

2020 Notice of Preparation
and Comments Received



Notice of Preparation

Notice of Preparation

To: Trustee/Responsible Agencies

From: County of San Benito, Resource Management Agency

2301 Technology Parkway

Hollister, CA 95023

(Address)

(Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

The County of San Benito will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other project approval.

Pursuant to the public participation goals of CEQA, the County, in its role as lead agency, will hold a public scoping meeting to allow an opportunity for the public and representatives of the public agencies and other organizations to provide input on the scope of the EIR. The scoping meeting is scheduled for Thursday, November 5, 2020 at 6:00 p.m. and is scheduled as a virtual Zoom meeting. You can join the Zoom scoping meeting by going to: <https://zoom.us/j/93293121417?pwd=b0VFWS9mQTJXanZWUG1jNTVpaVdYZz09>. Meeting ID: 932 9312 1417. Passcode: 900167. Or join by One tap mobile: +16699006833, 93293121417# US (San Jose) or +14086380968, 93293121417# US (San Jose). Any update to these instructions will be posted on the County web site prior to the scoping meeting.

The project description, location, and the potential environmental effects are contained in the attached materials. This information is also posted on the County's web site at: <https://www.cosb.us/departments/resource-management-agency/planning-and-land-use-division>.

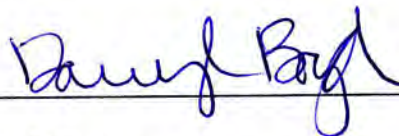
Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than **30 days after receipt of this notice**. Please send your response to Darryl Boyd, Principal Planner at the address shown above or at dboyd@cosb.us. We will need the name for a contact person in your agency.

Project Title: Ridgemark Master Plan

Project Applicant, if any: Angels Company, LLC/Mr. John Wynn

Date: October 16, 2020

Signature: _____



Title: Principal Planner

Telephone: (831) 637-5313

Ridgemark Subdivision EIR

Notice of Preparation

PROJECT LOCATION AND SETTING

The proposed project is located on approximately 253 acres within the approximately 618-acre Ridgemark Golf Course and Country Club property (“project site”), south of State Route 25 (Airline Highway) in unincorporated San Benito County, and southeast of the City of Hollister. [Figure 1, Location Map](#), shows the regional setting of the project site. Regional access to the site is provided by State Route 25 and Fairview Road. The project site is presented on [Figure 2, Aerial Photograph](#). The areas of the project site that would be developed are identified in Figure 2 as “Development Area” (hereinafter “development area”). The development area boundary represents the general locations of the Ridgemark property that would be subdivided and modified by future residential and commercial development. Direct access to the site is provided from three gated entry points off of State Route 25: Ridgemark Drive, Dan Drive, and South Ridgemark Drive. Ridgemark Drive provides the primary access route into the project site.

Surrounding Land Uses

[Figure 3, Project Site and Surrounding Land Uses](#), presents an aerial view of the project site. Land uses in the vicinity of the project site are presented in [Table 1, Surrounding Land Uses](#).

Existing Developed Site Conditions

The project site has seen many changes since 1972, when what used to be a turkey farm was subdivided and developed with a gated residential community with a 36-hole, PGA-quality golf course. Existing development on the Ridgemark property was approved in phases with multiple final maps and environmental documents over many years. In April 2014, when drought conditions forced the Sunnyslope County Water District to reduce water supply to the project site, 18-holes were eliminated, with many of the former fairways left fallow. Existing development on the project site includes single-family and multi-family homes on 697 residential lots, one 18-hole golf course, 32 transient occupancy guest rooms, clubhouse, banquet rooms, restaurant, pro shop, driving range, six tennis courts, playground, and ponds.

Table 1 Surrounding Land Uses

| Direction | Land Uses |
|-----------|---|
| North | Quail Hollow and Oak Creek Neighborhoods; Sunnyslope County Water District Office; Future Ridgemark Assisted Care Facility; State Route 25 (Airline Highway); Future Roberts Ranch Subdivision; Cielo Vista Neighborhood; Future Gavilan College – San Benito Campus; Fairview Corners Residential Specific Plan; and Vacant Land |
| South | Southside Road; Future Promontory at Ridgemark Subdivision; Agricultural Land; Rural Residential; and Vacant Land |
| East | Vacant Land; Orchard; and Proposed Vintage Specific Plan Residential Development |
| West | Vacant Land and Rural Residences. |

SOURCES: Google Earth 2019, EMC Planning 2020

Existing Site Conditions

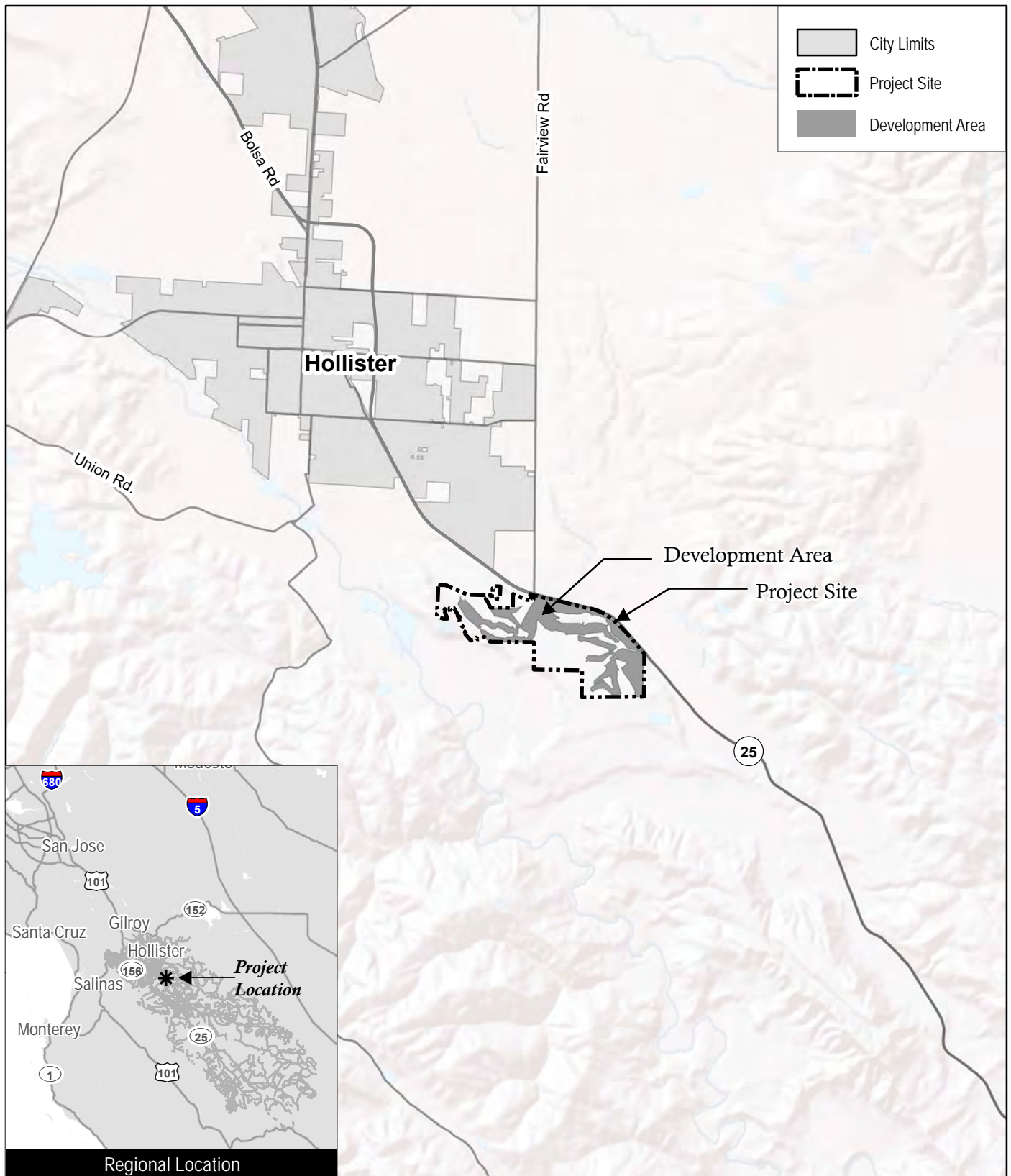
The project site consists of several areas within and adjacent to the existing gated residential subdivision, clubhouse and driving range. [Figure 4, Overall Site Plan](#), presents a color-coded description of existing and proposed development on the project site.

