

Meridian Village Residential Development
Transportation Analysis





HEXAGON TRANSPORTATION CONSULTANTS, INC.

Meridian Village Residential Development

Transportation Analysis

Prepared for:

EMC Planning Group

May 20, 2024



Hexagon Transportation Consultants, Inc.

Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230

Gilroy, CA 95020

Hexagon Job Number: 24LD01

Phone: 408.846.7410

San Jose • Gilroy • Pleasanton • Phoenix

www.hextrans.com

Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking Transportation Planning Traffic Calming Traffic Control Plans Traffic Simulation Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting

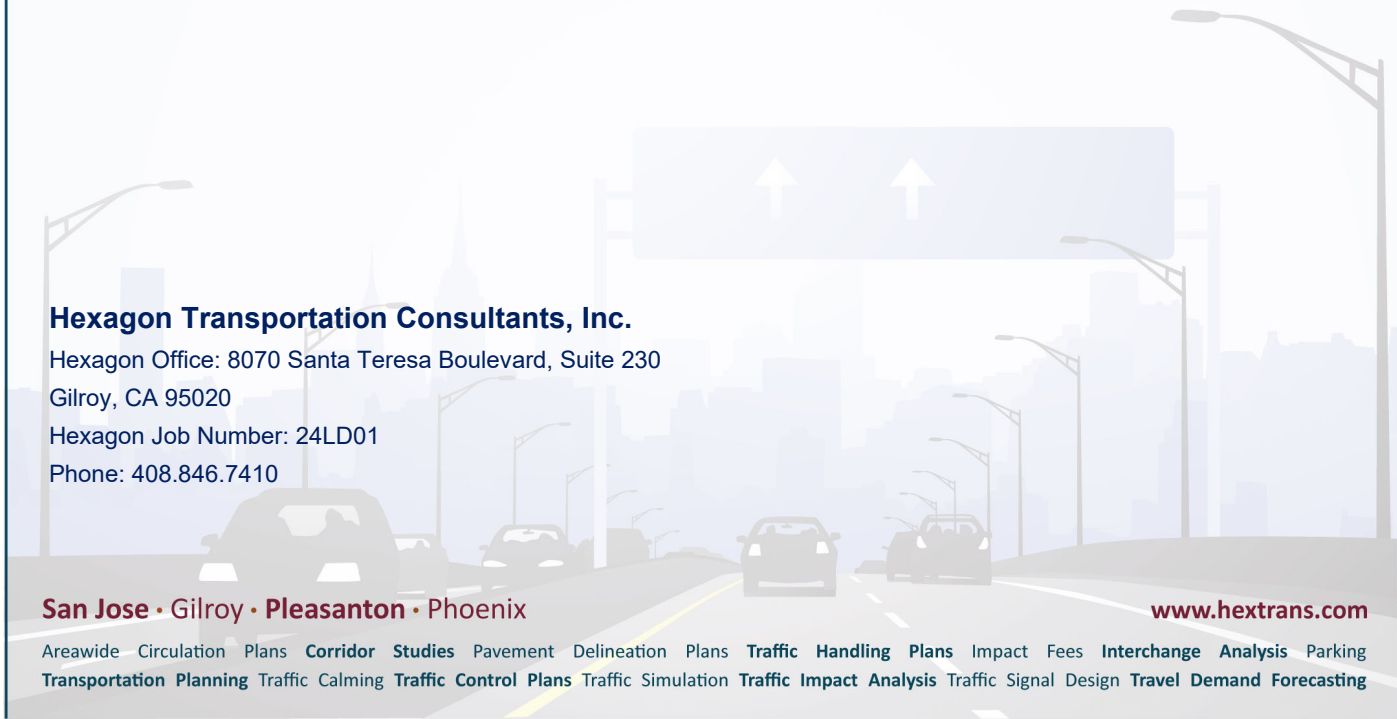


Table of Contents

Executive Summary	i
1. Introduction	1
2. Existing Transportation System	5
3. CEQA VMT Evaluation	10
4. Traffic Operations Analysis	12
5. Conclusions	44

Appendices

Appendix A	VMT Tool Output
Appendix B	Traffic Counts
Appendix C	Volume Summary
Appendix D	Intersection Level of Service Calculations
Appendix E	Signal Warrant Checks

List of Tables

Table ES-1	Intersection Level of Service Results.....	viii
Table 1	VMT Analysis Summary.....	11
Table 2	Project Trip Generation Estimates	14
Table 3	Approved Project List	20
Table 4	Signalized Intersection Level of Service Definitions Based on Control Delay.....	26
Table 5	Unsignalized Intersection Level of Service Definitions Based on Control Delay.....	27
Table 6	Intersection Level of Service Results	30
Table 7	San Benito County Regional Transportation Plan Public Transit Improvements	37
Table 8	Peak-Hour 95 th Percentile Queue Estimates.....	40

List of Figures

Figure 1	Site Location.....	2
Figure 2	Site Plan	3
Figure 3	Existing Bicycle Facilities	7
Figure 4	Existing Transit Services	8
Figure 5	Project Trip Distribution	15
Figure 6	Project Trip Assignment	16
Figure 7	Existing Lane Configurations.....	18
Figure 8	Existing Traffic Volumes.....	21
Figure 9	Background Traffic Volumes	22
Figure 10	Background Plus Project Traffic Volumes	23
Figure 11	Year 2045 Traffic Volumes	24
Figure 12	Year 2045 Plus Project Traffic Volumes	25
Figure 13	Project Trip Assignment at Site Access Points	38

Executive Summary

This report presents the results of the Transportation Analysis (TA) for the proposed Meridian Village Residential development project located at the southwest corner of the Rajkovich Way and San Juan Road intersection in Hollister, California. The project as proposed consists of the construction of 50 multi-family residential units that will include 10 live/work units on a currently vacant site. Access to and from the project site would be provided via a driveway along Rajkovich Way.

Transportation Analysis Scope

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis.

CEQA Transportation Analysis Scope

The evaluation of the project's effects on VMT was completed using the TREDLite VMT application developed by Kimley-Horn and Associates, Inc. The City of Hollister relies on the TREDLite VMT tool to complete required CEQA-required VMT analysis for proposed development projects. The City of Hollister, at the time of this report, has not yet adopted analysis procedures, standards, or guidelines consistent with SB 743. In the absence of an adopted VMT policy with impact thresholds, this assessment relies on guidelines published by the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018 in assessing the project's effects on VMT.

Transportation Operations Analysis Scope

The transportation operations analysis includes the evaluation of weekday AM and PM peak hour operations at selected intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The transportation operations analysis also includes an evaluation of the effects of the project on other transportation issues related to on-site access, on-site circulation, sight distance, pedestrian, bicycle, and transit facilities in the immediate area of the project.

CEQA VMT Analysis

Based on the results of the TREDLite VMT evaluation tool, the average county-wide home-based VMT per capita is currently 22.11. Thus, the project will result in a significant impact if it results in a project-generated VMT of 18.79 VMT per capita, 15% below the existing countywide average, or greater.

The project site is projected to generate 22.76 VMT per capita before any mitigation measures, which is above the 18.8 VMT per capita threshold. Therefore, the project would have a significant VMT impact based on the results of the VMT evaluation tool.

Using OPR's impact thresholds, the project would need to implement VMT reduction measures to achieve a 17.4% reduction (22.76 to 18.79) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels. Per the TREDLite VMT evaluation tool, the maximum reduction possible is 20% (18.21). However, achieving the identified maximum VMT reduction is not feasible for residential uses in the project area due to the limited alternative modes of transportation and supporting employment land uses within Hollister. Therefore, the project's impact to VMT must be deemed significant and unavoidable.

The City may require, per its condition of approval, that the project applicant develop and implement a Transportation Demand Management (TDM) plan which targets a reduction in residential vehicle trips to and from the site. The TDM plan should be prepared in coordination with City staff.

Transportation Operations Analysis

The transportation operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric. The traffic operations analysis includes an analysis of peak-hour traffic conditions for two signalized intersections and one unsignalized intersection.

Trip Generation

Based on the ITE trip generation rates and the proposed project description, it is estimated that the project would generate 1,585 daily vehicle trips, with 112 trips (31 inbound and 81 outbound) occurring during the AM peak hour and 132 trips (79 inbound and 53 outbound) occurring during the PM peak hour.

Intersection Operation Analysis

The results of the intersection operations analysis are summarized in Table ES-1.

Background Plus Project Intersection Operation Conditions

7. San Benito Street and Fourth Street

This all-way stop-controlled intersection would have peak-hour traffic volumes that exceed the thresholds that warrant signalization under the background plus project conditions.

However, this intersection would operate at acceptable LOS C or better during both the AM and PM peak hours under background conditions and would continue to operate at acceptable levels of service during both peak hours under background plus project conditions.

Therefore, this intersection would not be adversely affected based on the City of Hollister adverse effect criteria.

Remaining Study Intersections

The remaining study intersections are projected to operate acceptable levels of service during both the AM and PM peak hours under background plus project conditions.

Year 2045 Plus Project Intersection Operation Conditions

7. San Benito Street and Fourth Street

This unsignalized intersection would have peak-hour traffic volumes that exceed the thresholds that warrant signalization under the Year 2045 plus project conditions.

However, this intersection would operate at acceptable LOS C or better during both the AM and PM peak hours under Year 2045 conditions and would continue to operate at acceptable levels of service during both peak hours under Year 2045 plus project conditions.

Therefore, this intersection would not be adversely affected based on the City of Hollister adverse effect criteria.

Remaining Study Intersections

The remaining study intersections are projected to operate acceptable levels of service during both the AM and PM peak hours under Year 2045 plus project conditions.

Other Transportation Issues

Project's Effect on Bicycle and Pedestrian Facilities

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. With the existing limited and discontinuous bicycle network, the potential project-related bike riders would have to share the roadway with vehicular traffic, which could discourage the use of the bicycle as an alternative mode of transportation.

With the implementation of the planned bicycle facilities identified in the County's Bikeway and Pedestrian Master Plan, the site would be directly served by bike lanes along Meridian Street, providing a continuous bicycle network with access to most areas within Hollister and major facilities outside of town. However, since the above-planned bicycle facilities are not fully funded, it is uncertain when these facilities would be available. Until these facilities are built out, project-related bicycle traffic would need to share the roadway with auto traffic.

It can be expected that new pedestrian traffic would be generated by the proposed project. Pedestrian generators in the project area include commercial/retail uses within the Downtown area to the west and nearby schools. The commercial/retail areas within Downtown are located approximately 0.5-mile west of the project site. The nearest existing schools to the project site include Marguerite Maze Middle School, approximately 0.3-mile of walking distance east of the project site, and Hollister Dual Language Academy, approximately 0.7-mile of walking distance northeast of the project site.

The existing schools and commercial/retail uses in the project area could potentially attract some pedestrians and bicyclists. As shown on the project site plan, the project's proposed extension of Athena Way would be constructed with a 5-foot wide sidewalk along the south side of the roadway. The project's proposed extension of Vintage Way also would have 5-foot wide sidewalks on both sides of the roadway. However, these sidewalks would not provide a continuous pedestrian route due to missing sidewalks along the south side of Meridian Street (between Recht Street and SR-25) and no marked crossing across Meridian Street at Vintage Way.

Therefore, pedestrian access to areas east of the project site (such as Marguerite Maze Middle School and Hollister Dual Language Academy) would be constrained. Pedestrians would need to utilize a circuitous route along Athena Way and Recht Street to reach continuous sidewalks along the north side of Meridian Street.

Recommended Bicycle and Pedestrian Facilities Improvements

The proposed project should work with the City of Hollister to contribute to the implementation of any improvements that would help enhance circulation and safety of pedestrians and bicycle users in the study area.

Specifically, the project should contribute towards the implementation of crosswalks and curb ramps at the intersection of Vintage Way and Meridian Street. This improvement would provide an alternative and more direct route between the project site and destinations to the east of the project site. The improvement also would support recommended access routes to schools such as Marguerite Maze Middle School and Hollister Dual Language Academy.

Additionally, the project should contribute towards future implementation of missing sidewalks and/or planned bike lanes along Meridian Street. However, construction of new sidewalks and bike lanes may not be currently feasible due to right-of-way constraints between Rech Street and SR-25. Implementation of these improvements would be dependent upon future development of the currently vacant properties located south of Meridian Street and north of the project site.

Project's Effect on Transit Services

The project site is served by San Benito County Express bus routes with stops located at the following locations:

- School Tripper – Meridian Street and McCray Street, approximately 0.3-mile west of the project site.
- Inter-County – Fourth Street and San Benito Street, approximately 0.5-mile west of the project site.

The School Tripper routes primarily serve the schools within the City of Hollister, and the Inter-County routes provide services between the Cities of Hollister, San Juan Bautista, and Gilroy. The proposed project could increase the demand for transit services in the vicinity of the project site. However, the transit demand would be minimal due to the lack of an extensive transit network within the City of Hollister.

Site Access and On-Site Circulation

Site Access

Access to and from the project site would be provided via an extension of Vintage Way south of Meridian Street, and an extension of Athena Way east of Rech Street.

Vintage Way Access Point

Based on the project trip distribution, a majority of project trips are expected to utilize the Vintage Way access point. The access point consists of a proposed southerly extension of Vintage Way from Meridian Street, until approximately 240 feet where it intersects with the eastward extension of Athena Way.

At the intersection of Vintage Way/Meridian Street, vehicular queues are projected to be at most one vehicle (approximately 25 feet) for northbound approach and westbound left-turn movement during the AM and PM peak hours under background plus project conditions. Therefore, northbound queues along Vintage Way would not extend back to Athena Way. Westbound turns would only create minimal queuing along Meridian Street and the queue would not extend back to SR-25. However, left-turning vehicles may disrupt traffic flow along westbound Meridian Street while waiting for a gap to cross

eastbound traffic. It is recommended that the project work with the City to determine the feasibility of installing a westbound left-turn pocket at the Vintage Way/Meridian Street intersection.

At the intersection of Vintage Way/Athena Way, vehicular queues are projected to be at most one vehicle (approximately 25 feet) for all approaches during the AM and PM peak hours under background plus project conditions. Therefore, southbound queues along Vintage Way would not extend back to Meridian Street. Additionally, the northbound queue would not extend back to the proposed project driveway serving apartment buildings and the eastbound queue would not extend back to Baltz Way.

Both unsignalized intersections of Vintage Way/Meridian Street and Vintage Way/Athena Way would operate at LOS C or better under project conditions. Therefore, queuing and operational issues are not expected to occur at the Vintage Way site access point.

Athena Way Access Point

The Athena Way access point consists of a proposed easterly extension of Athena Way from its current terminus at the western project boundary, approximately 110 feet east of Recht Street. The eastward extension of Athena Way would intersect with Soneya Way, Baltz Way, and Vintage Way within the project site.

Based on the project trip distribution and trip assignment, fewer than 10 inbound and 10 outbound project trips would utilize the Athena Way access point during each peak-hour. With minimal existing traffic volumes along Athena Way and Recht Street, queuing and operational issues are not expected to occur at the Athena Way site access point.

Sight Distance

Based on field observations and aerial images, there are no existing trees or visual obstructions along Meridian Street that would obscure sight distance to drivers exiting the project site, providing a clear view of approaching traffic on both sides of Meridian Street beyond the minimum required distance of 200 feet. The proposed site plan indicates that only a streetlight would be installed at the southeast corner of the intersection, along with standard curbs and curb ramps at the southwest and southeast corners. Therefore, it can be concluded that the proposed new northbound approach of Vintage Way/Meridian Street would meet the AASHTO minimum stopping sight distance standards.

Recommended Improvements

- The project should work with the City to determine the feasibility of installing a westbound left-turn pocket at the Vintage Way/Meridian Street intersection. Vehicular queues are projected to be at most one vehicle (approximately 25 feet) for the westbound left-turn movement during the AM and PM peak hours under background plus project conditions.
- The current site plan shows north and south approaches as stop-controlled at the intersection of Vintage Way/Athena Way. The east and west approaches should be stop-controlled to avoid creating queues along Vintage Way, which could potentially back up to Meridian Street during peak periods.

Vehicular Site Circulation

As shown on the site plan, an internal roadway system provides a connection to the apartment building surface parking lot and between every attached residential unit to the project site access points. The proposed internal roadway would be sufficient to serve two-way traffic throughout the project site.

Apartments

Access to a surface parking lot serving the apartment buildings is proposed via driveways along Vintage Way and Sarwat Way. The two driveways and the drive aisle connecting the driveways are shown to be 26 feet wide. There are two dead-end drive aisles approximately 80 feet long and 24 feet wide with trash enclosures at the dead-end. Due to limited turning space, waste collection trucks may need to reverse into the drive aisles to access trash enclosures. However, the dead-ends will be located along short segments of roadways and should not be problematic.

Based on the site plan, the following can be concluded:

- The Vintage Way driveway would be located 150 feet south of the Vintage Way/Athena Way intersection. The Sarwat Way driveway would be located 150 feet west of the Athena Way/Sarwat Way intersection. The proposed separation would meet the City's minimum distance requirement of 150 feet between the end of curb return and proposed driveway.
- Proposed drive aisle widths will meet the City's minimum requirement of 24 feet for two-way traffic with double-row parking (within the surface lot) and single-row parking (along Vintage Way and Sarwat Way).
- Proposed parking stall dimensions will meet the City's minimum requirement of 9 feet by 18 feet for 90-degree parking stalls.

Attached Residential

The site plan indicates each driveway will serve up to two attached residential units. Based on the site plan, the following can be concluded:

- Some driveways are shown directly adjacent to intersection curb returns. City code requires the edge of each driveway should not be less than 10 feet from the end of curb return for single-family residential developments.
- The distance separating each driveway is not indicated on the site plan. City code requires the minimum distance between the nearest points of the two driveways be at least 20 feet, unless a shared, single driveway access is approved by the City.
- The width of each driveway is not indicated on the site plan. City code requires driveways to have a minimum width of 12 feet and a maximum width of 20 feet for a double-car garage.
- The length of each driveway (setback between property line and front of garage) is shown to be 18.2 feet. City code requires driveways to be a minimum length of 20 feet to permit a vehicle to park in the driveway without blocking the sidewalk.

