in this Draft IS/MND, construction and operation of the Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

As discussed in the respective sections, the Project would have no potentially significant impacts. Therefore, impacts related to adverse effects on human beings would be less than significant.

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