Areas of the project site outside the gated residential community consist of the following:

- Areas located east of Ridgemark Drive including the existing clubhouse and cottages on 7.36 acres; a 3.36-acre parking lot, a 15.1-acre driving range; and 3.39 acres with landscaping and a drainage pond located between the existing clubhouse and State Route 25; and
- An additional 3.79 acres located on both sides of Dan Road between the residential community and State Route 25. An existing maintenance yard is located within this area on the east side of Dan Road.

Areas of the project site within the gated residential community consist of the following:

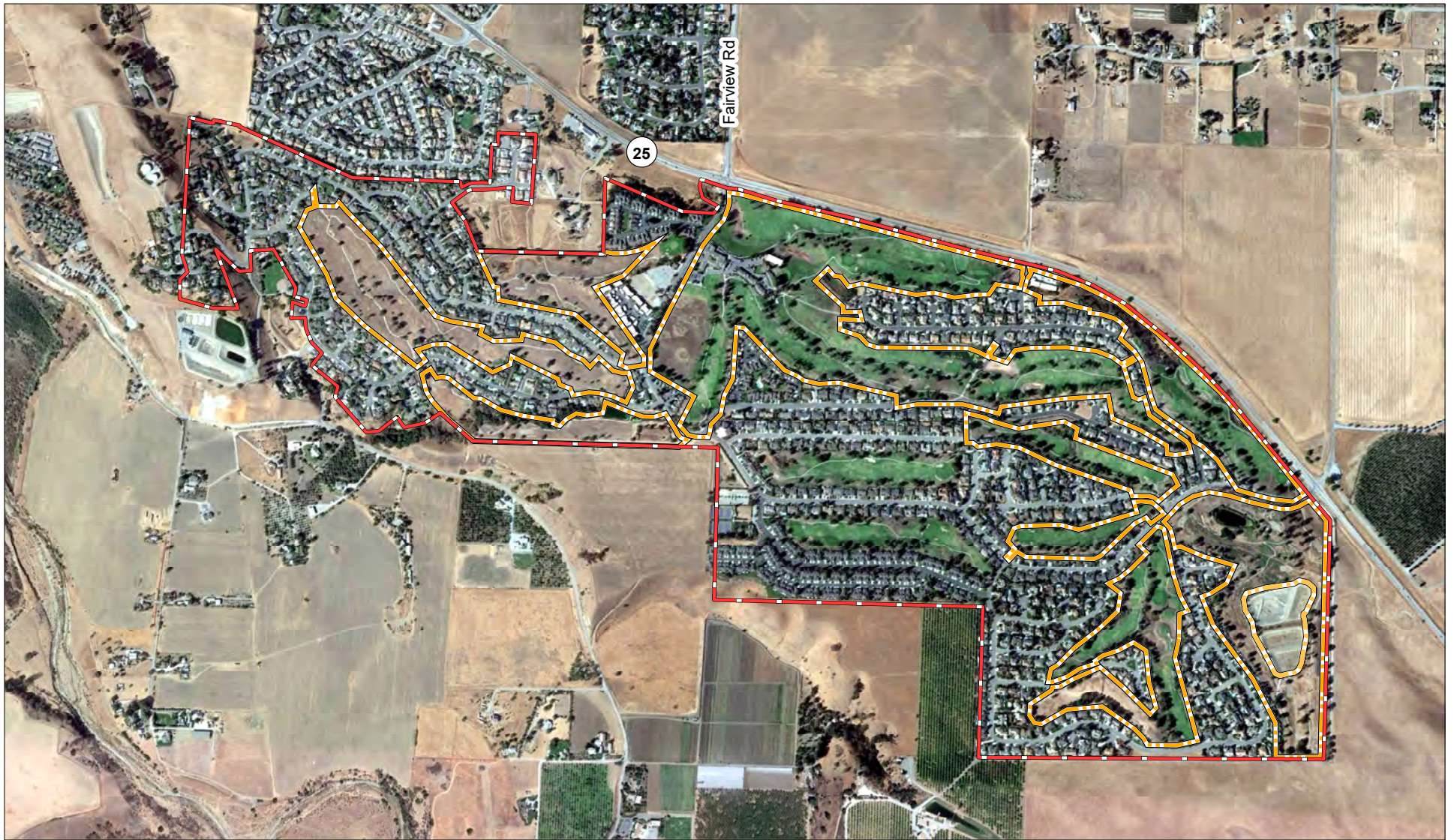
- East of Ridgemark Drive, the site includes the existing active golf course and adjacent single-family development. A number of water features/hazards are present on the fairways. Several of the water features and drainages include locations where the California tiger salamander (*Ambystoma californiense*) listed by CDFW and USFWS as a threatened species, have been observed in the past, and these features may provide suitable habitat for special status plant and wildlife species;



