

Background and Purpose

On July 21, 2015, the San Benito County Board of Supervisors adopted Resolution 2015-58, certifying the Final Environmental Impact Report ("FEIR") and making other required findings under CEQA for the 2035 General Plan update, Resolution 2015-59 adopting the 2035 County General Plan ("Plan"), and Resolution 2015-60 adopting the Mitigation Monitoring and Reporting Program for the 2035 San Benito County General Plan ("MMRP").

Among other things, the Plan included adoption of four (4) New Community Study Areas ("CSA"), which are characterized as areas

"where urban development may be studied in the future but not currently allowed. New communities are anticipated to be self-contained and therefore could accommodate growth without physically dividing existing communities. New communities are envisioned to be large-scale master-planned communities that are likely to be implemented sequentially over time and designed in a comprehensive manner. A specific plan is required for all new communities to ensure a unified project that does not create divisions within existing communities." (FEIR 14-41.)

One purpose of identifying a New Community Study Area is to provide the opportunity for San Benito County to comprehensively plan for future growth while protecting productive agricultural lands, preserving open space, and creating a sustainable land use pattern in the county. Although the Southside area is not likely to be developed as a single "large-scale master-planned" community, active interest in developing the various properties functionally establishes a sequential development pattern that should, within the spirit of the Plan and the intent of the New Community Study Area concept, be designed in a comprehensive manner.

An additional purpose of CSAs is that once a specific plan is approved, it is intended to streamline the development approval process for individual projects that adhere to area planning goals, through early identification and resolution of issues, tiering of environmental reviews, and establishing a clear and consistent process for development approval.

Southside Community Study Area

The proposed Southside New Community Study Area (Exhibit 1) is generally located in central San Benito County, south of Union Road, north/east of the San Benito River, and west of Airline Highway. It is situated immediately adjacent to the designated Union CSA.

The proposed Southside CSA is consistent with the intent of the Plan in that it is an area in transition from agricultural production to urban uses. At the core of the Area is the Ridgemark community, an area of over 1,200 homes, two 18-hole golf courses (one fallow), and associated commercial uses. Surrounding Ridgemark are several small (100 unit +/-) subdivisions and extensive agricultural uses, predominantly orchards and grazing land. Land ownership is somewhat fragmented, with parcels ranging from just a few acres to over 600 acres.

Land within the proposed CSA was identified in the General Plan and General Plan EIR as potentially appropriate for urban development for a variety of reasons, including but not limited to: proximity to existing job centers, good access to existing transportation corridors, opportunities to provide public transit, opportunities for reducing vehicle miles traveled and traffic congestion, fewer impacts to high value agricultural land, opportunities for permanent preservation of open space, and fewer impacts to

environmental resources. The area within the boundaries described below has some or all of these attributes and therefore merits consideration.

This area is identified as a proposed New Community Study Area, in order to facilitate comprehensive planning, which is particularly critical here for the following reasons, among others:

- The area lies immediately adjacent to the City of Hollister southern boundary, and is partially within and partially outside the City's sphere of influence (Exhibit 2).
- Existing roadway and bicycle/pedestrian networks are inadequate to serve future development needs. Piecemeal development over a period of time is unlikely to allow appropriate opportunities for coordinated network development, reduced parking, or transportation demand management, and would result in more and longer auto trips, significant congestion, increased pollutant and greenhouse gas emissions, and public health and safety impacts.
- Area schools are near capacity and may need either to expand on existing sites or through acquisition of additional sites.
- The area is geologically active, with steep slopes and both mapped and unmapped earthquake faults and flood zone areas. Proposed changes in flood zone mapping may potentially open additional lands to development (Exhibit 3).
- The quantity of parklands within San Benito County does not meet community standards; there are no community parks within or near the area.
- Installation of a water distribution line has created intense development pressure in the area. Piecemeal development over time is unlikely to present opportunities to enhance the County's jobs-housing balance or achieve fiscal neutrality within the development area.