Recommended Improvements

- The project site should be designed following City of Hollister design standards and provide adequate width and turn-radii along all drive/parking aisles to allow for two-way circulation and adequate circulation of larger vehicles (such as emergency trucks, garbage trucks, and delivery trucks) throughout the project site. Adhering to the City of Hollister standards and requirements, and implementing the above recommendations, the proposed site access points and layout of the surface parking areas would be adequate to accommodate the circulation of both passenger and emergency vehicles.
- Red curb equal to one car length should be painted on both sides of the two project driveways serving apartment buildings to ensure exiting vehicles have proper sight distance of oncoming traffic along Vintage Way and Sarwat Way.

Pedestrian and Bicycle Site Circulation

Continuous sidewalks and pathways would be provided throughout the site, providing access between all residential units, amenities, and parking stalls. Sidewalks and pathways would measure 5 feet wide. There are no marked crosswalks indicated on the site plan.

Recommended Improvements

The project should work with the City to consider installing crosswalks at intersections which may experience higher pedestrian volumes, such as Vintage Way/Meridian Street which would be located adjacent to the proposed park and recreation center.

Parking

Vehicular Off-Street Parking

Based on the parking rates, the proposed 90 apartments (1- and 2-bedroom units) would be required to have a minimum of 158 parking stalls, of which 23 would be reserved as guest parking. The site plan shows a total of 149 on-site parking stalls. However, on-street parking for up to 25 vehicles is shown on the site plan along Athena Way.

The project intends to classify the proposed attached residential units as multifamily housing. Based on the above parking rates for 3-bedroom units, the proposed 129 attached residential units would each be required to have parking space for 2 vehicles for a total of 258 parking spaces. The site plan indicates each unit would have storage space for one vehicle within the garage and one vehicle within the driveway. Therefore, the proposed attached residential units would meet the City's off-street parking requirements.

Bicycle Parking

City code requires multifamily housing developments to provide bicycle parking at a rate of 10% of vehicular parking spaces. Based on the above rate, the proposed apartments are required to provide a minimum of 16 parking spaces. The site plan shows 16 bicycle parking stalls would be provided.

The project intends to classify the proposed attached residential units as multifamily housing. Based on the above bicycle parking rate, a minimum of 26 bicycle parking stalls should be provided for the attached residential units. The site plan does not show additional bicycle parking for the attached residential units. However, it is reasonable to expect that bicycles could be stored within each residential unit without the need for dedicated bike racks and/or lockers.

Recommended Improvements

The project should work with the City to determine if the proposed vehicle and bicycle parking spaces would be adequate.

**Table ES-1
Intersection Level of Service Results**

#	Intersection	Jurisdiction	LOS Standard	Peak Hour	Count Date	Intersection Control		Existing			Background			Background Plus Project			Year 2045 No Project			Year 2045 Plus Project				
						Without Project	With Project	Warrant Met? ⁴	Delay ¹	LOS	Warrant Met? ⁴	Delay ¹	LOS	Warrant Met? ⁴	Delay ¹	LOS	Change in Delay ²	Warrant Met? ⁴	Delay ¹	LOS	Warrant Met? ⁴	Delay ¹	LOS	Change in Delay ³
1	San Felipe Road and SR 25	Caltrans	D	AM	03/13/24	Signal	Signal	--	18.2	B	--	18.6	B	--	18.9	B	+0.3	--	23.6	C	--	24.1	C	+0.5
				PM	03/13/24			--	20.8	C	--	21.6	C	--	21.9	C	+0.3	--	26.9	C	--	27.0	C	+0.1
2	SR 25 and Santa Ana Road	Caltrans	D	AM	03/13/24	Signal	Signal	--	21.7	C	--	23.6	C	--	25.0	C	+1.4	--	37.0	D	--	39.4	D	+2.4
				PM	03/13/24			--	18.3	B	--	20.4	C	--	21.1	C	+0.7	--	27.9	C	--	29.2	C	+1.3
3	SR 25 and Meridian Street	Caltrans	D	AM	03/13/24	Signal	Signal	--	18.8	B	--	21.0	C	--	22.5	C	+1.5	--	31.2	C	--	33.4	C	+2.2
				PM	03/13/24			--	16.9	B	--	18.8	B	--	19.9	B	+1.1	--	27.7	C	--	29.1	C	+1.4
4	SR 25 and Hillcrest Road	Caltrans	D	AM	03/13/24	Signal	Signal	--	20.9	C	--	22.6	C	--	22.6	C	0.0	--	25.1	C	--	25.1	C	0.0
				PM	03/13/24			--	25.1	C	--	28.4	C	--	28.5	C	+0.1	--	37.9	D	--	38.2	D	+0.3
5	SR 25 and East Park Street	Caltrans	D	AM	03/13/24	Signal	Signal	--	7.1	A	--	6.9	A	--	6.9	A	0.0	--	9.3	A	--	9.3	A	0.0
				PM	03/13/24			--	8.4	A	--	9.2	A	--	9.2	A	0.0	--	11.2	B	--	11.2	B	0.0
6	SR 25 and Sunnyslope Road/Tres Pinos Road	Caltrans	D	AM	03/13/24	Signal	Signal	--	19.4	B	--	20.5	C	--	20.5	C	0.0	--	22.0	C	--	22.1	C	+0.1
				PM	03/13/24			--	20.0	B	--	21.1	C	--	21.2	C	+0.1	--	22.3	C	--	22.4	C	+0.1
7	San Benito Street and Fourth Street	City	C	AM	04/16/24	AWSC	AWSC	Yes	16.3	C	Yes	16.5	C	Yes	17.4	C	+0.9	Yes	18.3	C	Yes	19.3	C	+1.0
				PM	04/16/24	(Flashing Red)	(Flashing Red)	Yes	15.0	B	Yes	15.4	C	Yes	16.3	C	+0.9	Yes	18.9	C	Yes	20.4	C	+1.5
8	Recht Street and Meridian Street	City	C	AM	03/13/24	AWSC	AWSC	No	11.4	B	No	11.7	B	No	12.1	B	+0.4	No	12.4	B	No	12.8	B	+0.4
				PM	03/13/24			No	11.9	B	No	12.2	B	No	12.7	B	+0.5	No	14.0	B	No	14.6	B	+0.6
9	Vintage Way and Meridian Street	City	C	AM	03/13/24	OWSC	TWSC	No	15.2	C	No	15.5	C	No	20.1	C	+4.6	No	16.1	C	No	21.3	C	+5.2
				PM	03/13/24			No	13.9	B	No	14.1	B	No	19.0	C	+4.9	No	15.3	C	No	21.5	C	+6.2
10	Vintage Way and Athena Way (future)	City	C	AM	Future	Future	TWSC							--	9.0	A	--	--			--	9.0	A	--
				PM	Future									--	9.1	A	--	--			--	9.1	A	--

Notes:
¹ The reported delay and corresponding level of service for signalized intersections represent the average delay for all approaches at the intersection.
 The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
² Change in delay measured relative to background conditions.
³ Change in delay measured relative to Year 2045 no project conditions.
⁴ Signal warrant analysis is not applicable to signalized intersections.
Bold indicates unacceptable LOS/signal warrant met.

1. Introduction

This report presents the results of the Transportation Analysis (TA) for the proposed Meridian Village residential development project located at the southwest corner of the State Route 25 and Meridian Street intersection (APN 054-600-005-000) in Hollister, California. The project as proposed consists of the construction of 219 multi-family residential units (90 apartments and 129 attached homes) on a currently vacant site. Access to and from the project site would be provided via an extension of Vintage Way south of Meridian Street, and an extension of Athena Way east of Recht Street.

The project site location and the surrounding study area are shown in Figure 1. The project site plan is shown in Figure 2.

Transportation Analysis Scope

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis.

CEQA Transportation Analysis Scope

Historically, transportation analysis has utilized vehicular delay to identify transportation impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, with the adoption of Senate Bill (SB) 743 legislation, public agencies are required (effective July 2020) to base transportation impacts on Vehicle-Miles-Traveled (VMT) rather than level of service that typically uses delay as its metric. The change in measurement is intended to better evaluate the effects on the state's goals for climate change and multi-modal transportation. Therefore, to adhere to the state's legislation, all new development projects are required to analyze transportation impacts using the VMT metric.

The evaluation of the project's effects on VMT was completed using the TREDLite VMT application developed by Kimley-Horn and Associates, Inc. The City of Hollister relies on the TREDLite VMT tool to complete required CEQA-required VMT analysis for proposed development projects. The City of Hollister, at the time of this report, has not yet adopted analysis procedures, standards, or guidelines consistent with SB 743. In the absence of an adopted VMT policy with impact thresholds, this assessment relies on guidelines published by the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018 in assessing the project's effects on VMT.

A CEQA-level transportation analysis that evaluates the project's effects on VMT is presented in Chapter 3.

Figure 1
Site Location

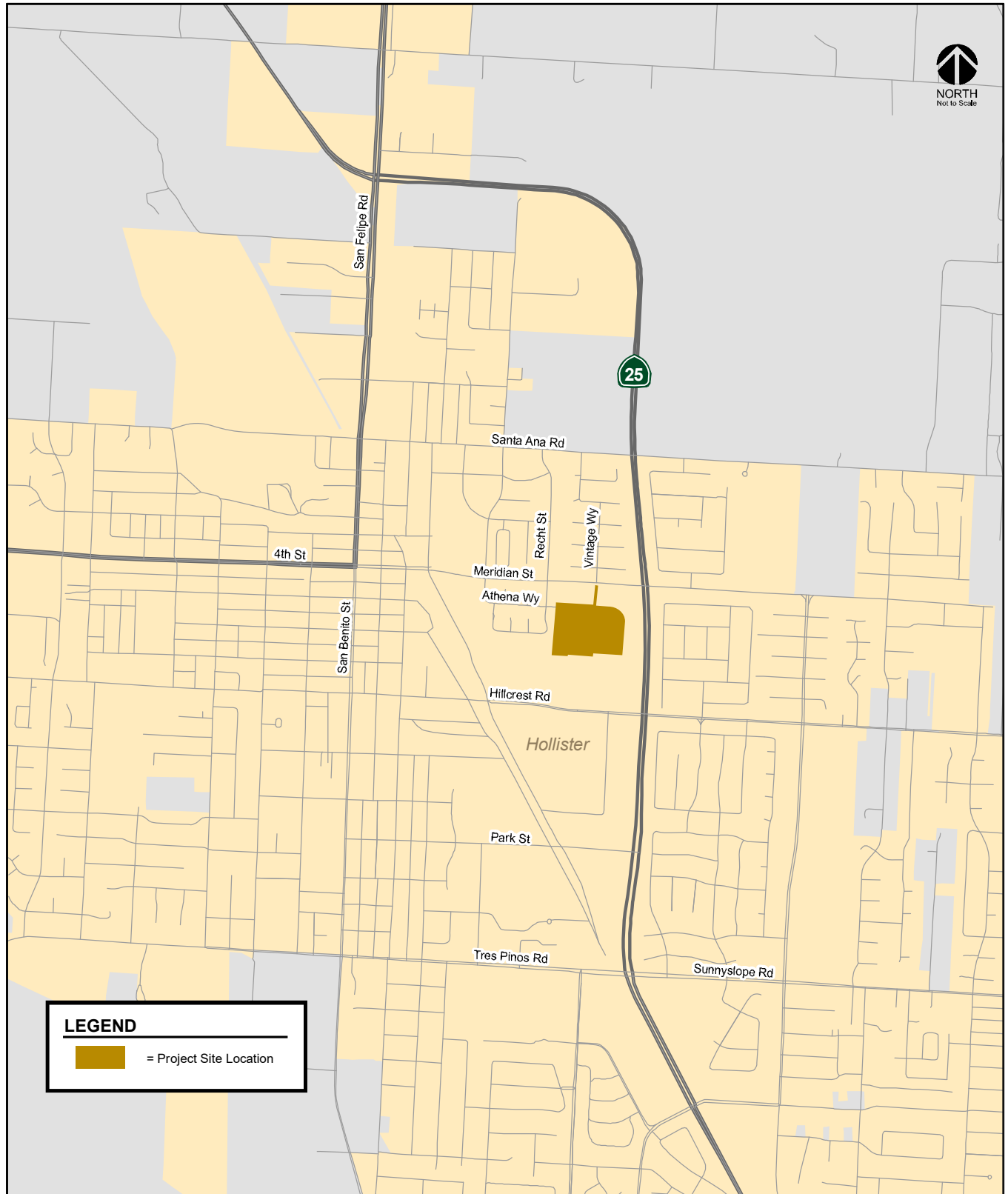
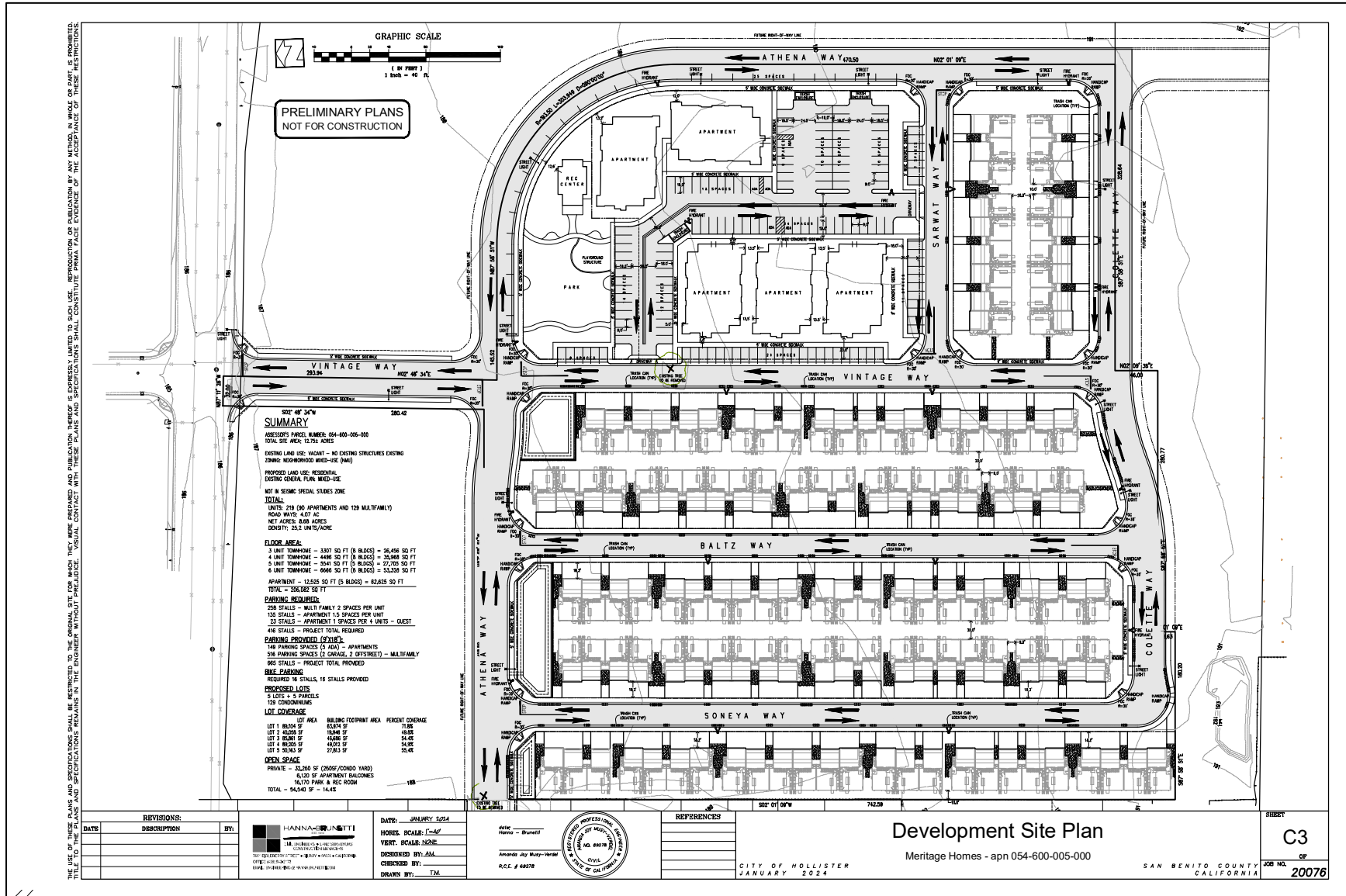


Figure 2
Site Plan



Transportation Operations Analysis Scope

The current City General Plan, *Hollister 2005 General Plan*, adopted in December 2005 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, a traffic operations analysis based on peak hour intersection level of service analysis is included for consistency with the General Plan goals and policies. The transportation operations analysis supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The transportation operations analysis includes the evaluation of weekday AM and PM peak hour operations at selected intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The transportation operations analysis also includes an evaluation of the effects of the project on other transportation issues related to on-site access, on-site circulation, sight distance, pedestrian, bicycle, and transit facilities in the immediate area of the project.

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the *Hollister 2005 General Plan*.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the VMT analysis methodology, baseline and potential project VMT impacts, and required mitigation measures to reduce any VMT impacts. Chapter 4 describes the transportation operations analysis including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, and effects on bicycle, pedestrian, and transit facilities. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation System

This chapter describes the existing transportation system within the study area of the project, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project area is provided by SR 25 while local access to the project area is provided by Meridian Street, Vintage Way, Athena Way, and Recht Street. These facilities are described below and shown in Figure 1.