Source: ESRI 2019

Figure 1
Project Location

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0 1250 feet



Project Site



Development Area

Kelley Engineering & Surveying 2019, Google Earth 2018



Figure 2
Aerial Photograph

Ridgemark Subdivision EIR Notice of Preparation

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0 1250 feet



Project Site



Development Area

Kelley Engineering & Surveying 2019, Google Earth 2018



Figure 3
Project Site and Surrounding Land Uses
Ridgemark Subdivision EIR Notice of Preparation

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Source: Kelley Engineering and Surveying 2019

Figure 4
Overall Site Plan

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- Multifamily residential development is located near the center of the site east of the existing driving range and near the southern boundary of the project site along Duffin Drive;
- The eastern portion of the site, generally located along and east of South Ridgemark Drive and Sonny's Way, consists of existing homes and streets, natural drainages, former water hazards, drainage ponds, and fallow former fairways near the easternmost portion of the project site. Ornamental tree species and concrete golf cart paths are present within the otherwise fallow fairways;
- Two water storage ponds, one owned and operated by Ridgemark and the other owned and operated by the Sunnyslope County Water District are located within the easternmost portion of the project site. No changes are proposed to the existing Sunnyslope County Water District pond. In this portion of the project site, much of the unoccupied flat land between existing development to the south and State Route 25 to the north has been used for the disposal of landscape trimmings and construction spoils;
- West of Ridgemark Drive, the project site consists of fallow former golf course fairways west of Ridgemark Drive. A number of ornamental tree species and concrete golf cart paths are present within the otherwise fallow fairways west of Ridgemark Drive; and
- South of Marks Drive, the project site includes vacant land adjacent to two existing drainage ponds.

In addition to these areas, a drainage ditch runs east-west along the northern portion of the project site adjacent to State Route 25. There are several areas within the project site and proposed development area boundary that can support native plant and animal species.

General Plan Land Use Designation and Zoning

The project site has a *San Benito County 2035 General Plan* land use designation of Residential Mixed (RM), and Commercial Neighborhood (CN) at the project entrance from Highway 25. The San Benito County zoning designation for the project site is R-1, Single-family Residential, and RM, Residential Multiple. A portion of the project site identified as "Contract Zone per Rec File No. 8403420" on the Vesting Tentative Map (refer to Figure 3-7). This area is located within the RM zone district. [Figure 5, Existing Zoning](#), presents the existing zoning designations on the overall Ridgemark property.

PROJECT DESCRIPTION

The proposed project would amend the zoning on the site as needed to establish a base zone of “Single-family Residential (R-1)” District combined with either the “Planned Unit Development (PUD)” Combining District or the Neighborhood Commercial District (C-2) Combining District, a vesting tentative map, residential and commercial/non-residential development, recreational/open space improvements, roadway improvements, and utility improvements.

Rezone

The proposed project includes rezoning, as necessary, on all or a portion of the project site to establish a base zone of “Single-family Residential (R-1)” District combined with either the “Planned Unit Development (PUD)” Combining District or the Neighborhood Commercial District (C-2) Combining District consistent with, and at the development intensity identified in the vesting tentative map. The PUD District allows flexibility from the residential development standards of the R-1 District.

Vesting Tentative Map

The proposed vesting tentative map would re-subdivide the project site to create 190 new residential lots, five new commercial/non-residential lots, nine buffer zone lots, six undeveloped lots, five golf course lots, and one lot for a park; all within the proposed development area. The vesting tentative map is presented in [Figure 6, Vesting Tentative Map](#). Greater details of the proposed development (refer also to Figure 3) are presented in [Table 2, Subdivision Components](#).

Table 2 Subdivision Components

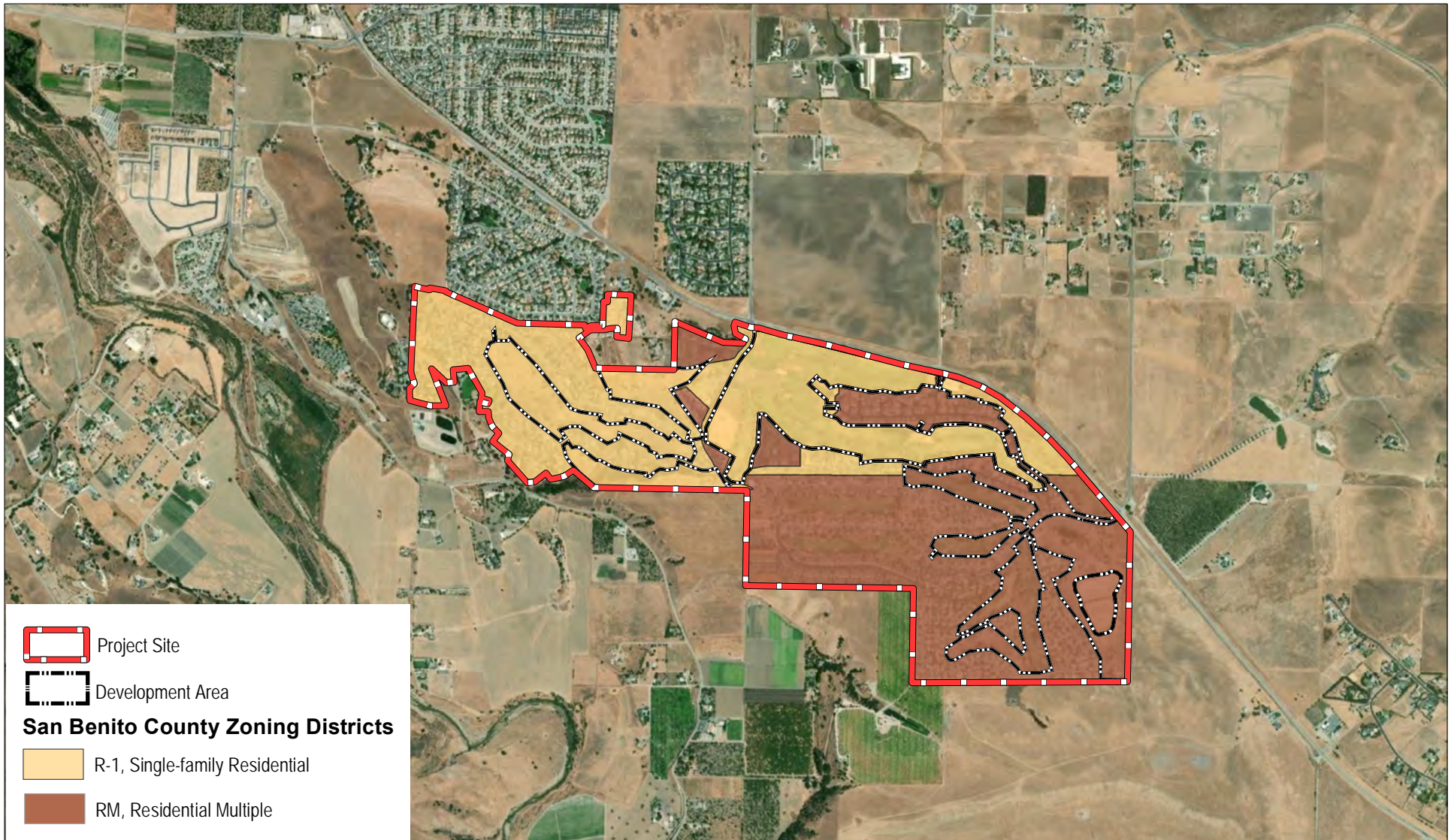
| Land Use | Number of Lots | Acreage ^{1,2} |
|---------------------------|----------------|------------------------|
| Residential | 190 | 71.68 |
| Commercial | 5 | 17.84 |
| Buffer Zone | 9 | 12.28 |
| Pond or Other Undeveloped | 6 | 19.33 |
| Golf Course | 5 | 115.32 |
| Park | 1 | 4.00 |
| Right-of-Way | - | 12.67 |
| Total | 216 | 253.12 |