Study Area Issues

There are a number of important issues relating to the Southside area and the County at large that cannot be adequately addressed in the context of individual development reviews without the benefit of a more comprehensive, unified plan. Among these are:

- What is the non-residential component of area development, if any? (location & type of commercial & office, Jobs/housing balance, design, access, parking)
- Hollister School District has identified the need for a K-8 school site in the area (12 – 18 acres; 5 year MINIMUM lead time)
- An area-wide traffic analysis is needed to determine appropriate infrastructure needs as well as assess trip reduction strategies, LOS hotspots, etc.
- An area-wide assessment of non-auto circulation is needed to create a viable and safe network of walking and bicycling paths for inter-development & regional connectivity, SRTS, etc.
- What is the ultimate configuration of Southside Road? (ROW ownership, 110' ROW, design speed, constructability)
- What is the ultimate configuration of Union Road? (design, constructability, Airline Hwy intersection)
- Should Enterprise Road be extended westward? On what alignment? Are there floodplain issues? What about connectivity at San Benito Street? Should Ladd Lane be connected?
- Should Airline Highway be widened to Fairview (or Ridgemark south gate?) (design, construction timing)

- What is the design and construction timing of the Airline/Fairview intersection?
- What is the design and construction timing of the Airline/Union intersection?
- Are there sewage infrastructure capacity issues related to pumping or downstream line capacity?
- What type of parks should be in the community? What facilities should be included? What is their location? Are there access issues? How should parks be operated and maintained?
- Transit (routes, roadway accommodation)
- Should there be a GHAD in the Southside area to effectively and efficiently mitigate/alleviate concerns relating to potential geologic hazards?
- Should a CFD (or CFDs) (or other appropriate financing district/mechanism) be formed to fund/operate/maintain local infrastructure?
- How much affordable housing, if any, should be required in the Southside area? Where?
- Are there overall community design/identity issues that can help make Southside a unique community?

General Plan Land Use Goals

Among other things, the San Benito County 2035 General Plan includes a number of goals and policies related to land use, comprehensive community development, and sustainable design practices. At the broadest level (Goal LU-1), the Plan seeks to “maintain San Benito County’s rural character and natural beauty while providing areas for needed future growth.” The Plan and FEIR also include extensive references to the CSA concept, with direct reference to the Plan’s land use policies as providing guidance for implementing CSAs. The policies relating to Goal LU-1 elaborate and apply directly to the proposed Southside Community Study Area:

LU-1.1 Countywide Development

The County shall focus future development in areas around cities where infrastructure and public services are available, within existing unincorporated communities, and within a limited number of new communities, provided they meet the requirements of goal section LU-7. [Goal LU-7: “To preserve San Benito County’s historic identity and rural community character.”]

The proposed CSA is adjacent to the City of Hollister, partially within and partially outside the City’s sphere of influence. Some infrastructure and public services are available. Development pressure in the proposed CSA has intensified. A comprehensive planning program is required to ensure that development is consistent with the County’s historic identity and community character.

LU-1.2 Sustainable Development Patterns

The County shall promote compact, clustered development patterns that use land efficiently; reduce pollution and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use; and encourage employment centers and shopping areas to be proximate to residential areas to reduce vehicle trips. Such patterns would apply to infill development, unincorporated communities, and the New Community Study Areas. The County recognizes that the New Community Study Areas comprise locations that can promote such sustainable development.

Aside from portions of the Ridgemark community, the proposed CSA consists largely of agricultural lands and rural-type development. The proposed CSA is a location that can promote sustainable development

but uncoordinated piecemeal development based on individual applications without a thoughtful, more comprehensive approach is likely to result in unsustainable sprawling development patterns, inefficient planning related to infrastructure and public service needs, and further skew the County's jobs/housing balance. Coordinated planning and design is necessary to use land efficiently, reduce pollution, preserve finite community resources, and reduce auto trips.

LU-1.3 Future Development Timing

The County shall ensure that future development does not outpace the ability of either the County or other public/private service providers to provide adequate services and infrastructure. The County shall review future development proposals for their potential to reduce the level of services provided to existing communities or place economic hardships on existing communities, and the County may deny proposals that are projected to have these effects.