State Route 25 (SR 25) is a two-lane highway that carries regional traffic between Gilroy and Hollister. It begins at its junction with Highway 101 in Gilroy and extends southward through Hollister towards Paicines. SR 25 is also designated as Hollister Road, Bolsa Road, Pinnacles National Park Highway, and Airline Highway. SR 25 has posted speed limits of 40 and 45 mph within the City of Hollister with bike lanes on both sides between Sunnyslope Road and San Felipe Roads and 55 mph with no bike lane outside the city's limit. SR 25 would provide access to the project site via its intersection with Meridian Street.

San Juan Hollister Road/Fourth Street/Meridian Street is an east-west two-lane major collector street that begins to the west at its intersection with SR 156 and extends eastward to Westside Boulevard, where it changes designation to Fourth Street. Fourth Street runs eastwards through Downtown Hollister until McCray Street, where it changes to Meridian Street. Meridian Street runs eastward until it terminates at Clearview Drive. A future extension of Meridian Street is planned until Fairview Road. Within the project vicinity, Meridian Street has a posted speed limit of 30 mph. Sidewalks are located on both sides of the roadway, except along the eastbound side between Recht Street and SR 25. A bike lane is provided along the eastbound side between SR 25 and Memorial Drive. Meridian Street is located north of the project site and would provide access to the project site via its intersection with Vintage Way.

Vintage Way is a north-south residential roadway that runs between Meridian Street and Chardonnay Way. The project proposes to extend Vintage Way southward past the proposed extension of Athena Way to provide direct access to the project site.

Athena Way is a residential roadway that begins at its intersection with Meridian Street and Chappell Road, heads southward approximately 250 feet, then continues eastward where it terminates past Recht Street. The project proposes to extend Athena Way eastward past the proposed extension of Vintage Way to provide direct access to the project site.

Recht Street is a north-south residential roadway that runs between Santa Ana Road and Las Palmas Drive. Access to the project site would be provided via its intersection with Athena Way.

Existing Pedestrian, Bicycle, and Transit Facilities

Bicycle facilities are divided into three classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. The locations of existing bicycle facilities are shown in Figure 3.

In the vicinity of the project site, Class II bike lanes are provided on:

- SR 25, between San Felipe Road and Tres Pinos Road/Sunnyslope Road
- San Benito Street, between Fourth Street and South Street
- Meridian Street, between SR 25 and Memorial Drive (eastbound only)
- Hillcrest Road, between Memorial Drive and SR 25 (westbound only)
- Park Street, between SR 25 and Prospect Avenue
- Sunnyslope Road, between SR 25 and Memorial Drive

Class III bike routes are provided on:

- San Benito Street, between Third Street and Fourth Street; South Street and Hawkins Street

There are currently no existing bicycle facilities at the proposed project site access points on Vintage Way/Meridian Street and along Athena Way. Bicycle users must utilize sidewalks and/or vehicle lanes along surrounding roadways to access bicycle facilities listed.

Pedestrian facilities in the project area consist primarily of sidewalks along the developed areas and local roadways in the vicinity of the project site, including Vintage Way, Athena Way, Recht Street, and most of Meridian Street. However, sidewalks are not available along the south side of Meridian Street between Recht Street and SR 25. The missing segment is located along undeveloped property to the north of the project site.

No crosswalks are provided at the Vintage Way/Meridian Street intersection. The nearest marked crosswalks to the project site are located at the Recht Street/Meridian Street intersection, approximately 600 feet west of Vintage Way and at SR 25/Meridian Street, approximately 500 feet east of Vintage Way.

Existing Transit Service

Transit service to the project area is provided by County Express Transit System. Transit services provided in the City of Hollister are described below and shown in Figure 4.

Local Fixed-Route

The County Express School Tripper route runs citywide, providing access to San Benito High School, Rancho San Justo, Marguerite Maze, and many other Hollister schools. Service consists of two buses in the before-school morning period and the after-school afternoon period with 60-minute headways. Two additional after-school runs are provided during Thursdays to account for early release schedules at some schools. The nearest bus stop to the project site for the School Tripper route is located along Meridian Street at its intersection with Chappell Road, approximately ¼-mile north and west of the project site.

Figure 3
Existing Bicycle Facilities

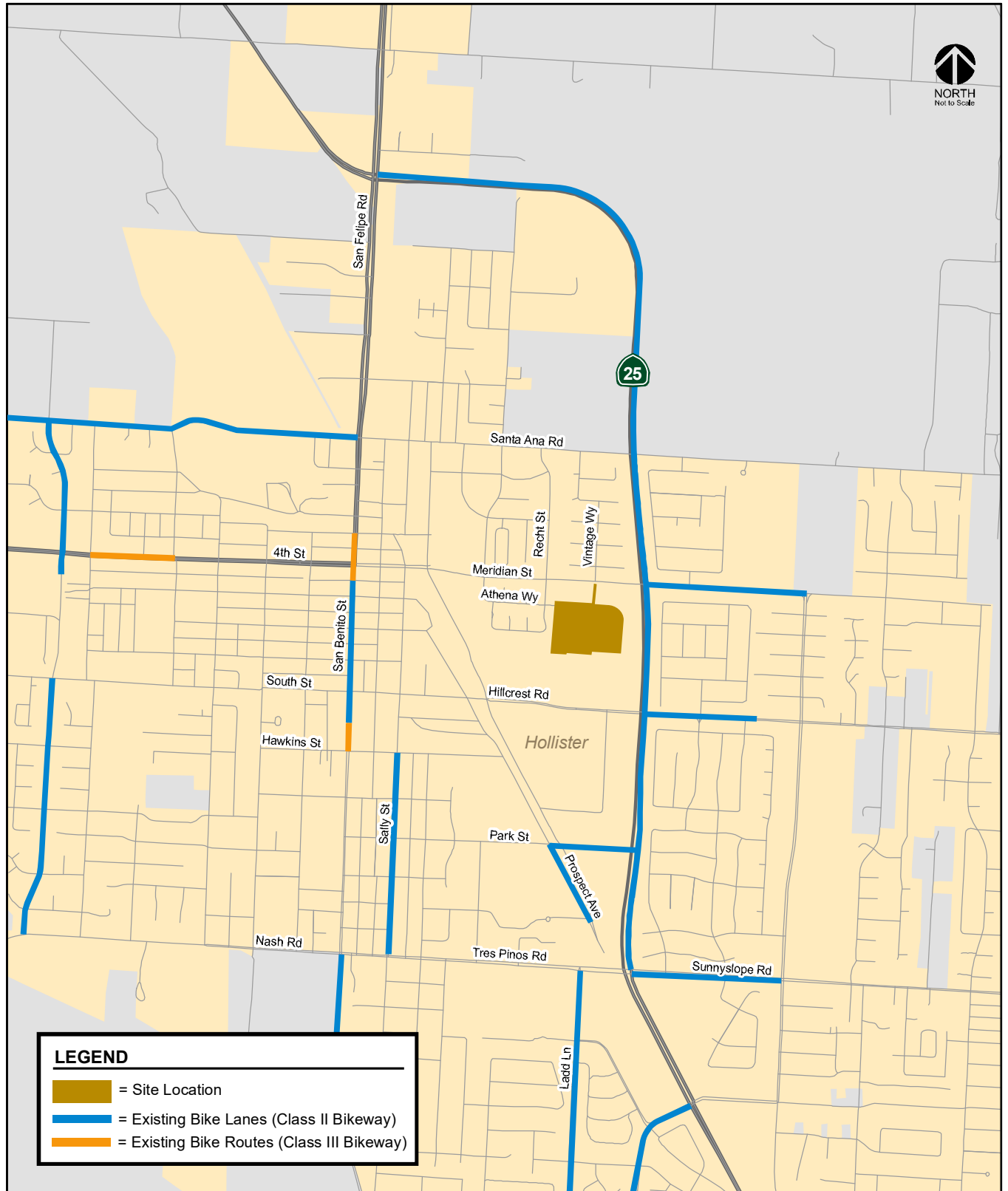
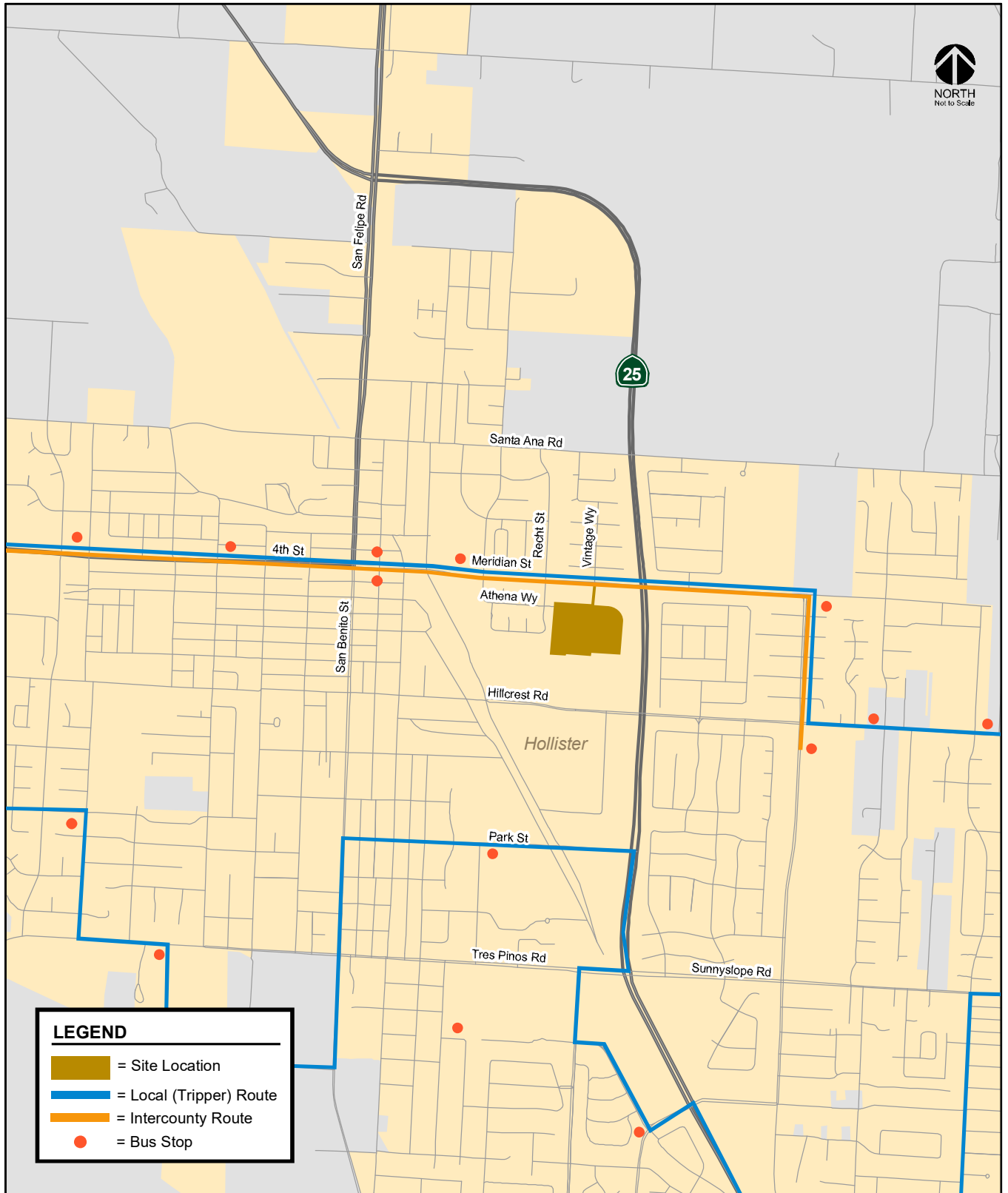


Figure 4
Existing Transit Services



Dial-A-Ride Service

Areas not served by the fixed-route bus services are eligible for the Dial-a-Ride service. County Express provides the Dial-a-Ride service to Northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, on weekdays between 6 AM and 6 PM and weekends between 9 AM and 3 PM. County Express Transit System provides two types of Dial-a-Ride service – the general public and paratransit. Individuals with trips that begin or end outside the City of Hollister are eligible for Dial-A-Ride service on weekdays. For persons unable to ride fixed-route service due to a physical or cognitive disability, ADA Paratransit service is available for trips within 3/4 miles of the fixed-route service. Persons using the service must be certified Americans with Disabilities Act (ADA) eligible.

Inter-County Service

County Express Transit System's inter-county service includes service to the Gilroy Transit Center, which connects to Caltrain services between Gilroy and San Francisco as well as Greyhound bus routes. As of January 2024, shuttle service to the Gilroy Transit Center operates weekdays from 4:45 AM to 10:23 PM with 30-minute to one-hour headways (except for the final daily trip which departs two hours after the previous trip). Weekday service to San Juan Bautista and Gavilan College campus in Gilroy is also provided during the school year. Weekend services consist of four northbound trips and four southbound trips between 7:30 AM and 6:45 PM. The nearest bus stop to the project site for the inter-county service is located at the intersection of Fourth Street and San Benito Street, approximately 1/2-mile west of the project site.

3. CEQA VMT Evaluation

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, and mitigation measures recommended to reduce any significant impacts. Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes.

VMT Evaluation Methodology

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

The evaluation of the project's effects on VMT was completed using the TREDLite VMT application developed by Kimley-Horn and Associates, Inc. The City of Hollister relies on the TREDLite VMT tool to complete required CEQA-required VMT analysis for proposed development projects. The reported VMT for residential uses such as the proposed project utilizes average VMT per capita (resident). The use of the average VMT per capita metric is consistent with guidance of the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018.

The VMT tool identifies the existing average VMT per capita and VMT per employee for the project area based on the assessor's parcel number (APN) of a project. Based on the project location, type of development, project description, and proposed trip reduction measures, the evaluation tool calculates the project VMT.

VMT Policies and Impact Criteria

The City of Hollister, at the time of this report, has not yet adopted analysis procedures, standards, or guidelines consistent with SB 743. In the absence of an adopted VMT policy with impact thresholds, this assessment relies on guidelines published by the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018 in assessing the project's effects on VMT.

Per OPR's technical advisory, VMT per resident (capita) is the recommended metric to evaluate CEQA-related transportation impacts for residential land uses. As stated in the technical advisory, OPR recommends an impact threshold of 15% below the existing VMT levels for residential land uses. OPR allows the existing VMT to be measured as regional or citywide VMT per capita. Therefore, 15% below the county-wide residential VMT per capita is established as the impact threshold for the residential uses of the project.

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through mitigation measures, which can include implementing a TDM program.

VMT Evaluation

Based on the results of the TREDLite VMT evaluation tool, the average county-wide home-based VMT per capita is currently 22.11. Thus, the project will result in a significant impact if it results in a project-generated VMT of 18.79 VMT per capita, 15% below the existing countywide average, or greater.

The project site is projected to generate 22.76 VMT per capita before any mitigation measures, which is above the 18.8 VMT per capita threshold (see Table 1). Therefore, the project would have a significant VMT impact based on the results of the VMT evaluation tool. Appendix A presents the VMT Evaluation Tool summary report for the project.

Table 1
VMT Analysis Summary

Project	VMT per Capita Threshold		Project VMT	
	County Average (Base Year 2019)	VMT Threshold (15% below County Average)	Project VMT per Capita	Significant VMT Impact?
Meridian Village Residential Development	22.11	18.79	22.76	Yes
Note: VMT results are based on the Big Data Blockgroup (BG) where a Project is located.				

Project VMT Impact and Mitigation

Using OPR's impact thresholds, the project would need to implement VMT reduction measures to achieve a 17.4% reduction (22.76 to 18.79) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels. Per the TREDLite VMT evaluation tool, the maximum reduction possible is 20% (18.21). However, achieving the identified maximum VMT reduction is not feasible for residential uses in the project area due to the limited alternative modes of transportation and supporting employment land uses within Hollister. Therefore, the project's impact to VMT must be deemed significant and unavoidable.

The City may require, per its condition of approval, that the project applicant develop and implement a Transportation Demand Management (TDM) plan which targets a reduction in residential vehicle trips to and from the site. The TDM plan should be prepared in coordination with City staff.

4. Traffic Operations Analysis

This chapter describes the traffic operations analysis. The traffic operations analysis provides supplemental analysis for use by the City of Hollister in identifying adverse effects related to traffic operations due to the proposed project and to identify potential improvements to the transportation system. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

The chapter presents the method by which project traffic is estimated, intersection operations analysis for each of the study scenarios, the identification of any adverse effects on study intersections caused by the project-generated trips, and recommended improvements to alleviate the identified operational issues. In addition, the chapter includes a review of the proposed site access and on-site circulation, and a review of the project's effects on the bicycle, pedestrian, and transit facilities.

Project Description

The project as proposed consists of the construction of 219 multi-family residential units (90 apartments and 129 attached homes) on a currently vacant site. Access to and from the project site would be provided via an extension of Vintage Way south of Meridian Street, and an extension of Athena Way east of Recht Street.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses and their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic generated by the proposed project was estimated by applying to the size of the project the appropriate trip generation rates, as published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual, 11th Edition*. The trip generation estimates

are based on ITE's trip generation rates for land use #220 (multi-family low-rise housing) and land use #215 (single-family attached housing).

Based on the ITE trip generation rates and the proposed project description, it is estimated that the project would generate 1,585 daily vehicle trips, with 112 trips (31 inbound and 81 outbound) occurring during the AM peak hour and 132 trips (79 inbound and 53 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 2.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed in coordination with the City's traffic consultant, Kimley-Horn, and is based on existing travel patterns on the surrounding roadway system, the locations of complementary land uses, and recently completed traffic studies in the area. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. The project trip distribution pattern and project trip assignment are shown graphically in Figure 5 and Figure 6, respectively.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections. The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

The traffic operations analysis includes an analysis of peak-hour traffic conditions for two signalized intersections and one unsignalized intersection. The study facilities are listed below.