SOURCE: Kelly Engineering and Surveying 2019

NOTES:

1. Numbers may vary due to rounding.

2. Acreages are approximate.



Source: Google Earth 2020, ESRI 2017

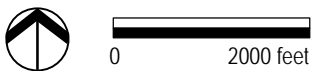
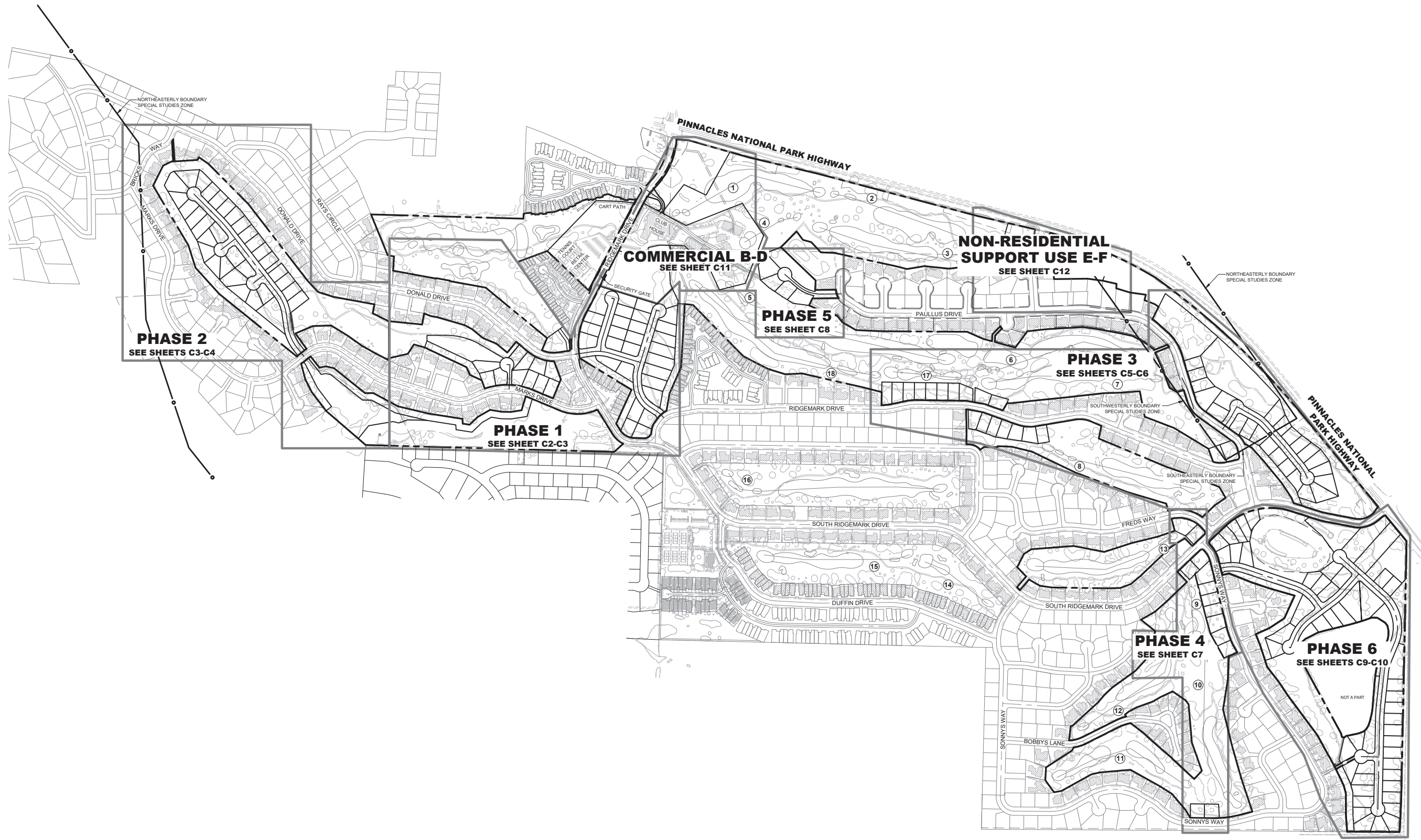


Figure 5
Existing Zoning

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Source: Kelley Engineering and Surveying 2019

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Residential Development

The proposed 190 new residential lots would comprise approximately 71.68 acres of land that was previously used as a golf course/driving range. New residential lots will be located a minimum of 50 feet distant from any existing residential lot. All new proposed residential lots are a minimum of 10,000 square feet in size. Development of residential lots, related support access and utility infrastructure improvements will be phased, depending on market demand.

Commercial/Non-residential Development

The proposed commercial/non-residential development includes five lots, Lot B through Lot F, totaling 17.84 acres (refer to Figure 3). Commercial Lot A on the tentative map has already been approved for commercial development and therefore, is not included in the proposed project. Development on Lot A will be treated as a baseline condition. New commercial development is proposed on Lots B and C, which are located between the existing developed areas and State Route 25. Existing uses on Lot D include the club house, pro-shop, food and bar service, overnight cottages, office and meeting room areas.