The study area includes land that could accommodate more than 3,000 residences. No comprehensive analysis has been conducted to ascertain timing of or potential funding for needed infrastructure improvements or to adequately serve anticipated development.

LU-1.4 Identifiable Community Boundaries

The County shall encourage defined boundaries between communities (e.g., cities and unincorporated communities).

Sprawling development patterns that occur as a result of approval of piecemeal development application are unlikely to include features that appropriately define boundaries or community edges.

LU-1.5 Infill Development

The County shall encourage infill development on vacant and underutilized parcels to maximize the use of land within existing urban areas, minimize the conversion of productive agricultural land and open spaces, and minimize environmental impacts associated with new development as one way to accommodate growth.

The proposed CSA is situated at the urbanizing edge of Hollister. Coordinated planning is needed to ensure maximum retention of agricultural lands and open spaces, and minimization of environmental impacts associated with new development.

LU-1.6 Hillside Development Restrictions

The County shall prohibit residential and urban development on hillsides with 30 percent or greater slopes.

The proposed CSA contains hillsides, floodplains, and earthquake fault zones. Through a comprehensive planning effort, this policy can be effectively implemented within a thoughtful land use plan that takes these natural features properly into account.

LU-1.7 Community Plans

The County should consider the development and adoption of Community Plans for existing unincorporated communities in order to maintain/establish a community identity, coordinate traffic and circulation improvements, promote infill development where public services are already in demand, identify recreational needs, and ensure coordinated development.

"Ridgemark" has a well-known place identity, including listing as a Census Designated Place. A master subdivision plan for Ridgemark was adopted in 1972, with additional updates and changes through the 1980s and 1990s. Other, surrounding subdivisions have their own design identity. Throughout the area,

subdivisions have been developed with an emphasis on internal circulation, but dendritic (tree-like) roadway patterns with respect to external roadways. Dendritic patterns concentrate traffic at key intersections and contribute to congestion at those places. Coordinating street linkages between individual developments creates a more functional network, enhances non-auto trip making, reduces congestion and pollutant emissions, and enhances safety. Coordinating individual developments also enhances opportunities for community parks, schools, and other facilities.

LU-1.8 Site Plan Environmental Content Requirements

The County shall require all submitted site plans, tentative maps, and parcel maps to depict all environmentally sensitive and hazardous areas, including: 100-year floodplains, fault zones, 30 percent or greater slopes, severe erosion hazards, fire hazards, wetlands, and riparian habitats.

The proposed CSA includes both environmental resources such as sensitive areas and riparian habitat, as well as geologic hazards such as earthquake faults, floodplains, and steep slopes. Coordinated planning is necessary to avoid hazards and sensitive resources and to maximize utilization of available land for sustainable development.

LU-1.9 Airport Land Use Coordination and Consistency

The County shall coordinate planning and zoning with the San Benito County Airport Land Use Commission and ensure that all land uses and regulations within the Hollister and Frazier Airports areas of influence are consistent with the adopted San Benito County Airport Land Use Compatibility Plan.

Not applicable to the proposed Southside CSA.

LU-1.10 Development Site Suitability

The County shall encourage specific development sites to avoid natural and manmade hazards, including, but not limited to, active seismic faults, landslides, slopes greater than 30 percent, and floodplains. Development sites shall also be on soil suitable for building and maintaining well and septic systems (i.e., avoid impervious soils, high percolation or high groundwater areas, and provide setbacks from creeks). The County shall require adequate mitigation for any development located on environmentally sensitive lands (e.g., wetlands, erodible soil, archaeological resources, important plant and animal communities).

The proposed CSA includes both environmental resources such as sensitive areas and riparian habitat, as well as geologic hazards such as earthquake faults, floodplains, and steep slopes. Coordinated planning is necessary to avoid hazards and sensitive resources and to maximize utilization of available land for sustainable development.

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Numerous policies throughout the other elements of the Plan also directly apply to proposed and potential developments within the Southside area. The following policies are related specifically to Community Study Areas:

LU-8.1 New Community Purpose

The County shall consider applications for New Communities on a case-by-case basis in order to accommodate future growth in new, balanced communities.