Study Intersections

1. San Felipe Road and SR 25
2. SR 25 and Santa Ana Road
3. SR 25 and Meridian Street
4. SR 25 and Hillcrest Road
5. SR 25 and East Park Street
6. SR 25 and Sunnyslope Road/Tres Pinos Road
7. San Benito Street and Fourth Street (unsignalized)
8. Recht Street and Meridian Street (unsignalized)
9. Vintage Way and Meridian Street (unsignalized)
10. Vintage Way and Athena Way (unsignalized, future)

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Study Scenarios

Intersection operations were evaluated for the following scenarios:

Existing Conditions: Existing conditions represent existing peak-hour traffic volumes on the existing roadway network. Existing weekday AM and PM peak-hour traffic volumes were obtained from new turning movement counts conducted in March and April 2024.

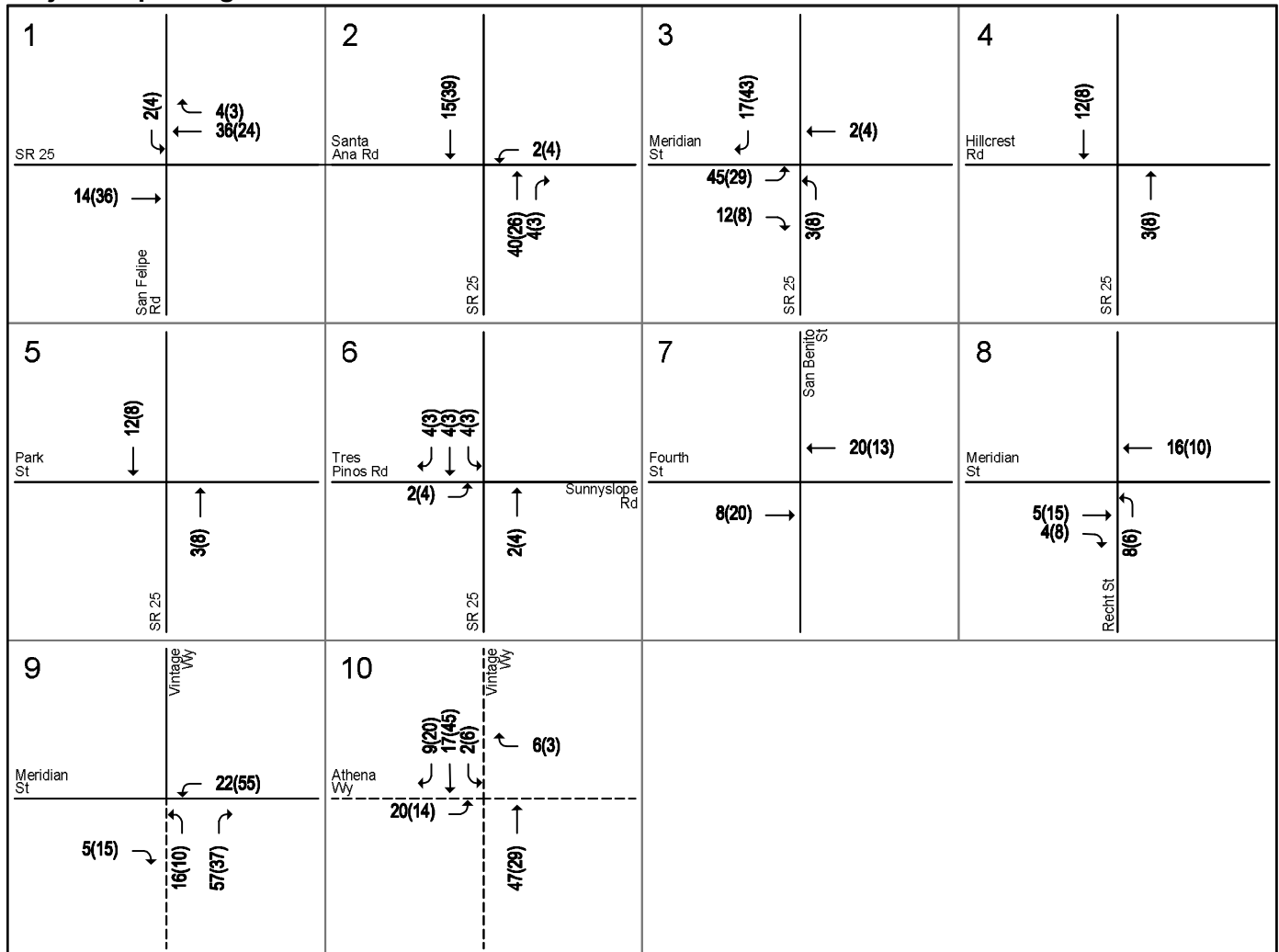
Table 2
Project Trip Generation Estimates

Land Use	Size	Daily		Split			Trip			Split			Trip		
		Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Use															
#220 - Multifamily Housing (Low-Rise)	90 Dwelling Units	7.247	652	0.564	24%	76%	12	39	51	0.658	63%	37%	37	22	59
#215 - Single-Family Attached Housing	129 Dwelling Units	7.229	933	0.476	31%	69%	19	42	61	0.570	57%	43%	42	31	73
Total Project Trips	219 Dwelling Units		1,585				31	81	112				79	53	132
Source: ITE Trip Generation Manual, 11 th Edition 2021 (Equation Rates)															

Figure 5
Project Trip Distribution



**Figure 6
Project Trip Assignment**



LEGEND:

XX(YY) = AM(PM) Peak-Hour Traffic Volumes

- **Background Conditions:** Background conditions represent near-term future traffic volumes on the near-term future transportation network. Background traffic volumes were estimated by adding trips from approved but not yet constructed development projects to existing peak-hour traffic volumes. Approved project information was provided by the City of Hollister (April 2024). Background conditions represent the baseline conditions to which project conditions are compared to determine adverse effects as a result of the project traffic.
- **Background Plus Project Conditions:** Background plus project conditions (also referred to as *Project Conditions*) represent background traffic volumes, with the project, on the near-term future roadway network. Background plus project conditions were estimated by adding to background traffic volumes the trips associated with the proposed project (or *project traffic volumes*). Background plus project conditions were evaluated relative to background conditions to determine potential adverse effects as a result of the project traffic.
- **Year 2045 Conditions:** Year 2045 conditions represent future traffic volumes on the future transportation network that would result from traffic growth projected to occur as of Year 2045. Estimates of land use growth and development in the study area are based on forecasts generated by the Regional Travel Demand Model (RTDM) developed by the Association of Monterey Bay Area Governments (AMBAG). Year 2045 conditions were evaluated for two scenarios: (1) without the proposed project and (2) with project-generated traffic. The change between these two scenarios illustrates any adverse effects the proposed project could have on Year 2045 conditions.

Data Requirements

The data required for the analysis were obtained from previous traffic studies, the City of Hollister, San Benito County, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations and traffic control
- signal timing and phasing (for signalized intersections)
- approved and pending developments (size, use, and location)

Lane Configurations

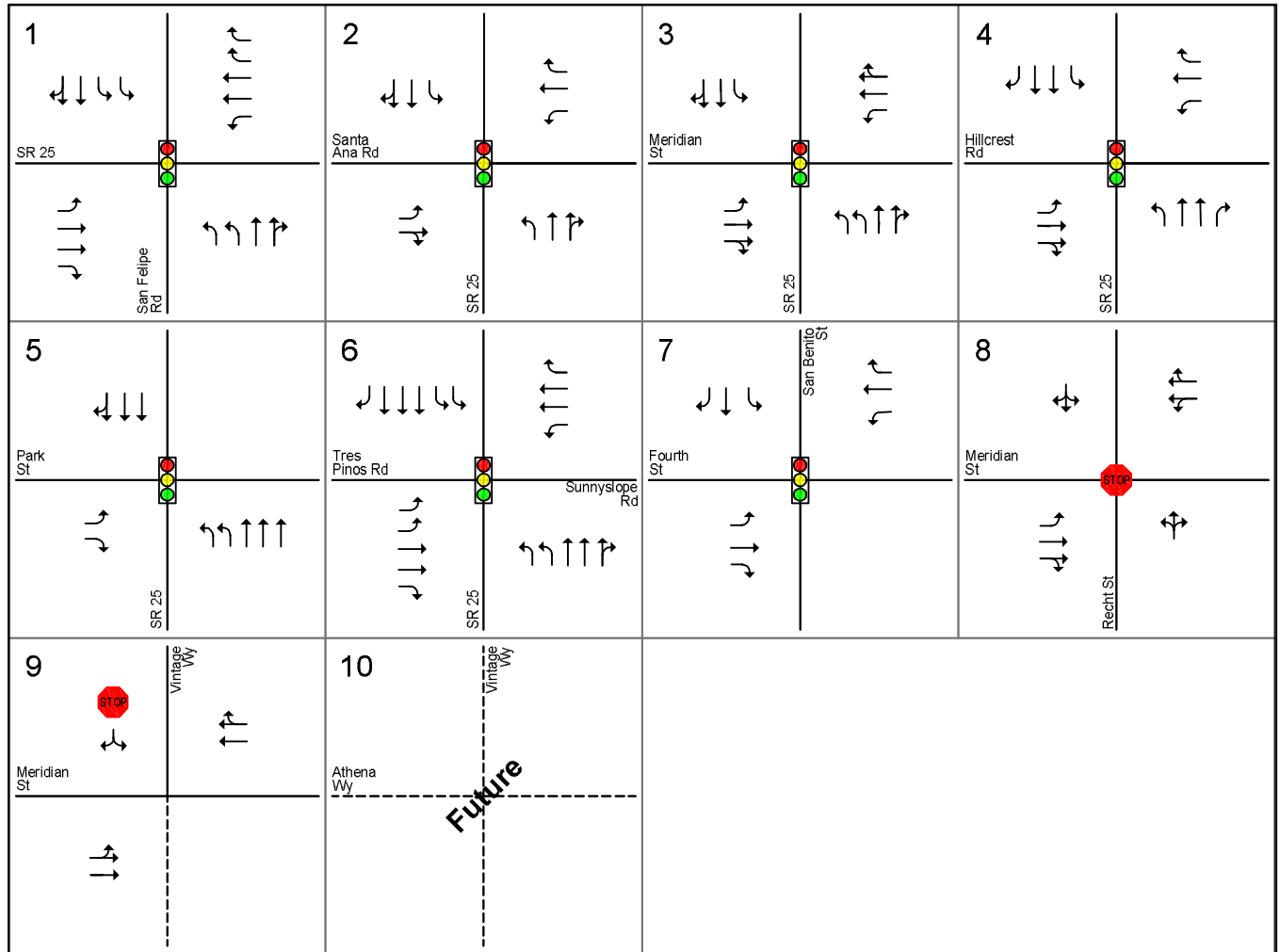
The existing lane configurations and traffic controls at the study intersections (shown in Figure 7) were determined by observations in the field and a review of aerial images. It should be noted that the study intersection of San Benito Street and Fourth Street operates as an all-way stop-controlled intersection with a flashing-red traffic signal.

The transportation network under background and Year 2045 conditions are assumed to be the same as the existing transportation network.

Traffic Volumes

Peak-hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix C.

**Figure 7
Existing Lane Configurations**



LEGEND:



= Signalized Intersection



= Stop Controlled Intersection

Note: Intersection #7 (San Benito St/Fourth St) operates as an All-Way Stop with a flashing-red traffic signal.

Existing Traffic Volumes

Existing weekday AM and PM peak-hour traffic volumes were obtained from new turning movement counts conducted in March and April 2024.

New traffic count volumes were reviewed and compared with historical peak-hour traffic count data for intersections where historical data is available. The count comparison shows that peak-hour volumes at study intersections along SR-25 experienced between 3% and 33% growth since 2018. Counts at San Benito Street and Fourth Street showed peak-hour volumes decreased up to 34% since 2017. The reduction can be attributed to implementation of one-way southbound-only operations and road diet along the San Benito Street corridor in 2021.

The existing peak-hour intersection volumes are shown in Figure 8. The traffic counts are included in Appendix B.

Background Traffic Volumes

Background peak-hour traffic volumes were calculated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. Lists of approved projects were received from the City of Hollister Planning Department in April 2024. Table 3 lists the approved but not-yet-completed developments that would add traffic to the roadway network under background conditions. The traffic generated by projects that are either very small or remotely located from the study intersections was assumed to be insignificant for this traffic analysis. The traffic added to the study intersections from approved but not yet constructed developments was estimated by distributing and assigning trips generated by these developments to the roadway network. Background traffic volumes are shown in Figure 9.

Background Plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes. The traffic volumes under the background plus project conditions are shown in Figure 10.

Year 2045 Traffic Volumes

Year 2045 peak-hour traffic volumes were estimated using a Regional Travel Demand Model (RTDM) developed by the Association of Monterey Bay Area Governments (AMBAG). The AMBAG RTDM includes transportation projects adopted by the AMBAG Board of Directors as of June 2018. The RTDM was utilized to estimate future traffic growth at study intersections by the Year 2045. The travel model was adjusted to account for improvements that have been recently implemented (i.e. the conversion of San Benito Street to southbound-only operations in the Downtown area). Year 2045 traffic volumes are shown in Figure 11.

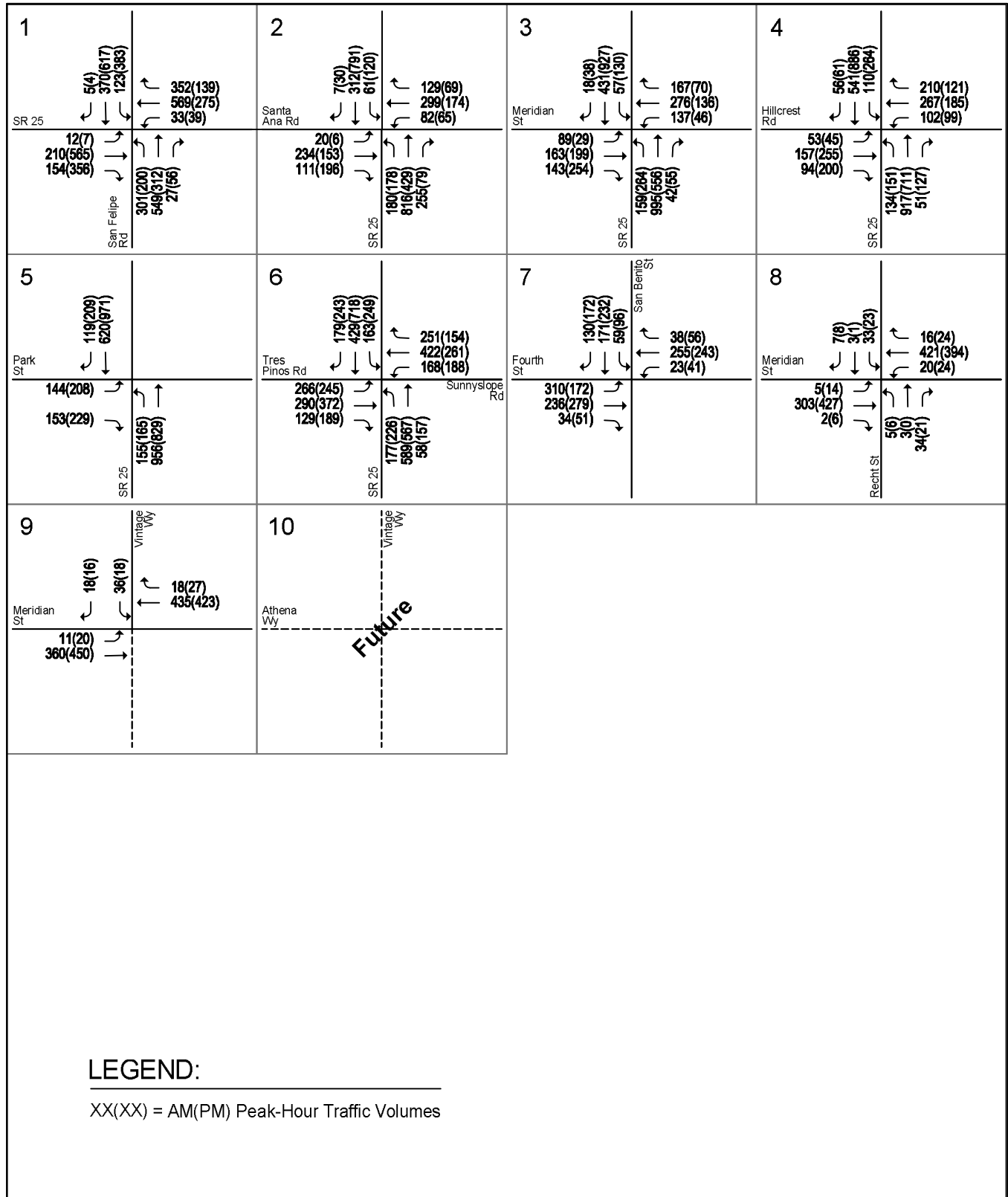
Year 2045 Plus Project Traffic Volume

Project trips were added to Year 2045 traffic volumes to obtain Year 2045 plus project traffic volumes. The traffic volumes under Year 2045 plus project conditions are shown in Figure 12.