A 154-room hotel is proposed to replace the existing cottages on Lot D. Lots E and F, located farther east along State Route 25, would be developed for maintenance and service support facilities for the project site. The breakdown of each lot by area is presented in [Table 3, Commercial/Non-residential Lots](#).

Table 3 Commercial/Non-residential Lots

| Lot | Proposed Use | Acres | Building Square feet |
|-------|---------------------|-------|----------------------|
| B | Commercial | 3.39 | 15,000 |
| C | Commercial | 3.30 | 30,300 |
| D | Hotel | 7.36 | 107,000 |
| E | Maintenance/Service | 2.71 | 13,800 |
| F | Maintenance/Service | 1.08 | 5,400 |
| Total | | 17.84 | 158,000 |

SOURCE: Kelly Engineering and Surveying 2019

Use Permit

The commercial and non-residential development will require the approval of use permits in accordance with County Zoning Code requirements. Use permit applications and specific development proposals have not been submitted at this time pending approval of the rezoning and vesting tentative map. The EIR is intended to provide environmental clearance for the subsequent commercial and non-residential specific development to the maximum extent possible.

Parks and Open Space

Approximately 36 acres of open space is proposed. A four-acre park is proposed on the currently abandoned golf course area between Marks Drive and Donald Drive.

Improvements will include a tot lot, picnic area, tables, hard surface court for basketball and turf field, with connecting walking and bike trails. The park and trail system improvements will be designed in conjunction with the Ridgemark Homes Association (RHA). Improved areas are intended to be dedicated to the RHA for their ownership and use. The existing tennis center would remain as a private facility, accessible to the residents of RHA and their guests.

Access and Circulation

A new entry gate feature is proposed on Ridgemark Drive. A new intersection would be constructed prior to entering the gate area that provides access to Lot A and Lot B. In order to accommodate project-generated traffic, Ridgemark Drive between State Route 25 and Marks Drive will be widened from two to four lanes where possible, and to three lanes if adequate room is not available for a four-lane road design. All proposed roadways would be developed consistent with existing street standards within the project site area.

Utility Infrastructure

Sewer and water services will be provided by Sunnyslope County Water District. On-site storm water facilities would be developed according to County standards. The volume of water demand for the various proposed uses may require the preparation of a Water Supply Assessment. If required, the assessment will be prepared and included in the EIR.

POTENTIAL ENVIRONMENTAL EFFECTS

The County has determined that an EIR be prepared to evaluate the direct and indirect physical environmental impacts resulting from the proposed project. Therefore, the County will prepare an EIR. There are no agricultural, timberland, forestland, or mineral resources on the project site. The types of probable environmental effects and the scope of analysis associated with construction and implementation of the proposed project are summarized below.

Aesthetics

Caltrans has listed State Route 25 as an eligible scenic route in the State Scenic Highway Program. The proposed project may alter the visual character of the project site when viewed from State Route 25 and other public areas outside the project boundary. The EIR will identify the potential for the proposed project to alter visual resource conditions in the project vicinity. The EIR will discuss the existing and proposed visual character and quality

of public viewsheds, including State Route 25, Southside Road, and the project site, identify sensitive viewer groups and the duration of exposures to visual changes including light and glare. The EIR will identify visual resources and potential impacts to them and, if necessary, present mitigation measures to reduce significant impacts to a less-than-significant level.

Air Quality

The project site is located in the North Central Coast Air Basin (air basin), which is under the jurisdiction of the Monterey Bay Air Resources District (air district). The proposed project is anticipated to result in an increase in criteria air pollutant emissions during its operations, primarily through new vehicle trips generated by the proposed project and during construction of the proposed project. The EIR will describe the physical and climatological characteristics of the air basin, and provide a general overview of regulatory requirements (federal, state, regional, and local) related to air quality. The discussion will include quantification and evaluation of project air quality impacts using San Benito County and the air district's air quality management plans and CEQA guidance documents.

Modeling will be conducted using the California Emissions Estimator Model (CalEEMod) and Emissions FAcTtor (EMFAC) to provide an estimate of criteria air pollutant emissions based on the development type and capacity of the proposed project. Modeling results will be compared with air district thresholds. Both construction and operational impacts will be addressed, and the results of the modeling will be incorporated into the EIR. The EIR discussion will also evaluate consistency of the proposed project with applicable air quality plans, and will identify any project sources of hazardous air pollutants or odors, as well as any existing or planned nearby sensitive receptors that could be affected. The EIR analysis will identify potential impacts related to air quality and present mitigation measures, as necessary, to reduce significant impacts to a less-than-significant level.

Biological Resources

The project site is located within an existing residential development and golf course. Pockets of annual grassland, ponds, and riparian areas are present within the project boundary. Former golf course holes and fairways have been disked and allowed to go fallow, resulting in open bare areas or the establishment of annual grasses and non-native species. Urban development typically precludes the presence of most special-status species listed by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW), however potential habitat for the following special-status species remains present:

- California tiger salamander (*Ambystoma californiense*), state listed as threatened, federally listed as threatened (CTS);
- California red-legged frog (*Rana draytonii*), federally listed as threatened;

- San Joaquin kit fox (*Vulpes macrotis mutica*), state listed as threatened, federally listed as endangered;
- Western pond turtle (*Emys marmorata*), state listed as a species of special concern;
- Spadefoot toad (*Spea hammondi*), state listed as a species of special concern;
- Burrowing owl (*Athene cunicularia*), state listed as a species of special concern;
- Nesting and roosting bat species, many listed by the state as species of special concern; and
- Protected nesting birds and raptors.

Construction of the golf course and original residential development began in the early 1980s, with subsequent phases further modifying the landscape over the years. This has resulted in a long history of biological evaluation and permitting activities. For the purposes of the proposed project, preliminary consultation with USFWS and CDFW has been initiated by the applicants. The USFWS survey protocol for CTS requires two years of aquatic and winter upland surveys. Based on the results of previous studies, protocol-level survey work for special-status amphibian species on the project site was initiated by Bryan Mori Biological Consulting Services in 2019.

Several ponds on the western portion of the Ridgemark property (west of the pond at the end of Paullus Drive), have now been studied for two years, including a survey conducted for a different project adjacent to the Ridgemark property. Ponds on the east side of Ridgemark Drive were studied during the 2019-2020 winter season. During the 2019-2020 winter survey, one CTS was recorded at the Ridgemark in the irrigation pond located east of South Ridgemark Drive. No CTS were recorded elsewhere during the studies. Western pond turtle, a state species of special concern, was recorded at several of the ponds.