The Southside CSA is proposed in response to substantial developer interest in the area. At least 9 individual development proposals are known, totaling at least 3,000 dwelling units.

LU-8.2 New Community Threshold

The County shall consider any proposed development project that is a unique, self-contained new development a New Community, and as such, subject to the policies of this goal section. The Director of Planning and Building Inspection Services will have the discretion to determine which projects constitute a New Community, but they would generally be projects that cannot be developed under existing allowed residential densities, even with clustered residential incentives, and contain a variety of proposed uses, including residential, employment, neighborhood retail, as well as an emphasis on pedestrian and bicycle circulation and recreational opportunities. The County would especially like to further the development of any project that would provide significant connection to and expansion of the county and regional trail network.

The proposed Southside CSA has the potential to be developed as a new community with a unique, largely self-contained community. That potential would likely be lost if development approvals were processed individually, without a core set of planning and design principles. Uncoordinated development is likely to further skew the County's jobs-housing balance and increase vehicle trips. The area is bounded by the San Benito River on its south side, an area which is actively being planned for a regional park and trail system.

LU-8.3 New Community Location Requirements

The County shall only accept applications for the establishment of New Communities if:

- a. They are accessible to existing major transportation routes and corridors, such as State highways, and/or provide opportunities for public transit.*
- b. They are accessible to employment centers.*

The proposed CSA is bounded on the north/east by Airline Highway (SR 25), a major arterial. Employment centers in Hollister and Santa Clara County are directly accessible via SR 25.

LU-8.4 New Community Application Content Requirements

The County shall require all project applicants for New Communities to provide the County with the following information:

- a. A Project Summary that includes: a project description, site history, discussion of the roles of the applicant and County in preparation of the Specific Plan and applicable CEQA environmental review, identification of the anticipated planning issues that will need to be addressed through the application process, and an estimated project schedule.*
- b. Completed General Plan Amendment and Zone Change applications.*
- c. A Specific Plan consistent with State specific plan requirements, including the location and intensity of planned land uses and circulation system. The plan should result in a more dense land use pattern than would normally be allowed under existing General Plan designations and zoning, provide the opportunity for a mix of land uses and densities (e.g., residential, commercial, mixed-use, employment generating, and public facilities), ensure access and efficient movement by multiple modes of transportation (e.g., car, transit, bicycle, and pedestrians); and provide for energy efficiency and water conservation.*
- d. An Infrastructure Master Plan that identifies public and private infrastructure needs; service district or assessment area formation details; a development phasing plan; and a strategy for the installation, operations, and ongoing maintenance of infrastructure required to support the new community. The Plan should include facility designs and operation techniques that promote energy efficiency and water conservation. The plan shall be consistent with all applicable private, local, regional, State, and Federal infrastructure regulations and programs related to*

transportation, sewage and wastewater treatment, water quality and quantity, drainage, parks and open space, and any other public facilities, infrastructure, and services.

- e. A Fiscal Impact Analysis that includes an assessment of projected tax revenues compared to projected County service costs in order to demonstrate that the community will have a fiscally neutral or positive impact on the County and any special districts that provide services to the project.*
- f. A Water Supply Analysis that demonstrates access to adequate existing and future water supply for the project.*
- g. A Public Service Financing Program to ensure that upon buildout the New Community will provide or fund a full range of needed public services, including fire protection, law enforcement, parks, library, community center, and other necessary public services.*
- h. A commitment to enter into a Reimbursement Agreement requiring deposits into a Trust Fund with San Benito County for all, or an agreed upon portion, of the estimated staff costs for processing the application, including the costs for preparing the applicable CEQA environmental review.*

Each of the above-referenced items will be addressed through the CSA planning and design process.