Table 3
Approved Project List

Applicant/Owner/Project Name	Address/Location	Project Description
Signature Homes	325 & 377 N. Chappell Rd.	105 lots
Tri Pointe Homes (Rosati)	0 Santa Ana Rd.	116 single-family lots and 28 duet lots
Wendy's	E Park St & Hwy 25	2,262 s.f. fast food restaurant with drive-through
Panera Bread	1150 E. Park St.	3550 s.f. fast food restaurant with drive-through
Valles & Associates, LLC	Los Pinars Subdivision	15 single-family lots, 26 townhome lots, 44 apartments
West of Fairview Development	Bordered by Fairview Road to the east, Calistoga Drive to the west, Robert Ranch development to the south, and St. Benedict Catholic Church to the north	Phase 1 - 100 apartments approved; Phase 2 - 196 single-family lots under construction; Phase 3 - 146 single-family lots approved
Santana Ranch Phase 2	Santana Ranch	55 apartments
Gavilan College San Benito Campus	Northeast corner of Fairview Rd. and Airline Hwy/Ridgemark Dr.	College campus for up to 2,000 students
Source: City of Hollister (April 2024)		

**Figure 8
Existing Traffic Volumes**



**Figure 9
Background Traffic Volumes**

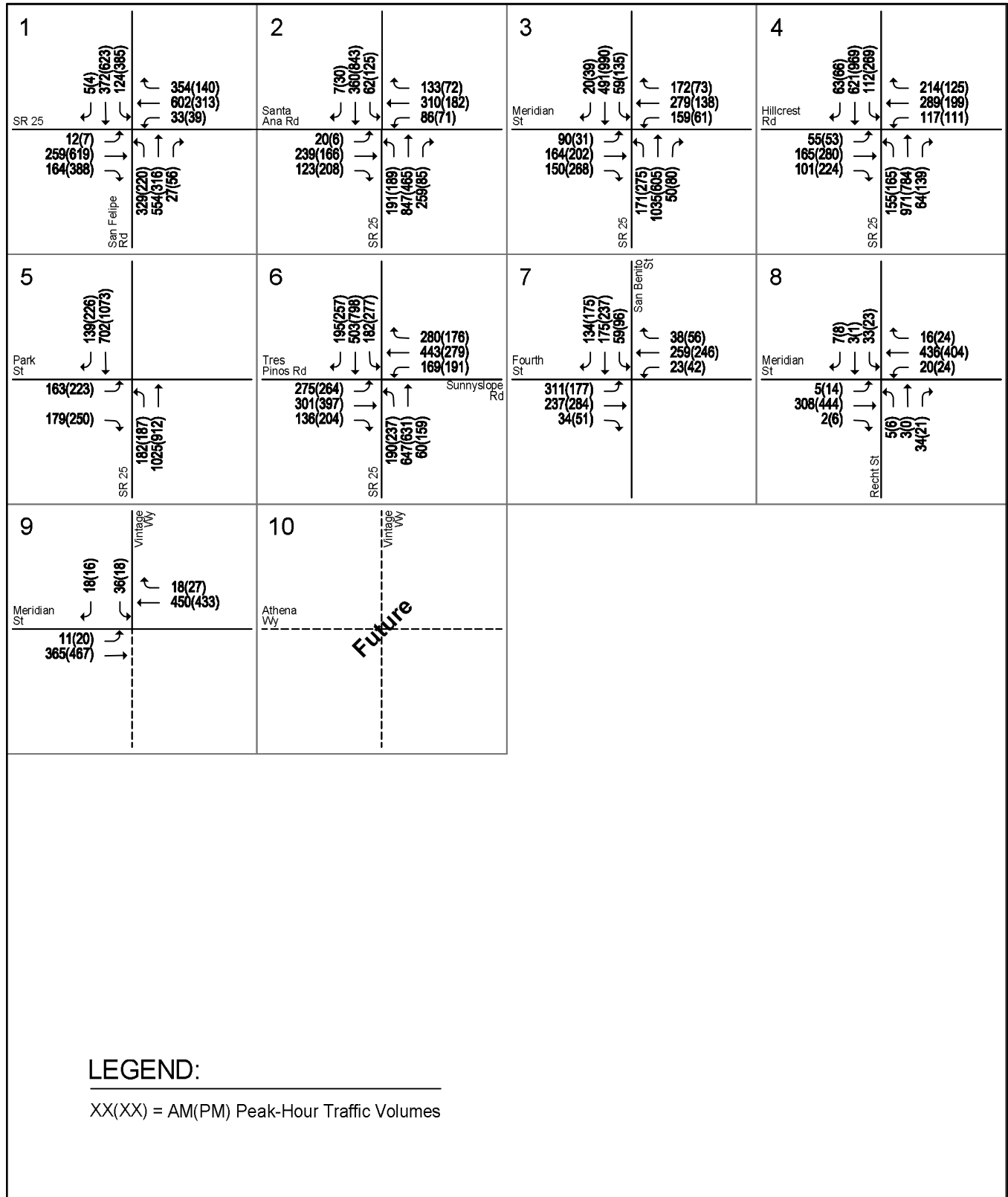


Figure 10
Background Plus Project Traffic Volumes

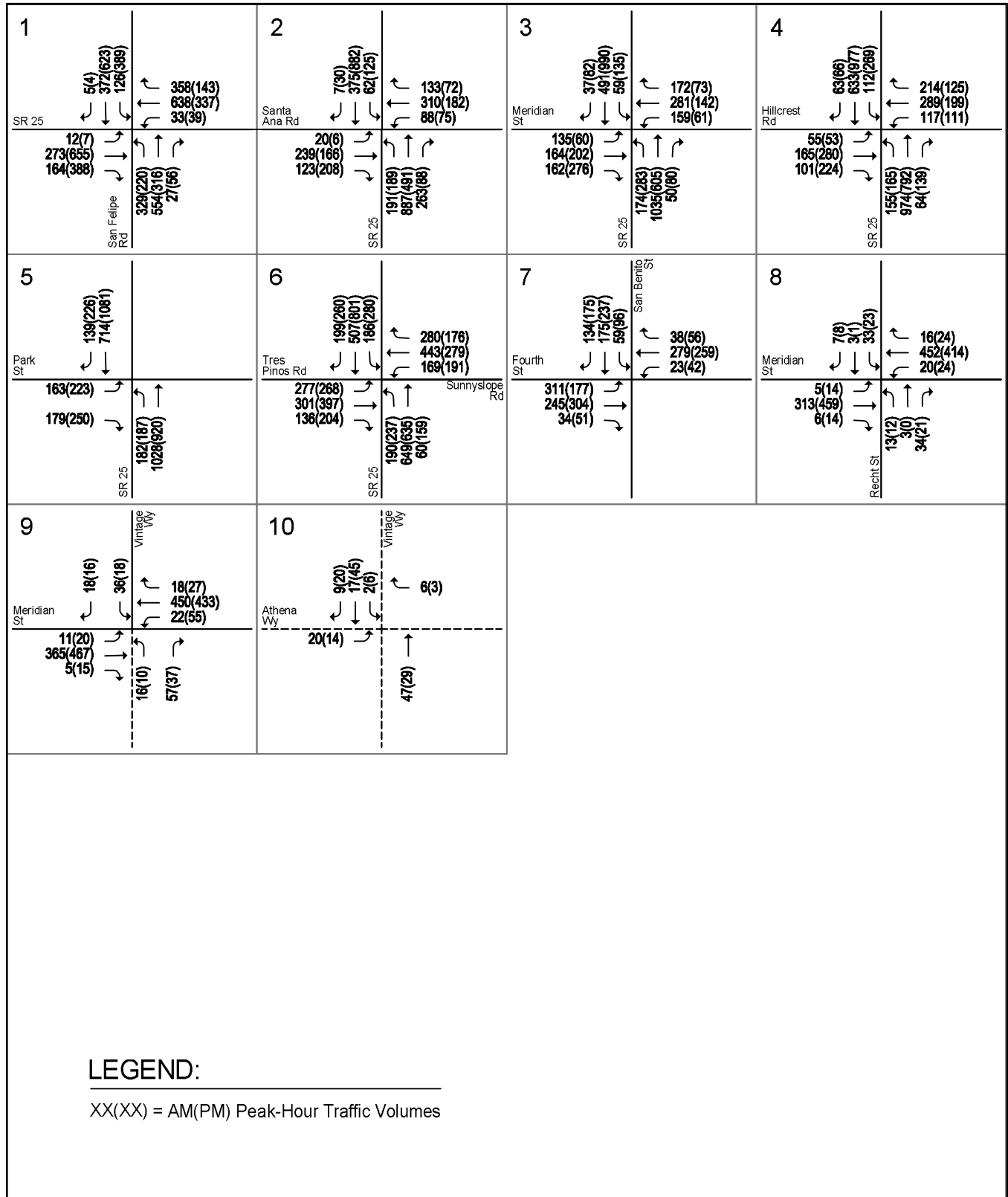


Figure 11
Year 2045 Traffic Volumes

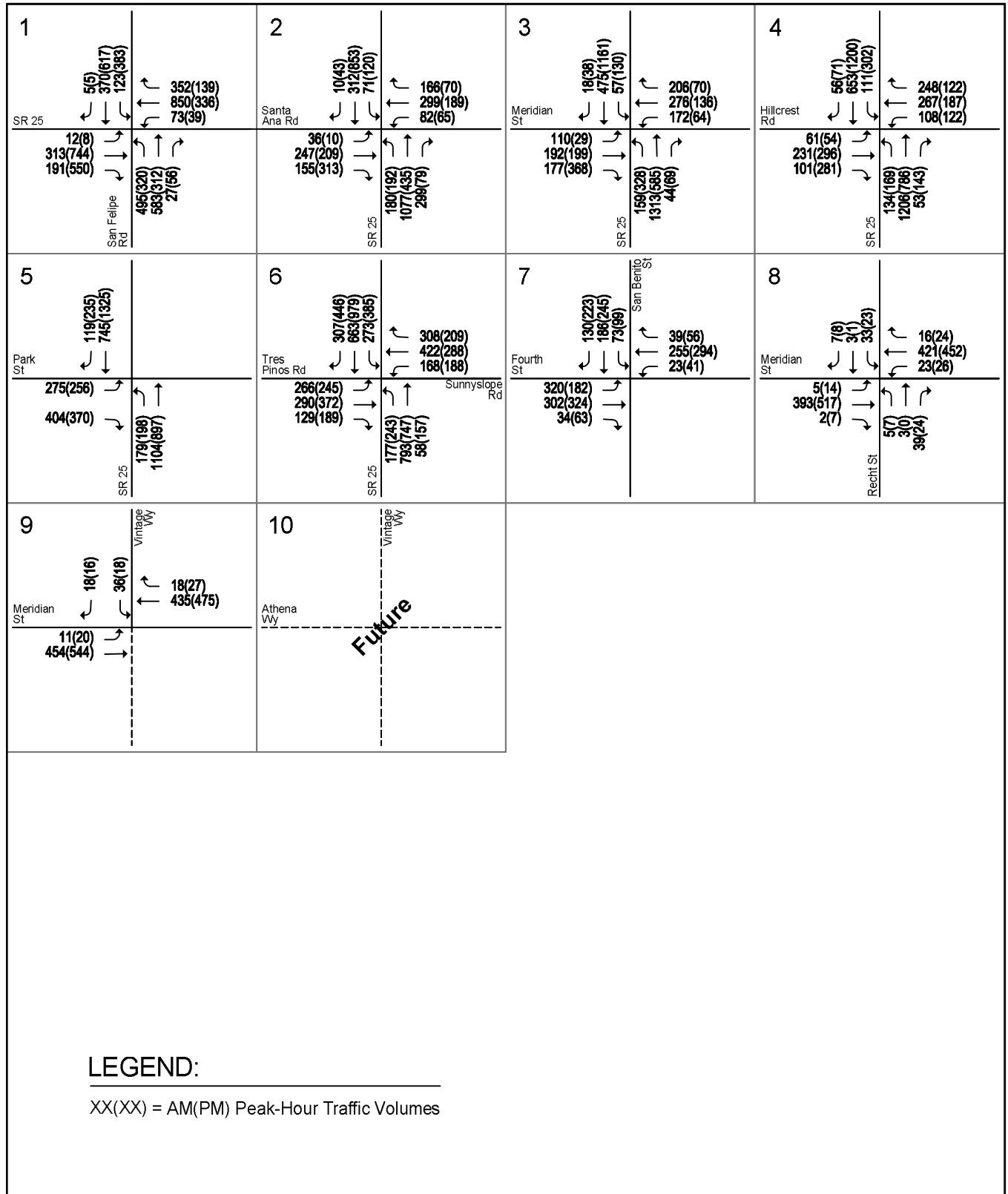
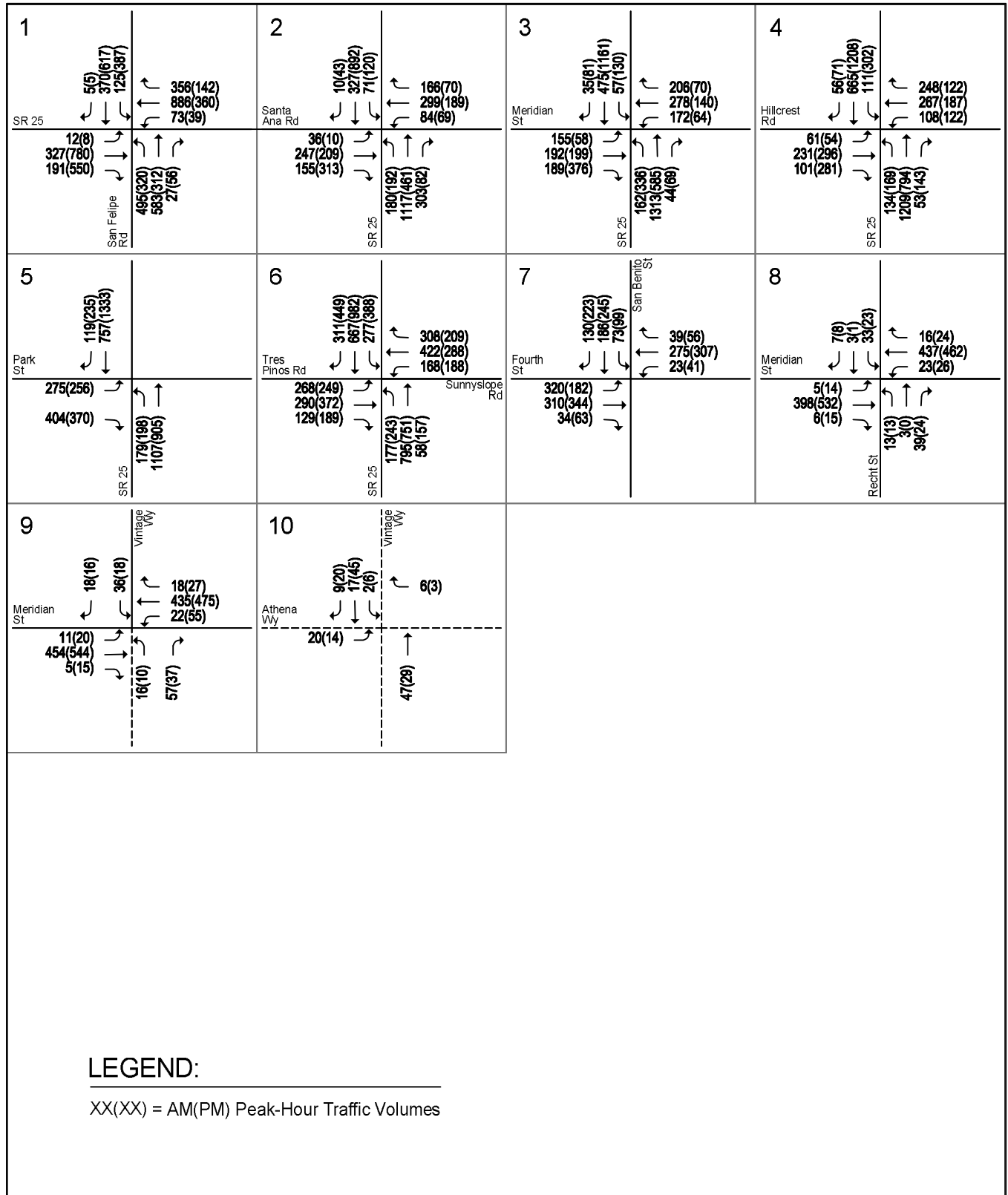


Figure 12
Year 2045 Plus Project Traffic Volumes



Intersection Level of Service Standards and Analysis Methodologies

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

Analysis Methodologies

All study intersections were evaluated with the use of the Synchro software and applying the *Highway Capacity Manual 7th Edition* (HCM7) methodology.

Signalized Intersections

The HCM7 methodology evaluates signalized intersection operations based on average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service for signalized intersections is shown in Table 4.

Table 4
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual 7th Edition*.

Unsignalized Intersections

For the analysis of stop-controlled intersections, the HCM7 methodology evaluates intersection operations based on the average control delay time for all vehicles on the stop-controlled approaches. To report the level of service for one- and two-way stop-controlled intersections, the delay and corresponding level of service for the stop-controlled minor street approach with the highest delay is reported. For all-way stop-controlled intersections, the reported average delay and the corresponding level of service are the averages for all approaches at the intersection. The correlation between average control delay and level of service for unsignalized intersections is shown in Table 5.

Table 5
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression.	up to 10.0
B	Operations with low delay occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression or high V/C ratios.	25.1 to 35.0
E	Operations with high delay values indicating poor progression and high V/C ratios. This is considered to be the limit of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

Source: Transportation Research Board, *Highway Capacity Manual 7th Edition*.

Signal Warrants

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. This assessment is made based on signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed based on the peak-hour traffic signal warrant, Warrant #3, described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways* (CAMUTCD), Part 4, Highway Traffic Signals, 2014. This method indicates whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify the installation of a traffic signal. Other traffic signal warrants are available, however, they cannot be checked under future conditions (background, project, and Year 2045) because they rely on data for which forecasts are not available (such as accidents, pedestrian volume, and four- or eight-hour vehicle volumes). The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered, and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

Adverse Effect Criteria

With the adoption of SB 743, level of service is no longer used as a metric to determine significant environmental impacts per CEQA requirements. However, local agencies may still choose to require and utilize level of service as a tool to evaluate the need to improve the roadway network to serve development growth.

City of Hollister

The following criteria are derived from policies enumerated within the City of Hollister 2005 General Plan, and are used to identify adverse effects at City-owned study intersections as a result of a project.

Signalized Intersection Adverse Effect Criteria

The City of Hollister identifies a level of service standard of LOS C for its intersections, however, the City does not have specific criteria for determining project adverse effects. For the purpose of this traffic analysis, the project is said to create a significant adverse effect on traffic conditions at an intersection if for either peak hour:

- The level of service at a City of Hollister controlled intersection degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under project conditions, or
- The level of service at a City of Hollister intersection is an unacceptable LOS D or worse under baseline conditions, and the addition of project trips causes the average intersection delay to increase by five (5) or more seconds.