Although CTS presence was confirmed on the site, the second year of surveys may be warranted at Pond 8 and its vicinity to obtain a more comprehensive understanding of the status of CTS at the eastern section of the property. The survey conclusions recommend a second year of surveys on several southern ponds to provide more definitive conclusions regarding the status of CTS at these locations and if/how they move on and off the Ridgemark property.

The EIR will consider potential impacts to these and other biological resources as a result of the proposed project and within a cumulative context of the historical development and the region. The EIR analysis will identify significant impacts to biological resources and present mitigation measures as appropriate.

Cultural Resources

A cultural resource evaluation has been prepared for the project site, including archival research, a sacred lands search, and site investigation. The cultural resource evaluation

determined that although historic, archaeological, tribal, and cultural resources have been identified within 1/8 mile of the project site, none have been found within the project site. A surface reconnaissance of the project area has also been performed as a means of evaluating potential adverse effects on cultural resources. The findings of the evaluation will be summarized in the EIR. The EIR will identify potential impacts to cultural resources, including tribal cultural resources, and present mitigation measures as appropriate.

Energy

The three primary sources of energy consumption from the proposed project will be the use of fuel in the vehicles traveling to and from the project site, on-site use of natural gas, and on-site use of electricity in buildings and for other ancillary uses such as lighting. The EIR section will include an overview of the standard of review for evaluation of energy effects of the project, an overview of related state legislation and regulations, and summarize energy demand results from the air quality and greenhouse gas emissions analysis. Energy demand from onsite use of natural gas and electricity at buildout of the proposed project will be estimated using CalEEMod. Transportation fuel demand resulting from project development will be estimated using the EMFAC model. Mitigation measures that result in reduced energy consumption, if necessary, as well as any applicant-proposed measures that reduce energy consumption, will be identified in the EIR section.

Geologic Hazards

A portion of the project site and development area is located within an Alquist-Priolo Special Studies Zone on the Tres Pinos Quadrangle official map. A geotechnical and geologic hazards assessment is being prepared for the project to provide preliminary geotechnical and geologic input for use in preliminary planning and conceptual design of the development project and for the EIR. The assessment will include a review of the geotechnical data available for the project vicinity, and identify potential constraints to development including geologic/seismic hazards, and overall project feasibility from a geotechnical standpoint. A limited subsurface investigation will be performed to verify apparent geological features or hazards and confirm previous subsurface conditions as described by previous geotechnical reports from the area. The results will be presented in a report that will be included in the EIR as an appendix. The EIR section will summarize the findings of the assessment. The EIR will describe the geologic and soils conditions of the project site, provide an overview of regulations and standards for geology and soil conditions, and utilize available information from the site-specific geological report. The EIR analysis will identify potential impacts related to geology and soils, and present mitigation measures as appropriate.

Greenhouse Gas Emissions

The EIR discussion will include a general overview of climate change science, climate change issues in California, and regulatory (federal, state, regional, and local) requirements with respect to GHG emissions. To date, the air district has not adopted CEQA guidance for analysis of GHG effects of land use projects (e.g. numerical thresholds of significance) nor has it prepared a qualified GHG reduction plan for use/reference by local agencies. Further, San Benito County has not adopted a GHG reduction emissions plan or climate action plan that is applicable to new development within the county. In the absence of local guidance, an efficiency-based threshold will be derived that represents the rate of emissions (tons of GHG emissions per service population) from projects within the land use sector at or below which an individual land use project would not impede the State of California's ability to achieve the GHG emissions reduction target established under SB 32. The proposed project would generate greenhouse gas (GHG) emissions during construction and operations. The EIR section will quantify the project's construction and operational emissions using CalEEMod and EMFAC. The net project GHG emissions will be compared to the efficiency-based threshold of significance for evaluating the significance of project-related GHG emissions. The EIR analysis will identify potential impacts related to GHG emissions and present mitigation measures as appropriate.

Noise

The proposed project will increase mobile- and stationary-source ambient noise levels that may exceed acceptable noise standards. The EIR will analyze project-related noise levels generated by the proposed residential and commercial uses as they may affect adjacent noise-sensitive land uses. This section will also analyze potential project-related changes in roadway traffic noise exposure along roadways near or adjacent to the project site as well as quantify noise and/or vibration levels that would likely occur during construction of the project. Noise-sensitive receptors that could be subjected to noise or vibration levels in excess of applicable noise standards or CEQA thresholds during construction will be identified. An acoustical analysis is being prepared, the results of which will be incorporated into this section of the EIR. The EIR analysis will identify significant impacts related to noise and present mitigation measures as appropriate.

Public Services

Law Enforcement and Fire Protection Facilities

The proposed project would increase demand for law enforcement and fire protection services. The EIR will analyze how the proposed project would affect the provision of law enforcement and fire services, and whether new or expanded police and fire protection facilities will be necessary to serve the project. The EIR analysis will identify potential impacts and present mitigation measures as appropriate.

Public School Facilities

The proposed project includes new residential uses that would include school-age children that would attend area schools (Hollister School District and San Benito High School District). The EIR will analyze how the proposed project would affect the provision of school services, and whether new or expanded public school facilities will be necessary to serve the project. The EIR analysis will identify potential impacts and present mitigation measures as appropriate.

Transportation

The proposed project would increase traffic volumes on area roadways through the introduction of new residential uses. Historically, traffic impact analysis has focused on delay and congestion as the primary analysis metric to evaluate traffic impacts and potential roadway improvements. In response to the passage of Senate Bill (SB) 743, changes to the CEQA Guidelines, and recommendations by the Governor's Office of Planning and Research, beginning July 1, 2020, the use of intersection LOS as a metric for determining impacts of development growth on the transportation system will no longer be the recommended metric for determining environmental impacts under CEQA. The use of vehicle miles traveled (VMT) is recommended for the evaluation of impacts on transportation systems due to land use decisions. Environmental impacts as the result of the proposed project will be identified and analyzed based on VMT.

However, San Benito County currently uses LOS as their adopted methodology for the evaluation of the effects of new development and land use changes on the local transportation network. Therefore, in addition to the evaluation of VMT, the EIR will include a summary of roadway capacity analysis based on the *San Benito County 2035 General Plan* policies related to LOS. However, the determination of project impacts per CEQA requirements will be based solely on the VMT analysis.

A traffic impact analysis (traffic report) is being prepared that will identify baseline and project-generated VMT. The VMT analysis will be prepared consistent with the Governor's Office of Planning and Research Technical Advisory (Add date here) recommendations for transportation analysis. Note that the Office of Planning and Research recommends the requirement of a 15 percent reduction in VMT, which the county may utilize to develop mitigation strategies to reduce project-related VMT.