LU-8.5 Sustainable New Communities

The County shall encourage New Communities to be planned and designed to reflect the spirit and intent of sustainable growth strategies, such as providing, as appropriate to the site and scale of the proposed New Community:

- a. easy access to major transportation links, transit, and bicycle networks;*
- b. a balance between jobs and housing;*
- c. good internal connectivity and good connectivity to the community at large;*
- d. a reduced parking footprint; a transportation demand management program;*
- e. institutions such as schools within walking distance from residences;*
- f. distinct, compact, walkable neighborhoods, each with a recognizable center;*
- g. walkable streets with shade trees and sidewalks or walking paths;*
- h. habitat avoidance and conservation plans; and*
- i. restoration of resources such as riparian corridors and permanent preservation of open space.*

Each of the above-referenced items will be addressed through the CSA planning and design process.

LU-8.7 New Community Public Services Commitments

The County shall require project applicants for New Communities to study and commit to the County, through a development agreement, that necessary long-term public services funding can be provided as part of the approval of any New Community.

It is anticipated that development agreements and other contractual arrangements will be considered during the CSA planning and design process.

LU-8.8 Transportation Efficiency of New Communities

The County shall encourage New Communities to be designed to maximize internal transportation efficiency through designs that minimize trip generation. Design features could include higher density residential uses near employment uses, schools, and neighborhood retail, as well as enhanced pedestrian, bicycling, and transit opportunities.

Each of the above-referenced items will be addressed through the CSA planning and design process.

LU-8.9 Conservation of Land

The County encourages project applicants for New Communities to use conservation techniques, such as the techniques contained in policies under Goals 3 and 4 of the Land Use Element, as an incentive to protect farmland and focus future development away from the most productive farmland.

Each of the above-referenced items will be addressed through the CSA planning and design process.

CEQA

The proposed Southside New Community Study Area is fully consistent with the San Benito County 2035 General Plan, which was the subject of an EIR adopted in July 2015. When an EIR has been certified for a project, no subsequent EIR need be prepared for that project unless the lead agency (County) determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The San Benito County 2035 General Plan includes four (4) adopted New Community Study Areas. The Plan FEIR does not identify any significance thresholds, potential impacts, or unavoidable impacts relating specifically to the adopted New Community Study areas. Addition of another CSA does not facilitate any growth beyond that contemplated in the General Plan FEIR. Rather, it creates a mechanism for systematically processing development applications and allocating responsibility for infrastructure improvements. For example, mitigation measure LU-1b was added to the Plan to enhance New Community connectivity requirements:

Policy LU-8.10: New Community Connectivity Requirements

To support integrated land use planning that fosters connectivity between land uses and the circulation system in New Communities, the County shall encourage the following parameters to reduce barriers to connectivity:

1. Limit the use of fences and walls around New Communities or Planned Developments, or public thoroughfares that create barriers for multi-modal travel and an integrated circulation system;
2. Design parking areas near mixed-use, multi-family, and other high-density housing planned developments to be well-connected, and to accommodate pedestrian routes, as appropriate to the context;
3. Provide multiple access points (roadways, bicycle paths through cul-de-sacs) for multi-modal types of transportation (vehicular, bicycle, pedestrian) so that the New Communities are well connected and provide a comprehensive network of traffic without undue concentration;
4. Discourage sound walls within New Communities and instead encourage other design solutions to address noise issues, that may include traffic distribution across a well-connected and configured network, narrower roadways, and traffic calming measures, as appropriate to the context; and
5. Encourage additional trail and street connections between proposed New Communities and Planned Developments and established neighborhoods, as appropriate to the context.

The FEIR further notes that:

“Implementation of Mitigation Measure...LU-1b would result in a reduction in the potential for new development and related infrastructure to physically divide an existing community. These

mitigation measures, together with the goals and policies proposed in the 2035 General Plan, would ensure that the County consider community integrity when reviewing proposals for new developments, and when siting and constructing new linear utility infrastructure, roadways, and transit and rail facilities, and thus reduce the potential impacts of any such physical division to a less than significant level.”

Adoption of a fifth New Community Study Area does not involve new significant environmental effects or an increase in the severity of previously identified significant effects.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The Plan FEIR was approved in July, 2015, less than 1 year ago. No new significant effects or increased severity of previously studied effects have been identified.