It should be noted that the Draft 2040 General Plan includes a proposed new policy (Policy C-4.1) which would exclude a majority of intersections within Downtown Hollister from the LOS requirement described above. The exception to the proposed rule would apply to the following intersections, where a standard of LOS D would be applied:

- Fourth Street and Monterey Street
- Fourth Street and San Benito Street (*study intersection*)
- Fourth Street and Sally Street
- South Street and San Benito Street

Pending final approval of the 2040 General Plan, this analysis assumes a LOS C threshold for the intersection of Fourth Street and San Benito Street.

Unsignalized Intersection Adverse Effect Criteria

For unsignalized intersections in the City of Hollister, the project is said to create a significant adverse effect on traffic conditions at the intersection if for any peak hour:

- *All-way stop*: The average overall level of service at the intersection degrades from an acceptable LOS C or better under conditions without the project to an unacceptable LOS D or worse under project conditions, or
- *All-way stop*: The average overall intersection level of service is already at an unacceptable LOS D or worse without the project and the addition of project traffic causes the average overall delay to increase by five (5) or more seconds, or
- *One- or two-way stop*: The delay on the worst approach at a one- or two-way stop-controlled intersection degrades from an acceptable LOS C or better under conditions without the project to an unacceptable LOS D or worse under project conditions and the traffic volumes at the intersection under project conditions are high enough to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans, or

- *One- or two-way stop*: The delay on the worst approach at a one- or two-way stop-controlled intersection is already at an unacceptable LOS D or worse without the project and the traffic volumes at the intersection under project conditions are high enough to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans, and the addition of project traffic causes the delay on the worst stop-controlled approach to increase beyond what it was without the project.

Caltrans

Signalized Intersection Adverse Effect Criteria

For signalized intersections within the jurisdiction of Caltrans, the project is said to create an adverse effect on traffic conditions if for any peak hour:

- The LOS at the intersection degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions; or
- The intersection is already operating at an unacceptable LOS E or F under baseline conditions and the addition of project traffic causes the average intersection delay at the intersection to increase by more than one second.

Unsignalized Intersection Adverse Effect Criteria

For unsignalized intersections within the jurisdiction of Caltrans, the project is said to create an adverse effect on traffic conditions at the intersection if for any peak hour:

- *All-way stop*: The average overall LOS at the intersection degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions; or
- *All-way stop*: The average overall intersection LOS is already at an unacceptable LOS E or F under baseline conditions and the addition of project traffic causes the average overall delay to increase by more than four seconds for County intersections and one second for Caltrans intersections; or
- *One- or two-way stop*: The delay on the worst approach at a one- or two-way stop-controlled intersection degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions and the traffic volumes at the intersection under project conditions are high enough to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans; or
- *One- or two-way stop*: The delay on the worst approach at a one- or two-way stop-controlled intersection is already at an unacceptable LOS E or F under baseline conditions and the traffic volumes at the intersection under project conditions are high enough to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans, and the addition of project traffic causes the delay on the worst stop-controlled approach to increase by more than one second beyond what it was without the project.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 6. The intersection level of service calculation sheets are included in Appendix D. The peak-hour signal warrant sheets are included in Appendix E.

Table 6
Intersection Level of Service Results

#	Intersection	Jurisdiction	LOS Standard	Peak Hour	Count Date	Intersection Control		Existing			Background			Background Plus Project			Year 2045 No Project			Year 2045 Plus Project				
						Without Project	With Project	Warrant Met? ⁴	Delay ¹	LOS	Warrant Met? ⁴	Delay ¹	LOS	Warrant Met? ⁴	Delay ¹	LOS	Change in Delay ²	Warrant Met? ⁴	Delay ¹	LOS	Warrant Met? ⁴	Delay ¹	LOS	Change in Delay ³
1	San Felipe Road and SR 25	Caltrans	D	AM	03/13/24	Signal	Signal	--	18.2	B	--	18.6	B	--	18.9	B	+0.3	--	23.6	C	--	24.1	C	+0.5
				PM	03/13/24			--	20.8	C	--	21.6	C	--	21.9	C	+0.3	--	26.9	C	--	27.0	C	+0.1
2	SR 25 and Santa Ana Road	Caltrans	D	AM	03/13/24	Signal	Signal	--	21.7	C	--	23.6	C	--	25.0	C	+1.4	--	37.0	D	--	39.4	D	+2.4
				PM	03/13/24			--	18.3	B	--	20.4	C	--	21.1	C	+0.7	--	27.9	C	--	29.2	C	+1.3
3	SR 25 and Meridian Street	Caltrans	D	AM	03/13/24	Signal	Signal	--	18.8	B	--	21.0	C	--	22.5	C	+1.5	--	31.2	C	--	33.4	C	+2.2
				PM	03/13/24			--	16.9	B	--	18.8	B	--	19.9	B	+1.1	--	27.7	C	--	29.1	C	+1.4
4	SR 25 and Hillcrest Road	Caltrans	D	AM	03/13/24	Signal	Signal	--	20.9	C	--	22.6	C	--	22.6	C	0.0	--	25.1	C	--	25.1	C	0.0
				PM	03/13/24			--	25.1	C	--	28.4	C	--	28.5	C	+0.1	--	37.9	D	--	38.2	D	+0.3
5	SR 25 and East Park Street	Caltrans	D	AM	03/13/24	Signal	Signal	--	7.1	A	--	6.9	A	--	6.9	A	0.0	--	9.3	A	--	9.3	A	0.0
				PM	03/13/24			--	8.4	A	--	9.2	A	--	9.2	A	0.0	--	11.2	B	--	11.2	B	0.0
6	SR 25 and Sunnyslope Road/Tres Pinos Road	Caltrans	D	AM	03/13/24	Signal	Signal	--	19.4	B	--	20.5	C	--	20.5	C	0.0	--	22.0	C	--	22.1	C	+0.1
				PM	03/13/24			--	20.0	B	--	21.1	C	--	21.2	C	+0.1	--	22.3	C	--	22.4	C	+0.1
7	San Benito Street and Fourth Street	City	C	AM	04/16/24	AWSC	AWSC	Yes	16.3	C	Yes	16.5	C	Yes	17.4	C	+0.9	Yes	18.3	C	Yes	19.3	C	+1.0
				PM	04/16/24	(Flashing Red)	(Flashing Red)	Yes	15.0	B	Yes	15.4	C	Yes	16.3	C	+0.9	Yes	18.9	C	Yes	20.4	C	+1.5
8	Recht Street and Meridian Street	City	C	AM	03/13/24	AWSC	AWSC	No	11.4	B	No	11.7	B	No	12.1	B	+0.4	No	12.4	B	No	12.8	B	+0.4
				PM	03/13/24			No	11.9	B	No	12.2	B	No	12.7	B	+0.5	No	14.0	B	No	14.6	B	+0.6
9	Vintage Way and Meridian Street	City	C	AM	03/13/24	OWSC	TWSC	No	15.2	C	No	15.5	C	No	20.1	C	+4.6	No	16.1	C	No	21.3	C	+5.2
				PM	03/13/24			No	13.9	B	No	14.1	B	No	19.0	C	+4.9	No	15.3	C	No	21.5	C	+6.2
10	Vintage Way and Athena Way (future)	City	C	AM	Future	Future	TWSC							--	9.0	A	--				--	9.0	A	--
				PM	Future									--	9.1	A	--				--	9.1	A	--

Notes:
¹ The reported delay and corresponding level of service for signalized intersections represent the average delay for all approaches at the intersection.
 The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
² Change in delay measured relative to background conditions.
³ Change in delay measured relative to Year 2045 no project conditions.
⁴ Signal warrant analysis is not applicable to signalized intersections.
Bold indicates unacceptable LOS/signal warrant met.

Background Plus Project Intersection Operation Conditions

7. San Benito Street and Fourth Street

This all-way stop-controlled intersection would have peak-hour traffic volumes that exceed the thresholds that warrant signalization under the background plus project conditions.

However, this intersection would operate at acceptable LOS C or better during both the AM and PM peak hours under background conditions and would continue to operate at acceptable levels of service during both peak hours under background plus project conditions.

Therefore, this intersection would not be adversely affected based on the City of Hollister adverse effect criteria.

Remaining Study Intersections

The remaining study intersections are projected to operate acceptable levels of service during both the AM and PM peak hours under background plus project conditions.

Year 2045 Plus Project Intersection Operation Conditions

7. San Benito Street and Fourth Street

This unsignalized intersection would have peak-hour traffic volumes that exceed the thresholds that warrant signalization under the Year 2045 plus project conditions.

However, this intersection would operate at acceptable LOS C or better during both the AM and PM peak hours under Year 2045 conditions and would continue to operate at acceptable levels of service during both peak hours under Year 2045 plus project conditions.

Therefore, this intersection would not be adversely affected based on the City of Hollister adverse effect criteria.

Remaining Study Intersections

The remaining study intersections are projected to operate acceptable levels of service during both the AM and PM peak hours under Year 2045 plus project conditions.

Bicycle and Pedestrian Circulation

The nearest bicycle facilities that would serve the project site are located along the following roadways:

- SR 25, between San Felipe Road and Tres Pinos Road/Sunnyslope Road
- San Benito Street, between Fourth Street and South Street
- Meridian Street, between SR 25 and Memorial Drive (eastbound only)
- Hillcrest Road, between Memorial Drive and SR 25 (westbound only)

There are currently no existing bicycle facilities at the proposed project site access points on Vintage Way/Meridian Street and along Athena Way. Bicycle users must utilize sidewalks and/or vehicle lanes along surrounding roadways to access bicycle facilities listed.

Pedestrian facilities in the project area consist primarily of sidewalks along the developed areas and local roadways in the vicinity of the project site, including Vintage Way, Athena Way, Recht Street, and most of Meridian Street. However, sidewalks are not available along the south side of Meridian Street (just north of the project site) between Recht Street and SR-25. The missing segment is located along undeveloped property to the north of the project site.

No crosswalks are provided at the Vintage Way/Meridian Street intersection. The nearest marked crosswalks to the project site are located at the Recht Street/Meridian Street intersection, approximately 600 feet west of Vintage Way and at SR 25/Meridian Street, approximately 500 feet east of Vintage Way.

Bicycle and Pedestrian Policies

City policies exist that are aimed at developing a complete pedestrian and bicycle network to provide residents with an alternative accessible and desirable mode of transportation. These policies require and/or make recommendations for local jurisdictions to work with residents, developers, lead agencies, and City officials to coordinate, design, implement and maintain bicycle and pedestrian facilities and services. Some of these policies are described below.

City of Hollister 2005 General Plan

The City of Hollister 2005 General Plan acknowledges that most bicycling within the city is done on roadway shoulders, which in many cases can be accommodated on well-designed streets without the need for separate striped bike lanes. However, as traffic increases along many of the streets in Hollister, it is desirable to increase emphasis on accommodating bicycle travel when designing City streets.

One of the City of Hollister General Plan Goals (Goal C-2) is to “provide a variety of pedestrian and bicycle facilities to promote safe and efficient non-motorized vehicle circulation in Downtown and throughout Hollister”. The General Plan policies further emphasize pedestrian connectivity by working with local businesses, private developers, and public agencies to ensure the provision of safe pedestrian pathways to major public facilities, schools, and employment centers.

Policy C2.1 encourages intergovernmental coordination among the leading agencies (City of Hollister, San Benito County, San Benito County Council of Governments (COG), and Caltrans) to develop, implement, and maintain bicycle facilities as described in the San Benito County Bicycle Master Plan. Implementation of these bicycle facilities would provide direct access to major public facilities, schools, and employment centers, providing an alternative mode of travel to automobile.

City of Hollister Draft 2040 General Plan

On April 4, 2023, the City of Hollister published the Draft 2040 General Plan. The Draft 2040 General Plan includes a revised set of bicycle and pedestrian policies:

- Goal C-1: Provide for a healthy, active community based on complete streets, reflecting a balanced, safe, multimodal transportation system for all users, where pedestrian, bicycle, and transit facilities will be emphasized along with vehicular facilities.
- Goal C-3: Build and maintain a safe, connected, and equitable pedestrian, bicycle, and micromobility network that provides access to community destinations such as employment centers, transit, schools, shopping, and recreation.

2009 San Benito County Bikeway and Pedestrian Master Plan

The 2009 *San Benito County Bikeway and Pedestrian Master Plan* provides a guide for the future development of bicycle and pedestrian facilities within the County. The purpose of the plan is to expand the existing bicycle and pedestrian networks, connect existing gaps, address constrained areas, provide greater connectivity, educate and encourage the use of non-motorized travel alternatives, and maximize funding sources. The goals of the plan include:

- Increase bicycle and pedestrian access
- Improve bicycle and pedestrian safety

- Ensure all residents are knowledgeable about bicycle and pedestrian safety
- Increase bicycle and pedestrian trips

Master Plan Recommended Bikeway Improvements

The Bikeway and Pedestrian Master Plan identifies various bikeway improvements for the San Benito County regional bikeway network. The recommended improvements for incorporated areas, such as the City of Hollister, were developed focusing on connecting community destinations such as parks, libraries, transit, schools, and recreational opportunities, as well as through public input.

The Bikeway and Pedestrian Master Plan identifies a total of 56 bikeway projects in San Benito County. Implementation of the recommended bicycle network improvements would provide an extensive bicycle network within San Benito County, providing a continuous bicycle network with access to virtually every part of town as well as planned regional facilities.

The recommended bicycle improvements were ranked based on criteria such as connections to parks, major employment centers, schools, closure of gaps in the existing network, and public input and safety. From the ranking process, a prioritized list of bicycle projects for construction was developed, which includes Tier 1 (highest potential projects intended for near-term implementation within 1-5 years), Tier 2 (intended for implementation within 6-10 years), and Tier 3 projects (long-term potential bicycle-specific projects that could be implemented over the next 11-20 years). The following bike facility projects are located in the vicinity of the project site:

- Tier 1 Rank #12 – Class II bike lanes on Meridian Street between Memorial Drive and McCray Street
- Tier 1 Rank #13 – Class II bike lanes on Hillcrest Road between Prospect Avenue and Fairview Road
- Tier 1 Rank #17 – Class II bike lanes on McCray Street between Hillcrest Road and Santa Ana Road
- Tier 2 Rank #25 – Class III bike route on Santa Ana Road between Railroad ROW and Fairview Road

Master Plan Recommended Pedestrian Improvements

The Bikeway and Pedestrian Master Plan also identifies various pedestrian improvements that aim at providing increased opportunities for residents in San Benito County to walk for transportation or recreation. These improvements are not funded but can be capital projects or installed with roadway improvement projects or development/redevelopment of adjacent properties. The Master Plan lists various pedestrian improvements throughout the County, including the City of Hollister, which include:

- Infill of sidewalk gaps
- Improvements at signalized intersections, including installation of transverse crosswalks, countdown traffic signals, and audible signals, as well as adjusting signal timing to provide additional pedestrian time at locations near elementary schools.
- Improvements at unsignalized intersections, including installation of high-visibility crosswalk markings at local streets adjacent to schools, installation of curb extensions, and improving railroad crossings.
- Curb ramp improvements
- Safe routes to school programs
- Multi-use path projects

The Master Plan recommends various locations where the above pedestrian improvements should be implemented. The following pedestrian improvements are located in the vicinity of the project site:

- SI-4 – Sidewalks along Santa Ana Road between Chappell Road and Carey Way
- SI-6 – Sidewalks along Hillcrest Road between Prospect Avenue and Beverly Drive
- RRI-3 – Pedestrian railroad crossing improvements at Fourth Street railroad crossing
- RRI-6 – Pedestrian railroad crossing improvements at Hillcrest Road railroad crossing
- UCI-7 – Unsignalized intersection improvements at Hillcrest Road/Prospect Avenue
- UCI-8 – Unsignalized intersection improvements at Meridian Street/Memorial Drive
- UCI-9 – Unsignalized intersection improvements at Hillcrest Road/Memorial Drive

San Benito County Regional Transportation Plan

The latest San Benito County *Regional Transportation Plan* (RTP), as described in its latest document (San Benito Regional Transportation Plan 2040, adopted in June 2022), presents a blueprint for solving region-wide transportation issues, now and in the future. The document identifies the existing transportation conditions and plans future needs based on projected growth, previously approved plans, public input, and prior Council of Government Board action. The plan identifies various multimodal transportation projects (including roadway network, public transit, and active transportation improvements) and provides a timeline and cost estimate for each project.

The construction of Tier I Projects identified in the San Benito County Bikeway and Pedestrian Master Plan is identified in the RTP list of projects.

Project's Effect on Bicycle and Pedestrian Facilities

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. With the existing limited and discontinuous bicycle network, the potential project-related bike riders would have to share the roadway with vehicular traffic, which could discourage the use of the bicycle as an alternative mode of transportation.

With the implementation of the planned bicycle facilities identified in the County's Bikeway and Pedestrian Master Plan, the site would be directly served by bike lanes along Meridian Street, providing a continuous bicycle network with access to most areas within Hollister and major facilities outside of town. However, since the above-planned bicycle facilities are not fully funded, it is uncertain when these facilities would be available. Until these facilities are built out, project-related bicycle traffic would need to share the roadway with auto traffic.

It can be expected that new pedestrian traffic would be generated by the proposed project. Pedestrian generators in the project area include commercial/retail uses within the Downtown area to the west and nearby schools. The commercial/retail areas within Downtown are located approximately 0.5-mile west of the project site. The nearest existing schools to the project site include Marguerite Maze Middle School, approximately 0.3-mile of walking distance east of the project site, and Hollister Dual Language Academy, approximately 0.7-mile of walking distance northeast of the project site.