The roadway capacity analysis will supplement the CEQA VMT analysis by identifying transportation and traffic operational issues that may arise due to project-related increases in traffic volumes on area roadways.

The EIR will evaluate the project's effect on transit service and bicycle and pedestrian circulation in the study area. The EIR will present the findings of the roadway capacity analysis and traffic impact analysis of the project site circulation concept and identify any

access or circulation issues that may result in a traffic hazard or conflict with general plan policies. The EIR will incorporate the findings of the traffic impact analysis study. The EIR section will identify potential impacts related to transportation VMT, emergency access, and traffic hazards, and present mitigation measures as appropriate.

The following intersection facilities will be included in the roadway capacity LOS analysis and the traffic safety analysis:

1. South Ridgemark Drive/Best Road and Airline Highway;
2. Fairview Road/Ridgemark Drive and Airline Highway;
3. Enterprise Road and Airline Highway;
4. Airline Highway and Union Road;
5. Airline Highway and Sunset Drive;
6. Highway 25 Bypass/Airline Highway and Sunnyslope Road/Tres Pinos Road;
7. Fairview Road and Hillcrest Road;
8. Fairview Road and Sunnyslope Road;
9. Fairview Road and Union Road (*future intersection*);
10. Southside Road and Union Road;
11. San Benito Street and Union Road;
12. Union Road/Mitchell Road and State Route 156;
13. San Benito Street and Nash Road;
14. State Route 25 and Hillcrest Road;
15. State Route 25 and Meridien Street;
16. State Route 25 and Santa Ana Road;
17. San Felipe Road and State Route 25; and
18. Fairview Road and Santa Ana Road.

Wastewater Infrastructure

The proposed project will require wastewater infrastructure and wastewater treatment from the Sunnyslope County Water District. This EIR will address the volume of wastewater expected to be generated by the proposed project and the capacity of the Sunnyslope County Water District to adequately serve the project's projected demand. The EIR section will identify potential impacts related to wastewater service and present mitigation measures as appropriate.

Water Supply and Water Supply Infrastructure

The project site is located within the service boundary of the Sunnyslope County Water District. The EIR will address existing and proposed water demand to evaluate the proposed project's impacts on the Sunnyslope County Water District water supply capacity and effects on the groundwater basin. The EIR will identify the existing water supply setting, proposed project's water demand, and evaluate the effects of the proposed project's water demand on groundwater resources. The EIR analysis will identify significant impacts, if any, and present mitigation measures as appropriate.

Effects that May be Less Than Significant

The proposed project is not anticipated to result in potentially significant impacts relating to agricultural resources, hazards and hazardous materials, flooding, water quality, mineral resources, recreation facilities, and solid waste facilities. The environmental effects of the proposed project not anticipated to potentially result in significant impacts will be briefly discussed in this section of the EIR.

Cumulative Impacts

As recommended by CEQA Guidelines section 15130 (b)(1)(B), the EIR will include a summary of projections contained in the *San Benito County 2035 General Plan* to form the cumulative projects scenario. The primary focus of cumulative impacts will be on biological resources, noise, traffic, wastewater service, and water supply. Air quality and GHG emissions cumulative impacts will be assessed, in accordance with air district guidance. The EIR will include an evaluation and determination as to whether the proposed project's impacts are cumulatively considerable.

Significant and Unavoidable Impacts

Any impacts determined to be significant and unavoidable, as discussed in other sections of the EIR, will be summarized in this section of the EIR.

Significant Irreversible Environmental Changes

The proposed project includes a zone change and therefore, the EIR will include a discussion of significant irreversible environmental changes that would be caused by the proposed project should it be implemented.

Growth-Inducing Impacts

As required by the CEQA Guidelines, the EIR will discuss the proposed project's potential for growth-inducing impacts.

Alternatives

In accordance with CEQA Guidelines, the EIR will include analysis of a reasonable range of alternatives to the proposed project, or to the location of the project, which could feasibly attain most of the basic objectives of the project while avoiding or substantially lessening any of the significant adverse environmental effects of the project. An evaluation of the comparative merits of the alternatives will be presented in the EIR.

REQUIRED PERMITS AND APPROVALS

The project would need the following discretionary approvals from the County: rezone of the entire Ridgemark property to “Single-family Residential (R-1) as the base district combined with “Planned Unit Development (PUD)” or “Neighborhood Commercial (C-2)” Combined Districts; a vesting tentative subdivision map for 216 lots; conditional use permits for commercial and other non-residential development; and improvement plan, grading, and building permits. The project also may require approvals from other local, state, and federal governmental agencies, including a United States Fish and Wildlife Service (USFWS) Incidental Take Permit, a California Department of Fish and Wildlife (CDFW) Incidental Take Permit and possible Streambed Alteration Agreement. Other agency approvals and permits may include a United States Army Corps of Engineers (USACE) Nationwide Permit, and CDFW and Regional Water Quality Control Board (RWQCB) Water Quality Certification.



NATIVE AMERICAN HERITAGE COMMISSION

October 27, 2020

Governor's Office of Planning & Research

Oct 30 2020

Darryl Boyd, Principal Planner
San Benito County Resource Management Agency
2301 Technology Parkway
Hollister, CA 95023

STATE CLEARINGHOUSE

CHAIRPERSON
Laura Miranda
Luiseño

Re: 2020109022, Ridgemark Master Plan Project, San Benito County

VICE CHAIRPERSON
Reginald Pagaling
Chumash

Dear Mr. Boyd:

SECRETARY
Merri Lopez-Keifer
Luiseño

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- a. A brief description of the project.
- b. The lead agency contact information.
- c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.
- d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
 - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i.** Protecting the cultural character and integrity of the resource.
 - ii.** Protecting the traditional use of the resource.
 - iii.** Protecting the confidentiality of the resource.
 - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

- 1. Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe. (Gov. Code §65352.3 (a)(2)).
- 2. No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
- 3. Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
- 4. Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

- 1.** Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a.** If part or all of the APE has been previously surveyed for cultural resources.
 - b.** If any known cultural resources have already been recorded on or adjacent to the APE.
 - c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d.** If a survey is required to determine whether previously unrecorded cultural resources are present.
- 2.** If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez
Cultural Resources Analyst

cc: State Clearinghouse

Sunnyslope County Water District

3570 Airline Highway
Hollister, California 95023-9702

Phone (831) 637-4670
Fax (831) 637-1399

Ty Intravia
601 McCray St. Ste. 205
Hollister, CA, 95023
Ty@ttidevelopers.com



October 27, 2020

Re: Wastewater Treatment and Disposal Capacity for Vista Del Calabria

Ty Intravia,

At your request I have reviewed the allegations expressed by members of the San Benito County Board of Supervisors (Board) during their October 6, 2020 meeting concerning the Vista Del Calabria development (Development) and Sunnyslope County Water District's (District) wastewater disposal capacity.