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The Plan FEIR, approved in July, 2015, contemplated development within the study area. No new information relating to significant effects not discussed in the FEIR, or substantially more severe than shown in the FEIR, has become known. Neither have proposed or potential changes in mitigation measures been identified that would reduce significant effects on the environment, which measures could potentially apply to the proposed Southside CSA. The CSA would establish a comprehensive planning framework to ensure that growth is consistent with the goals of the general plan.

Project Approach

Should the Board of Supervisors choose to amend the General Plan in accordance with the recommendation, proposed development would be required to demonstrate conformance with a Specific Plan (Government Code § 65450-65457) once it is prepared and adopted. It is anticipated that a Specific Plan would require 12-15 months to prepare, including an environmental impact report (EIR). It is anticipated that a “tiered” EIR approach would be used, as appropriate under CEQA, since the General Plan EIR was certified less than a year ago and given that the Specific Plan is intended to implement the growth already planned for under the General Plan rather than modify growth patterns/uses. It is anticipated that the Specific Plan EIR would address similar issues, but at a greater level of detail than the General Plan EIR. This would also enable property owners to tier off of the Specific Plan EIR (pursuant to CEQA Guidelines Section 15183) and streamline future environmental review for individual projects that are consistent with the Specific Plan.

Public Engagement

On February 18th, 2016, RMA staff held an informal community meeting to discuss the Southside planning area. At that time, staff was considering pursuing technical studies for traffic, parks, and other public facilities that would be used as input to preliminarily identify broader infrastructure needs for the Southside area. However, to ensure an efficient approach to this planning effort and related technical analysis, it was determined that the underlying decision of whether to proceed with a broad, specific planning effort should be considered first. Should the Planning Commission/Board decide to pursue this comprehensive planning approach, then the County would retain the appropriate technical consultants to conduct the required analyses.

Staff anticipates a very robust public engagement process in connection with this planning effort, including preparation of a written Engagement Plan. Four different types of engagement will be utilized at different stages of the planning process:

- **Information giving:** Provides objective information to the public and other interested parties on relevant issues. Information flow is one way. Information should be accurate, clear, up to date, and presented with honesty and integrity. Clear presentation in a manner that can be easily understood by the target audience.
- **Information gathering:** Collecting detailed information on attitudes, opinions and preferences of target audiences. Assists understanding and decision making by providing insight into issues in which the public and other interested parties have a stake. Information should be treated responsibly and reported objectively and transparently, with consideration of privacy and confidentiality.
- **Consultation:** Obtaining specific and detailed feedback on evidence presented, alternative policy options and/or decisions proposed. Responses are invited. The information flow should be two way. Need to publish formal response to feedback received. Policy decisions will be influenced and people taking part will be clearly informed of outcomes. Participants are kept informed of results, especially in regard to how the consultation exercise affected program development.
- **Involvement:** Involvement of participants/stake holders in the analytical process and development of potential options. Provides deep insight into concerns and aspirations. The communication must be two way, to create a greater sense of participant empowerment. There is a special need to be clear about the role of participants and a clear invitation to participate. Ultimate policy making responsibility should be made clear to participants. There should be some community ability to influence decisions as participants may be involved in implementation.

After appropriately engaging with stakeholders, the consultant will prepare a draft specific plan and related EIR. The Specific Plan and EIR then would be considered through the normal public hearing process by the Commission and Board of Supervisors. If approved, then individual property owners would come forward with individual development applications, show consistency, and obtain project approvals.

Recommendation

It is recommended that the Planning Commission recommend that the Board of Supervisors:

- Adopt Resolution 2016-xx, recommending that the Board of Supervisors adopt General Plan amendment 2016-XX and finding that none of the circumstances triggering additional CEQA review have been triggered under CEQA Guidelines Section 15161.