The existing schools and commercial/retail uses in the project area could potentially attract some pedestrians and bicyclists. As shown on the project site plan, the project's proposed extension of Athena Way would be constructed with a 5-foot wide sidewalk along the south side of the roadway. The project's proposed extension of Vintage Way also would have 5-foot wide sidewalks on both sides of the roadway. However, these sidewalks would not provide a continuous pedestrian route due to missing sidewalks along the south side of Meridian Street (between Recht Street and SR-25) and no marked crossing across Meridian Street at Vintage Way.

Therefore, pedestrian access to areas east of the project site (such as Marguerite Maze Middle School and Hollister Dual Language Academy) would be constrained. Pedestrians would need to utilize a circuitous route along Athena Way and Recht Street to reach continuous sidewalks along the north side of Meridian Street.

Safe Routes To School Program

Three schools are located within less than one mile of walking distance from the project site:

- Marguerite Maze Middle School – located on Meridian Street, east of the project site
- Hollister Dual Language Academy – located on Santa Ana Road, northeast of the project site
- San Andreas Continuation High School – located on Alvarado Street, northwest of the project site
- Rancho San Justo Middle School – located on Rancho Drive, south of the project site

The proposed project potentially could result in pedestrian traffic accessing the existing schools. All of the schools listed above have adopted Safe Routes to School Programs (SRTSP) that identify the recommended pedestrian access routes from the surrounding neighborhoods to the schools. These access routes are intended to provide a safer route to/from the school that includes one or a combination of various pedestrian facilities such as sidewalks, crosswalks/high visibility crosswalks, bike lanes, traffic signals, and bus routes, among others. The suggested routes between the project site and schools are summarized below:

- Marguerite Maze Middle School – west on Athena Way, north on Recht Street, east on Meridian Street to campus
- Hollister Dual Language Academy – west on Athena Way, north on Recht Street, east on Santa Ana Road to campus
- San Andreas Continuation High School – west on Athena Way, north on Chappell Road, west on Alvarado Street to campus
- Rancho San Justo Middle School – west on Athena Way, north on Chappell Road, west on Meridian Street, south on McCray Street, west on South Street, south on Prospect Avenue, west on Park Street to campus

It should be noted, however, that the project site is currently within the service area of Sunnyslope Elementary/Middle School located approximately 1.5 miles southeast of the project site. Moreover, Hollister High School is located approximately 2 miles southwest of the project site.

Project's School Access Demand

With the development of the proposed project, there will be an increase in non-vehicular travel to/from land uses surrounding the project, including the nearby schools. This will increase the need for a complete pedestrian network and the extension of the current SRTSP to the project site.

Recommended Bicycle and Pedestrian Facilities Improvements

The proposed project should work with the City of Hollister to contribute to the implementation of any improvements that would help enhance circulation and safety of pedestrians and bicycle users in the study area.

Specifically, the project should contribute towards the implementation of crosswalks and curb ramps at the intersection of Vintage Way and Meridian Street. This improvement would provide an alternative and more direct route between the project site and destinations to the east of the project site. The improvement also would support recommended access routes to schools such as Marguerite Maze Middle School and Hollister Dual Language Academy.

Additionally, the project should contribute towards future implementation of missing sidewalks and/or planned bike lanes along Meridian Street. However, construction of new sidewalks and bike lanes may not be currently feasible due to right-of-way constraints between Rech Street and SR-25.

Implementation of these improvements would be dependent upon future development of the currently vacant properties located south of Meridian Street and north of the project site.

Transit Services

Transit Service Policies

As with the bicycle and pedestrian facilities, various policies exist within City and County adopted documents that strive at enhancing and expanding the existing transit services to adequately serve both the existing and future demands, providing an efficient, extensive, and easily accessible alternative mode of travel for residents. Some of these policies are described below.

City of Hollister 2005 General Plan

Policies C4.2 and C4.3 of the City of Hollister General Plan encourage intergovernmental coordination among the leading agencies (City of Hollister, San Benito County, COG, and Caltrans) to develop, implement, and maintain public transit services and park and ride facilities. Providing an extensive transit service network could encourage the use of public transportation as an alternative mode of travel.

San Benito County Regional Transportation Plan

The latest San Benito County 2040 RTP, identifies various public transit improvements within the County, most of which would directly benefit the City of Hollister. The RTP public transit improvements and their completion dates are listed in Table 7 below.

Project's Effect on Transit Services

The project site is served by San Benito County Express bus routes with stops located at the following locations:

- School Tripper – Meridian Street and McCray Street, approximately 0.3-mile west of the project site.
- Inter-County – Fourth Street and San Benito Street, approximately 0.5-mile west of the project site.

The School Tripper routes primarily serve the schools within the City of Hollister, and the Inter-County routes provide services between the Cities of Hollister, San Juan Bautista, and Gilroy. The proposed project could increase the demand for transit services in the vicinity of the project site. However, the transit demand would be minimal due to the lack of an extensive transit network within the City of Hollister.

Table 7
San Benito County Regional Transportation Plan Public Transit Improvements

Project ID	Project Title	Description	Fully Funded by Year
SB-COG-A08	Rideshare Program (TDM)	Promote the use of alternative modes of transportation	2040
SB-COG-A53	Vanpool Program	Provide vehicle lease program, planning and coordination	2040
SB-LTA-A37	General Transit Service Operations	Ongoing operation of fixed route, other transit service, and expansion	2040
SB-LTA-A38	Express Bus Service to Gilroy - Gavilan College	Express bus service from City of Hollister to Gavilan College in Gilroy	2035
SB-LTA-A39	Express Bus Service to Gilroy - Caltrain Station	Express bus service from City of Hollister to Gilroy Caltrain Station	2035
SB-LTA-A42	Regional Transit Planning	Planning transit infrastructure, new service and operational improvements	2040
SB-LTA-A46	Regional Transit Connection to Salinas	Transit connection from City of Hollister to City of Salinas	2035
SB-LTA-A47	Regional Transit Connection to Watsonville	Transit connection from City of Hollister to City of Watsonville	2035
SB-LTA-A48	Transit Vehicle Replacements	Replace transit vehicles	2020
SB-LTA-A51	Bus Stop Improvement Program	Transit facilities to accommodate transit connections to Gilroy, Watsonville, and Salinas	2035
SB-LTA-A52	Transit Technology Infrastructure Improvements	Improve transit infrastructure to accommodate operations	2035
SB-LTA-A53	Commuter Rail to Santa Clara County	Commuter rail from Hollister to Gilroy	2040

Source: 2040 San Benito Regional Transportation Plan, Appendix A.

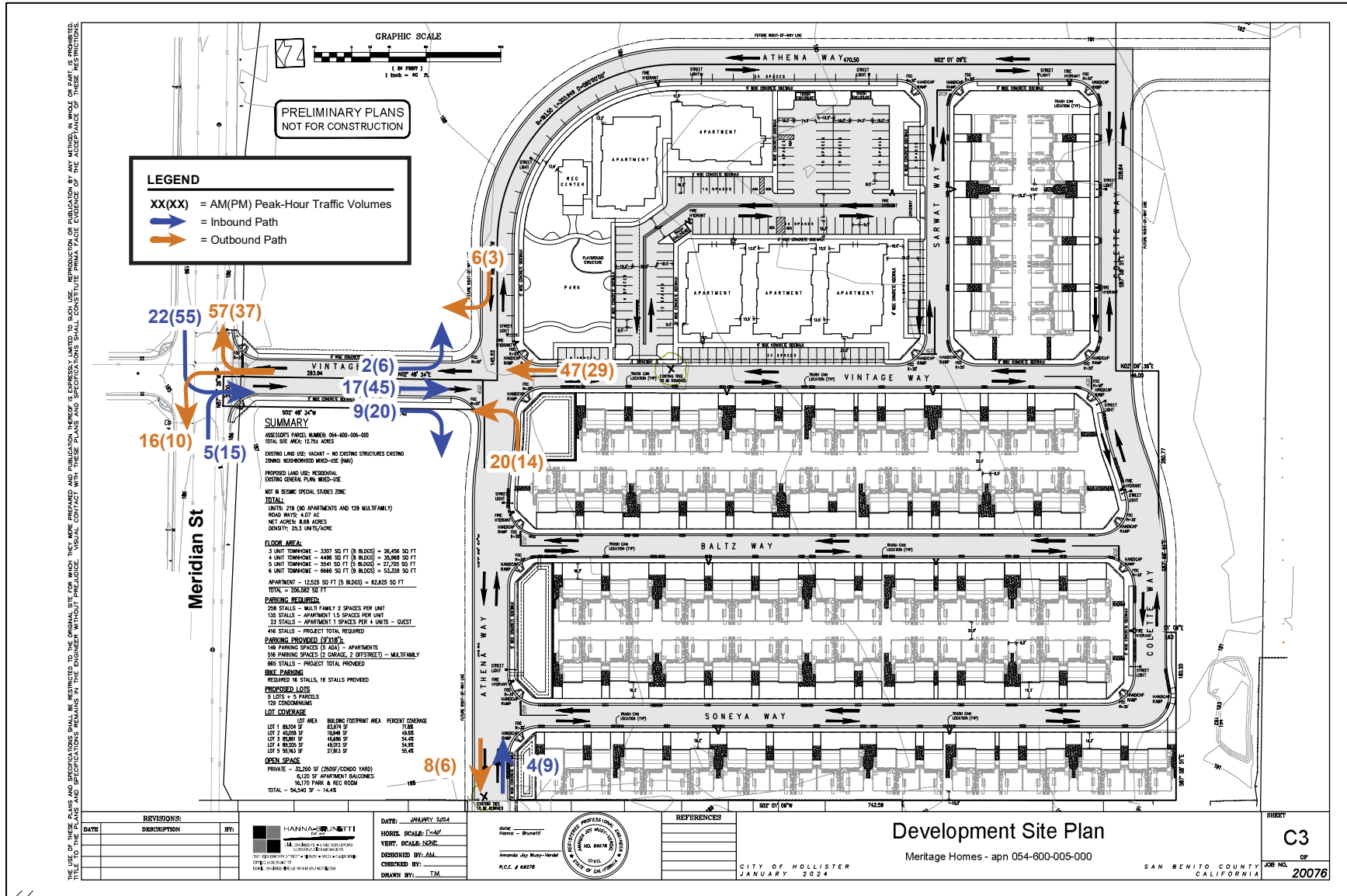
Site Access and On-Site Circulation

This analysis is based on a review of the preliminary project site plan prepared by Hanna-Brunetti dated January 2024. Site access was evaluated to determine the adequacy of the project site access points with regard to the following: traffic volume, sight distance, projected vehicle queues, and geometric design. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles. The site plan is presented in Figure 13.

Site Access

Access to and from the project site would be provided via an extension of Vintage Way south of Meridian Street, and an extension of Athena Way east of Recht Street.

Figure 13
Project Trip Assignment at Site Access Points



Vintage Way Access Point

Based on the project trip distribution, a majority of project trips are expected to utilize the Vintage Way access point. The access point consists of a proposed southerly extension of Vintage Way from Meridian Street, until approximately 240 feet where it intersects with the eastward extension of Athena Way. This analysis assumes the following lane geometries:

- At Vintage Way/Meridian Street, the new northbound approach would consist of a single stop-controlled lane (serving left, through, and right-turns). There is currently no existing westbound left-turn pocket at Vintage Way/Meridian Street. It is assumed that westbound left-turns would originate from the inner lane along westbound Meridian Street.
- At Vintage Way/Athena Way, all approaches would consist of a single stop-controlled lane (serving left, through, and right-turns). The current site plan shows north and south approaches as stop-controlled at the intersection of Vintage Way/Athena Way. This configuration may create queues along Vintage Way, which could potentially back up to Meridian Street during peak periods. Therefore, this analysis assumes stop-control along east and west approaches.

Peak-hour queue estimates at the intersections of Vintage Way/Meridian Street and Vintage Way/Athena Way are shown on Table 8. Queue estimates are included in the Synchro intersection level of service calculation sheets (Appendix D).

At the intersection of Vintage Way/Meridian Street, vehicular queues are projected to be at most one vehicle (approximately 25 feet) for northbound approach and westbound left-turn movement during the AM and PM peak hours under background plus project conditions. Therefore, northbound queues along Vintage Way would not extend back to Athena Way. Westbound turns would only create minimal queuing along Meridian Street and the queue would not extend back to SR-25. However, left-turning vehicles may disrupt traffic flow along westbound Meridian Street while waiting for a gap to cross eastbound traffic. It is recommended that the project work with the City to determine the feasibility of installing a westbound left-turn pocket at the Vintage Way/Meridian Street intersection.

At the intersection of Vintage Way/Athena Way, vehicular queues are projected to be at most one vehicle (approximately 25 feet) for all approaches during the AM and PM peak hours under background plus project conditions. Therefore, southbound queues along Vintage Way would not extend back to Meridian Street. Additionally, the northbound queue would not extend back to the proposed project driveway serving apartment buildings and the eastbound queue would not extend back to Baltz Way.

As shown in the level of service analysis, both unsignalized intersections of Vintage Way/Meridian Street and Vintage Way/Athena Way would operate at LOS C or better under project conditions. Therefore, queuing and operational issues are not expected to occur at the Vintage Way site access point.

Athena Way Access Point

The Athena Way access point consists of a proposed easterly extension of Athena Way from its current terminus at the western project boundary, approximately 110 feet east of Recht Street. The eastward extension of Athena Way would intersect with Soneya Way, Baltz Way, and Vintage Way within the project site.

Based on the project trip distribution and trip assignment, fewer than 10 inbound and 10 outbound project trips would utilize the Athena Way access point during each peak-hour. With minimal existing traffic volumes along Athena Way and Recht Street, queuing and operational issues are not expected to occur at the Athena Way site access point.

Table 8
Peak-Hour 95th Percentile Queue Estimates

Intersection	Movement	Lane Geometry (Control)	Background Plus Project		
			95th Percentile Queue Length (ft/ln) ¹	Available Storage (ft/ln)	
Vintage Way and Meridian Street					
Two-Way Stop	AM	Northbound left/through/right	1 shared lane	25	240
	PM		(stop-controlled)	25	240
	AM	Westbound left/through	1 shared lane	25	475
	PM		(uncontrolled)	25	475
Vintage Way and Athena Way					
Two-Way Stop	AM	Southbound left/through/right	1 shared lane	0	240
	PM		(uncontrolled)	0	240
	AM	Westbound left/through/right	1 shared lane	0	700
	PM		(stop-controlled)	0	700
	AM	Northbound left/through/right	1 shared lane	0	100
	PM		(uncontrolled)	0	100
	AM	Eastbound left/through/right	1 shared lane	25	100
	PM		(stop-controlled)	0	100
Notes:					
¹ Source: Synchro 12 (HCM 7th Edition). Queue lengths rounded to nearest 25 feet.					

Sight Distance

Adequate sight distance (sight distance triangles) should be provided at the project site driveway in accordance with the *American Association of State Highway Transportation Officials (AASHTO)* standards. Sight distance triangles should be measured at the driveway approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway or enter an intersection and locate sufficient gaps in traffic.

The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Meridian Street has a posted speed limit of 30 mph. The AASHTO stopping sight distance for a facility with posted speed limits of 25 mph is 200 feet. Thus, a driver making a turn from the northbound approach of Vintage Way/Meridian Street must be able to see approaching traffic on Meridian Street at a minimum distance of 200 feet to be able to stop and avoid a collision.

Based on field observations and aerial images, there are no existing trees or visual obstructions along Meridian Street that would obscure sight distance to drivers exiting the project site, providing a clear view of approaching traffic on both sides of Meridian Street beyond the minimum required distance of 200 feet. The proposed site plan indicates that only a streetlight would be installed at the southeast corner of the intersection, along with standard curbs and curb ramps at the southwest and southeast corners. Therefore, it can be concluded that the proposed new northbound approach of Vintage Way/Meridian Street would meet the AASHTO minimum stopping sight distance standards.

Recommended Improvements

- The project should work with the City to determine the feasibility of installing a westbound left-turn pocket at the Vintage Way/Meridian Street intersection. Vehicular queues are projected to be at most one vehicle (approximately 25 feet) for the westbound left-turn movement during the AM and PM peak hours under background plus project conditions.
- The current site plan shows north and south approaches as stop-controlled at the intersection of Vintage Way/Athena Way. The east and west approaches should be stop-controlled to avoid creating queues along Vintage Way, which could potentially back up to Meridian Street during peak periods.

Vehicular Site Circulation

As shown on the site plan, an internal roadway system provides a connection to the apartment building surface parking lot and between every attached residential unit to the project site access points. The proposed internal roadway would be sufficient to serve two-way traffic throughout the project site.

Athena Way, Colette Way, and Vintage Way (between Meridian Street and Athena Way) are proposed as public right-of-way consisting of 36- to 40-foot wide roadways with 5-foot wide detached sidewalks. Soneya Way, Baltz Way, Sarwat Way, and Vintage Way (between Athena Way and Colette Way) are proposed as private right-of-way consisting of 26-foot wide roadways with 5-foot wide attached sidewalks. Portions of Vintage Way and Sarwat Way would provide direct access to 90-degree parking spaces.

Apartments

Access to a surface parking lot serving the apartment buildings is proposed via driveways along Vintage Way and Sarwat Way. The two driveways and the drive aisle connecting the driveways are shown to be 26 feet wide. There are two dead-end drive aisles approximately 80 feet long and 24 feet wide with trash enclosures at the dead-end. Due to limited turning space, waste collection trucks may need to reverse into the drive aisles to access trash enclosures. However, the dead-ends will be located along short segments of roadways and should not be problematic.

Based on the site plan, the following can be concluded:

- The Vintage Way driveway would be located 150 feet south of the Vintage Way/Athena Way intersection. The Sarwat Way driveway would be located 150 feet west of the Athena Way/Sarwat Way intersection. The proposed separation would meet the City's minimum distance requirement of 150 feet between the end of curb return and proposed driveway.
- Proposed drive aisle widths will meet the City's minimum requirement of 24 feet for two-way traffic with double-row parking (within the surface lot) and single-row parking (along Vintage Way and Sarwat Way).
- Proposed parking stall dimensions will meet the City's minimum requirement of 9 feet by 18 feet for 90-degree parking stalls.

Attached Residential

The site plan indicates each driveway will serve up to two attached residential units. Based on the site plan, the following can be concluded:

- Some driveways are shown directly adjacent to intersection curb returns. City code requires the edge of each driveway should not be less than 10 feet from the end of curb return for single-family residential developments.

- The distance separating each driveway is not indicated on the site plan. City code requires the minimum distance between the nearest points of the two driveways be at least 20 feet, unless a shared, single driveway access is approved by the City.
- The width of each driveway is not indicated on the site plan. City code requires driveways to have a minimum width of 12 feet and a maximum width of 20 feet for a double-car garage.
- The length of each driveway (setback between property line and front of garage) is shown to be 18.2 feet. City code requires driveways to be a minimum length of 20 feet to permit a vehicle to park in the driveway without blocking the sidewalk.

Recommended Improvements

- The project site should be designed following City of Hollister design standards and provide adequate width and turn-radii along all drive/parking aisles to allow for two-way circulation and adequate circulation of larger vehicles (such as emergency trucks, garbage trucks, and delivery trucks) throughout the project site. Adhering to the City of Hollister standards and requirements, and implementing the above recommendations, the proposed site access points and layout of the surface parking areas would be adequate to accommodate the circulation of both passenger and emergency vehicles.
- Red curb equal to one car length should be painted on both sides of the two project driveways serving apartment buildings to ensure exiting vehicles have proper sight distance of oncoming traffic along Vintage Way and Sarwat Way.

Pedestrian and Bicycle Site Circulation

Continuous sidewalks and pathways would be provided throughout the site, providing access between all residential units, amenities, and parking stalls. Sidewalks and pathways would measure 5 feet wide. There are no marked crosswalks indicated on the site plan.

Recommended Improvements

The project should work with the City to consider installing crosswalks at intersections which may experience higher pedestrian volumes, such as Vintage Way/Meridian Street which would be located adjacent to the proposed park and recreation center.

Parking

Vehicular Off-Street Parking

City code requires multifamily housing developments to provide on-site parking at the following rates:

- One and one-half space per one- or two-bedroom unit
- Two spaces for each unit with three or more bedrooms
- Guest parking: One space per every four units

Based on the parking rates, the proposed 90 apartments (1- and 2-bedroom units) would be required to have a minimum of 158 parking stalls, of which 23 would be reserved as guest parking. The site plan shows a total of 149 on-site parking stalls. However, on-street parking for up to 25 vehicles is shown on the site plan along Athena Way.

The project intends to classify the proposed attached residential units as multifamily housing. Based on the above parking rates for 3-bedroom units, the proposed 129 attached residential units would each be required to have parking space for 2 vehicles for a total of 258 parking spaces. The site plan indicates each unit would have storage space for one vehicle within the garage and one vehicle within the driveway. Therefore, the proposed attached residential units would meet the City's off-street parking requirements.

Bicycle Parking

City code requires multifamily housing developments to provide bicycle parking at a rate of 10% of vehicular parking spaces. Based on the above rate, the proposed apartments are required to provide a minimum of 16 parking spaces. The site plan shows 16 bicycle parking stalls would be provided.

The project intends to classify the proposed attached residential units as multifamily housing. Based on the above bicycle parking rate, a minimum of 26 bicycle parking stalls should be provided for the attached residential units. The site plan does not show additional bicycle parking for the attached residential units. However, it is reasonable to expect that bicycles could be stored within each residential unit without the need for dedicated bike racks and/or lockers.

Recommended Improvements

The project should work with the City to determine if the proposed vehicle and bicycle parking spaces would be adequate.

5. Conclusions

The potential impacts of the project were evaluated in accordance with the California Environmental Quality Act (CEQA) guidelines and the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

A supplemental traffic operations analysis also was completed to demonstrate the project's consistency with the *Hollister 2005 General Plan* goals and policies. The traffic operations analysis supplements the CEQA-required VMT analysis. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

Based on the results of the TREDLite VMT evaluation tool, the average county-wide home-based VMT per capita is currently 22.11. Thus, the project will result in a significant impact if it results in a project-generated VMT of 18.79 VMT per capita, 15% below the existing countywide average, or greater.

The project site is projected to generate 22.76 VMT per capita before any mitigation measures, which is above the 18.8 VMT per capita threshold. Therefore, the project would have a significant VMT impact based on the results of the VMT evaluation tool.

Using OPR's impact thresholds, the project would need to implement VMT reduction measures to achieve a 17.4% reduction (22.76 to 18.79) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels. Per the TREDLite VMT evaluation tool, the maximum reduction possible is 20% (18.21). However, achieving the identified maximum VMT reduction is not feasible for residential uses in the project area due to the limited alternative modes of transportation and supporting employment land uses within Hollister. Therefore, the project's impact to VMT must be deemed significant and unavoidable.

The City may require, per its condition of approval, that the project applicant develop and implement a Transportation Demand Management (TDM) plan which targets a reduction in residential vehicle trips to and from the site. The TDM plan should be prepared in coordination with City staff.

Transportation Operations Analysis

The transportation operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric. The traffic operations

analysis includes an analysis of peak-hour traffic conditions for two signalized intersections and one unsignalized intersection.

Trip Generation

Based on the ITE trip generation rates and the proposed project description, it is estimated that the project would generate 1,585 daily vehicle trips, with 112 trips (31 inbound and 81 outbound) occurring during the AM peak hour and 132 trips (79 inbound and 53 outbound) occurring during the PM peak hour.

Intersection Operation Analysis

The results of the intersection operations analysis are summarized in Table ES-1.

Background Plus Project Intersection Operation Conditions

7. San Benito Street and Fourth Street

This all-way stop-controlled intersection would have peak-hour traffic volumes that exceed the thresholds that warrant signalization under the background plus project conditions.

However, this intersection would operate at acceptable LOS C or better during both the AM and PM peak hours under background conditions and would continue to operate at acceptable levels of service during both peak hours under background plus project conditions.

Therefore, this intersection would not be adversely affected based on the City of Hollister adverse effect criteria.

Remaining Study Intersections

The remaining study intersections are projected to operate acceptable levels of service during both the AM and PM peak hours under background plus project conditions.

Year 2045 Plus Project Intersection Operation Conditions

7. San Benito Street and Fourth Street

This unsignalized intersection would have peak-hour traffic volumes that exceed the thresholds that warrant signalization under the Year 2045 plus project conditions.

However, this intersection would operate at acceptable LOS C or better during both the AM and PM peak hours under Year 2045 conditions and would continue to operate at acceptable levels of service during both peak hours under Year 2045 plus project conditions.

Therefore, this intersection would not be adversely affected based on the City of Hollister adverse effect criteria.

Remaining Study Intersections

The remaining study intersections are projected to operate acceptable levels of service during both the AM and PM peak hours under Year 2045 plus project conditions.

Other Transportation Issues

Project's Effect on Bicycle and Pedestrian Facilities

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. With the existing limited and discontinuous bicycle network, the potential project-related bike riders would have to share the roadway with vehicular traffic, which could discourage the use of the bicycle as an alternative mode of transportation.

With the implementation of the planned bicycle facilities identified in the County's Bikeway and Pedestrian Master Plan, the site would be directly served by bike lanes along Meridian Street, providing a continuous bicycle network with access to most areas within Hollister and major facilities outside of town. However, since the above-planned bicycle facilities are not fully funded, it is uncertain when these facilities would be available. Until these facilities are built out, project-related bicycle traffic would need to share the roadway with auto traffic.

It can be expected that new pedestrian traffic would be generated by the proposed project. Pedestrian generators in the project area include commercial/retail uses within the Downtown area to the west and nearby schools. The commercial/retail areas within Downtown are located approximately 0.5-mile west of the project site. The nearest existing schools to the project site include Marguerite Maze Middle School, approximately 0.3-mile of walking distance east of the project site, and Hollister Dual Language Academy, approximately 0.7-mile of walking distance northeast of the project site.

The existing schools and commercial/retail uses in the project area could potentially attract some pedestrians and bicyclists. As shown on the project site plan, the project's proposed extension of Athena Way would be constructed with a 5-foot wide sidewalk along the south side of the roadway. The project's proposed extension of Vintage Way also would have 5-foot wide sidewalks on both sides of the roadway. However, these sidewalks would not provide a continuous pedestrian route due to missing sidewalks along the south side of Meridian Street (between Recht Street and SR-25) and no marked crossing across Meridian Street at Vintage Way.

Therefore, pedestrian access to areas east of the project site (such as Marguerite Maze Middle School and Hollister Dual Language Academy) would be constrained. Pedestrians would need to utilize a circuitous route along Athena Way and Recht Street to reach continuous sidewalks along the north side of Meridian Street.

Recommended Bicycle and Pedestrian Facilities Improvements

The proposed project should work with the City of Hollister to contribute to the implementation of any improvements that would help enhance circulation and safety of pedestrians and bicycle users in the study area.

Specifically, the project should contribute towards the implementation of crosswalks and curb ramps at the intersection of Vintage Way and Meridian Street. This improvement would provide an alternative and more direct route between the project site and destinations to the east of the project site. The improvement also would support recommended access routes to schools such as Marguerite Maze Middle School and Hollister Dual Language Academy.

Additionally, the project should contribute towards future implementation of missing sidewalks and/or planned bike lanes along Meridian Street. However, construction of new sidewalks and bike lanes may not be currently feasible due to right-of-way constraints between Rech Street and SR-25. Implementation of these improvements would be dependent upon future development of the currently vacant properties located south of Meridian Street and north of the project site.

Project's Effect on Transit Services

The project site is served by San Benito County Express bus routes with stops located at the following locations:

- School Tripper – Meridian Street and McCray Street, approximately 0.3-mile west of the project site.
- Inter-County – Fourth Street and San Benito Street, approximately 0.5-mile west of the project site.

The School Tripper routes primarily serve the schools within the City of Hollister, and the Inter-County routes provide services between the Cities of Hollister, San Juan Bautista, and Gilroy. The proposed project could increase the demand for transit services in the vicinity of the project site. However, the transit demand would be minimal due to the lack of an extensive transit network within the City of Hollister.

Site Access and On-Site Circulation

Site Access

Access to and from the project site would be provided via an extension of Vintage Way south of Meridian Street, and an extension of Athena Way east of Recht Street.

Vintage Way Access Point

Based on the project trip distribution, a majority of project trips are expected to utilize the Vintage Way access point. The access point consists of a proposed southerly extension of Vintage Way from Meridian Street, until approximately 240 feet where it intersects with the eastward extension of Athena Way.

At the intersection of Vintage Way/Meridian Street, vehicular queues are projected to be at most one vehicle (approximately 25 feet) for northbound approach and westbound left-turn movement during the AM and PM peak hours under background plus project conditions. Therefore, northbound queues along Vintage Way would not extend back to Athena Way. Westbound turns would only create minimal queuing along Meridian Street and the queue would not extend back to SR-25. However, left-turning vehicles may disrupt traffic flow along westbound Meridian Street while waiting for a gap to cross eastbound traffic. It is recommended that the project work with the City to determine the feasibility of installing a westbound left-turn pocket at the Vintage Way/Meridian Street intersection.

At the intersection of Vintage Way/Athena Way, vehicular queues are projected to be at most one vehicle (approximately 25 feet) for all approaches during the AM and PM peak hours under background plus project conditions. Therefore, southbound queues along Vintage Way would not extend back to Meridian Street. Additionally, the northbound queue would not extend back to the proposed project driveway serving apartment buildings and the eastbound queue would not extend back to Baltz Way.

Both unsignalized intersections of Vintage Way/Meridian Street and Vintage Way/Athena Way would operate at LOS C or better under project conditions. Therefore, queuing and operational issues are not expected to occur at the Vintage Way site access point.

Athena Way Access Point

The Athena Way access point consists of a proposed easterly extension of Athena Way from its current terminus at the western project boundary, approximately 110 feet east of Recht Street. The eastward extension of Athena Way would intersect with Soneya Way, Baltz Way, and Vintage Way within the project site.

Based on the project trip distribution and trip assignment, fewer than 10 inbound and 10 outbound project trips would utilize the Athena Way access point during each peak-hour. With minimal existing traffic volumes along Athena Way and Recht Street, queuing and operational issues are not expected to occur at the Athena Way site access point.

Sight Distance

Based on field observations and aerial images, there are no existing trees or visual obstructions along Meridian Street that would obscure sight distance to drivers exiting the project site, providing a clear view of approaching traffic on both sides of Meridian Street beyond the minimum required distance of 200 feet. The proposed site plan indicates that only a streetlight would be installed at the southeast corner of the intersection, along with standard curbs and curb ramps at the southwest and southeast corners. Therefore, it can be concluded that the proposed new northbound approach of Vintage Way/Meridian Street would meet the AASHTO minimum stopping sight distance standards.

Recommended Improvements

- The project should work with the City to determine the feasibility of installing a westbound left-turn pocket at the Vintage Way/Meridian Street intersection. Vehicular queues are projected to be at most one vehicle (approximately 25 feet) for the westbound left-turn movement during the AM and PM peak hours under background plus project conditions.
- The current site plan shows north and south approaches as stop-controlled at the intersection of Vintage Way/Athena Way. The east and west approaches should be stop-controlled to avoid creating queues along Vintage Way, which could potentially back up to Meridian Street during peak periods.

Vehicular Site Circulation

As shown on the site plan, an internal roadway system provides a connection to the apartment building surface parking lot and between every attached residential unit to the project site access points. The proposed internal roadway would be sufficient to serve two-way traffic throughout the project site.

Apartments

Access to a surface parking lot serving the apartment buildings is proposed via driveways along Vintage Way and Sarwat Way. The two driveways and the drive aisle connecting the driveways are shown to be 26 feet wide. There are two dead-end drive aisles approximately 80 feet long and 24 feet wide with trash enclosures at the dead-end. Due to limited turning space, waste collection trucks may need to reverse into the drive aisles to access trash enclosures. However, the dead-ends will be located along short segments of roadways and should not be problematic.

Based on the site plan, the following can be concluded:

- The Vintage Way driveway would be located 150 feet south of the Vintage Way/Athena Way intersection. The Sarwat Way driveway would be located 150 feet west of the Athena Way/Sarwat Way intersection. The proposed separation would meet the City's minimum distance requirement of 150 feet between the end of curb return and proposed driveway.
- Proposed drive aisle widths will meet the City's minimum requirement of 24 feet for two-way traffic with double-row parking (within the surface lot) and single-row parking (along Vintage Way and Sarwat Way).
- Proposed parking stall dimensions will meet the City's minimum requirement of 9 feet by 18 feet for 90-degree parking stalls.

Attached Residential

The site plan indicates each driveway will serve up to two attached residential units. Based on the site plan, the following can be concluded:

- Some driveways are shown directly adjacent to intersection curb returns. City code requires the edge of each driveway should not be less than 10 feet from the end of curb return for single-family residential developments.
- The distance separating each driveway is not indicated on the site plan. City code requires the minimum distance between the nearest points of the two driveways be at least 20 feet, unless a shared, single driveway access is approved by the City.
- The width of each driveway is not indicated on the site plan. City code requires driveways to have a minimum width of 12 feet and a maximum width of 20 feet for a double-car garage.
- The length of each driveway (setback between property line and front of garage) is shown to be 18.2 feet. City code requires driveways to be a minimum length of 20 feet to permit a vehicle to park in the driveway without blocking the sidewalk.

Recommended Improvements

- The project site should be designed following City of Hollister design standards and provide adequate width and turn-radii along all drive/parking aisles to allow for two-way circulation and adequate circulation of larger vehicles (such as emergency trucks, garbage trucks, and delivery trucks) throughout the project site. Adhering to the City of Hollister standards and requirements, and implementing the above recommendations, the proposed site access points and layout of the surface parking areas would be adequate to accommodate the circulation of both passenger and emergency vehicles.
- Red curb equal to one car length should be painted on both sides of the two project driveways serving apartment buildings to ensure exiting vehicles have proper sight distance of oncoming traffic along Vintage Way and Sarwat Way.

Pedestrian and Bicycle Site Circulation

Continuous sidewalks and pathways would be provided throughout the site, providing access between all residential units, amenities, and parking stalls. Sidewalks and pathways would measure 5 feet wide. There are no marked crosswalks indicated on the site plan.

Recommended Improvements

The project should work with the City to consider installing crosswalks at intersections which may experience higher pedestrian volumes, such as Vintage Way/Meridian Street which would be located adjacent to the proposed park and recreation center.

Parking

Vehicular Off-Street Parking

Based on the parking rates, the proposed 90 apartments (1- and 2-bedroom units) would be required to have a minimum of 158 parking stalls, of which 23 would be reserved as guest parking. The site plan shows a total of 149 on-site parking stalls. However, on-street parking for up to 25 vehicles is shown on the site plan along Athena Way.

The project intends to classify the proposed attached residential units as multifamily housing. Based on the above parking rates for 3-bedroom units, the proposed 129 attached residential units would each be required to have parking space for 2 vehicles for a total of 258 parking spaces. The site plan indicates each unit would have storage space for one vehicle within the garage and one vehicle within the

driveway. Therefore, the proposed attached residential units would meet the City's off-street parking requirements.

Bicycle Parking

City code requires multifamily housing developments to provide bicycle parking at a rate of 10% of vehicular parking spaces. Based on the above rate, the proposed apartments are required to provide a minimum of 16 parking spaces. The site plan shows 16 bicycle parking stalls would be provided.

The project intends to classify the proposed attached residential units as multifamily housing. Based on the above bicycle parking rate, a minimum of 26 bicycle parking stalls should be provided for the attached residential units. The site plan does not show additional bicycle parking for the attached residential units. However, it is reasonable to expect that bicycles could be stored within each residential unit without the need for dedicated bike racks and/or lockers.

Recommended Improvements

The project should work with the City to determine if the proposed vehicle and bicycle parking spaces would be adequate.