- Direct staff to initiate a Specific Plan process pursuant to Government Code § 65450-65457;
- Direct staff to initiate a robust public engagement process within the planning process that includes, at a minimum, the following:
 - Preparation, within 30 days, of a written public engagement plan for the project.
 - An overall *preliminary* schedule for the planning process, recognizing that the complexity of technical studies, public dialogue, and other issues may affect timing.
 - A “kick-off” meeting to be held within 30 days of approval of the General Plan amendment, for the specific purposes of discussing the public engagement strategy, engaging Southside CSA property owners and developers in discussion about a Southside community vision

Exhibit 1 – Proposed Southside Community Study Area

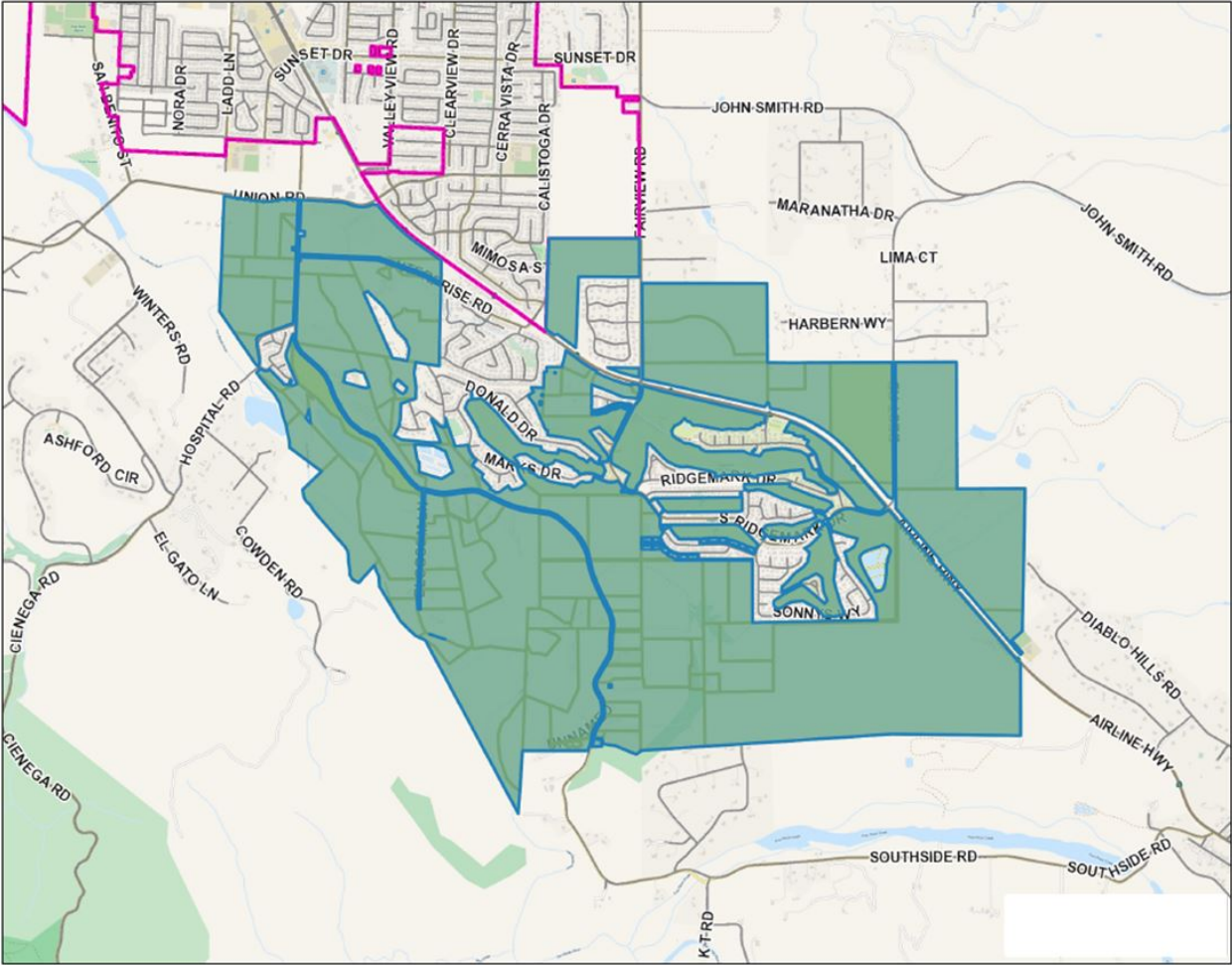


Exhibit 2 – Relationship of Southside CSA to Hollister City Boundary

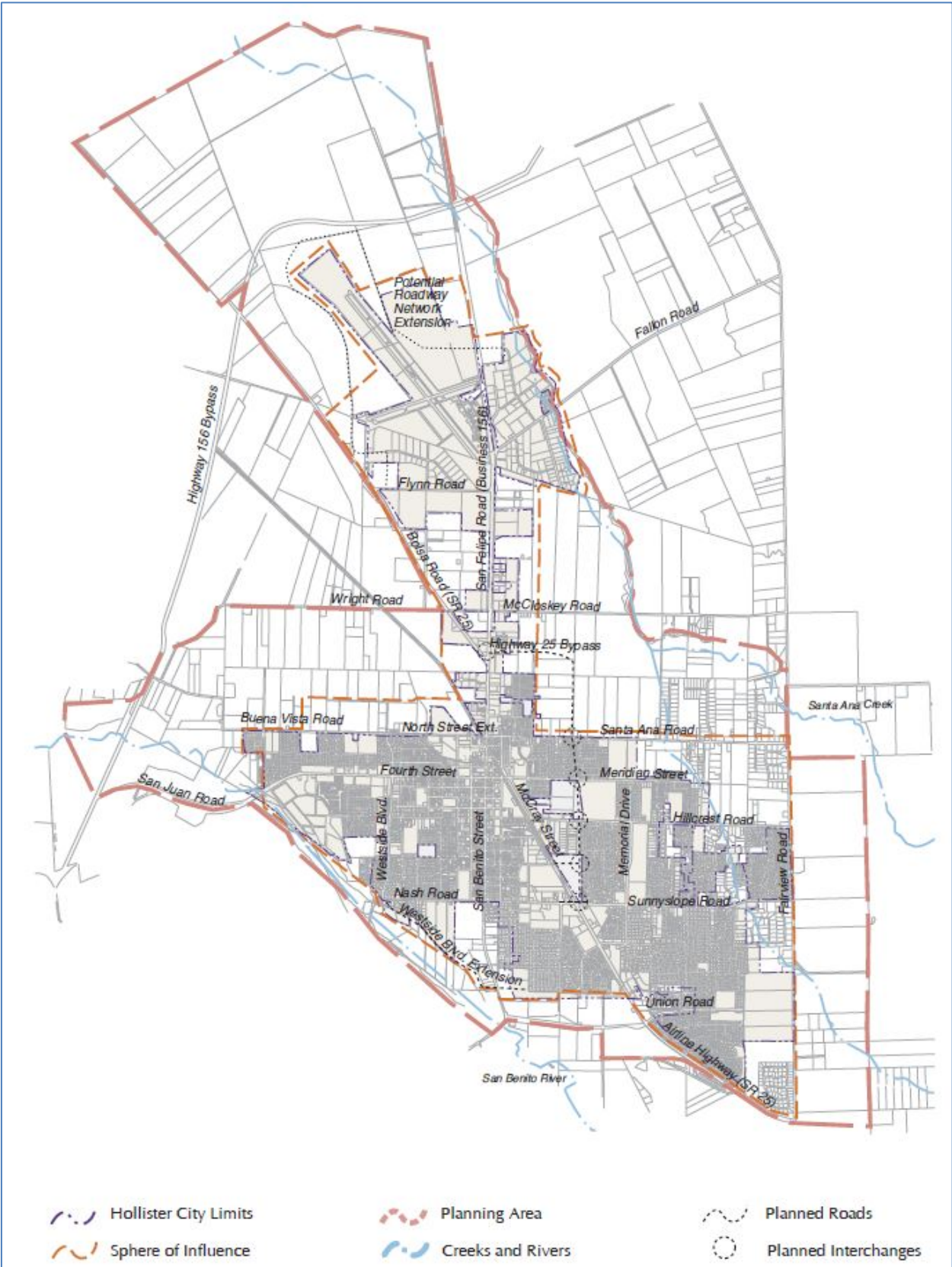


Exhibit 3 – Known Geologic & Flooding Hazards in the Southside CSA