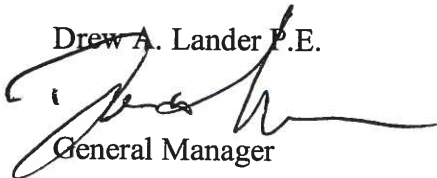
The District's treatment plant has sufficient wastewater treatment and disposal capacity to serve the Development. District evidence of plant capacity has been substantiated by annual reporting and review by the State Regional Water Quality Control Board (RWQCB). As demonstrated in the 2019 Annual Engineer's Report to the RWQCB (attached for reference), estimated disposal capacity at the Ridgemark Wastewater Treatment Plant is approximately 1002 acre-feet per year (afy). In 2019, the District disposed of approximately 168.67 afy.

The average daily wastewater usage per unit within the District is approximately 120 gallons per day. Using this average for the proposed 149 units of the Development, wastewater flow to the Ridgemark Wastewater Treatment Plant would increase by approximately 20 afy. After construction of the Development, District utilization will be less than 20% of its wastewater disposal capacity. For example, the disposal capacity of Ponds 3 and 4, exclusively, is approximately 579 afy.

To ensure high percolation rates of all District ponds, staff performs regular maintenance. Additionally, the District retains reserve capacity options including the uses of its Ridgemark II ponds on the southeast side of Ridgemark as well as potential conversion of Pond 1 to a percolation pond.

Please do not hesitate to give me a call at 831-637-4670 if you have any clarifying questions.
Sincerely,

Drew A. Lander P.E.



General Manager

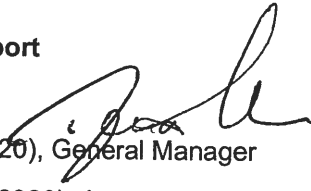
Encl. 2019 Engineer's Report
cc: San Benito County Planning, Darryl Boyd dboyd@cosb.us
San Benito County Supervisors supervisors@cosb.us

Engineering Technical Report

Sunnyslope County Water District

Subject: 2019 Annual Engineering Technical Report

Prepared For: Regional Water Quality Control Board

Certified by: Drew Lander, P.E. 79561 (Expires 9/30/2020), General Manager 

Prepared by: Rob Hillebrecht, P.E. 88972 (Expires 9/30/2020), Associate Engineer

Reviewed by: Jose Rodriguez, Water & Wastewater Superintendent

Date: January 21, 2020

The purpose of this Technical Memorandum (TM) is to meet the Annual Engineering Report requirements of the Regional Water Quality Control Board (RWQCB) Waste Discharge Requirement (WDR) Order No. R3-2004-0065 (December 3, 2004).

Annual Engineering Reports must be submitted by January 30th every year commencing in 2006. The report will evaluate the performance and capacity of the wastewater treatment and disposal system. The report shall contain a hydraulic balance analysis of facility inputs and outputs including influent flow, precipitation, infiltration/percolation, and evaporation for both facilities and shall quantify disposal capacity of the facility based on actual operating data. The reports shall be prepared and certified by, or under the supervision/review of a registered professional engineer registered in California and possessing applicable experience in wastewater engineering and planning.

| | | |
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1 Introduction

As identified in Section E, paragraph 7, of WDR R3-2004-0065 for the Sunnyslope County Water District (SSCWD), an annual engineering technical report shall be submitted to the Regional Water Quality Control Board (RWQCB) to evaluate the performance and capacity of the wastewater treatment and disposal system for the Ridgemark I (RM I) wastewater facility. The main aspect of these annual reports is a water balance analysis. The following sections of this document summarize the information required by the RWQCB for the annual reports.

2 Capital Project Activities

In 2011 Percolation Pond 3 at Ridgemark I (RM I) was retired in order to prepare for the construction of the Ridgemark Wastewater Treatment Plant sequential batch reactors in a portion of where Percolation Pond 3 had been. Construction of these sequential batch reactors were completed and began wastewater treatment at the end of 2012. Treatment Pond 2 at RM I was then retired from service and construction began on the sludge treatment and drying beds where Treatment Pond 2 had been. At the end of 2012, Treatment Pond 1 was also retired from wastewater treatment service and placed into service as a sludge storage and treatment pond until the new wastewater sludge treatment and drying facilities at RM I were completed. In 2013 the sludge treatment tank and drying beds were completed and Treatment Pond 1 was retired from sludge treatment. Treatment Pond 1 remains as emergency overflow sludge disposal.

In 2013, Ridgemark II (RM II) Treatment Ponds 1 & 2 and Percolation Ponds 3 & 4 were decommissioned as part of the consolidation of the two wastewater treatment sites at the Ridgemark Wastewater Treatment Plant (Ridgemark WWTP) on the RM I site.

Rehabilitation activities on percolation ponds from 2005 through 2019 are summarized in Table 2-1. These activities ensure that adequate percolation rates are maintained to effectively dispose of treated wastewater.

Table 2-1: Ridgemark I Maintenance Activities

| Date | Item |
|--------------------|--|
| 2005 | RM I, Ponds 3 & 4 drained, dried and solids removed |
| 1/4/06 – 1/12/06 | Pumping from Pond 4 at RM II to Pond 4 at RM I |
| July-Aug 2006 | Bypass pumping from Pond 2 at RM I to Pond 4 |
| 10/30/06 – 12/3/06 | Pumping from Pond 4 at RM II to Pond 4 at RM I |
| November 2006 | Sludge removed from bottom of Pond 5 at RM I. Pond bottom ripped |
| November 2007 | Ponds 3 & 4 at Ridgemark I. Pond bottoms ripped. |
| Jan-Dec 2007 | Pumping effluent from Pond 4 at RM II to Pond 4 at RM I |
| August 2008 | Ponds 3 & 4 at Ridgemark I. Pond bottoms ripped. |
| August 2009 | Pond 4 Ridgemark I. Pond bottoms ripped. |
| August 2010 | Ponds 4 & 5 at Ridgemark I. Pond bottoms ripped |
| September 2013 | Ponds 4 and 6 were ripped to maintain percolation rates |
| June 2014 | Pond 5 at Ridgemark I. Pond bottom ripped |
| July 2015 | Ponds 3 & 4 at Ridgemark I. Pond bottoms ripped. |
| October 2015 | Pond 5 at Ridgemark I. Pond bottom ripped. |
| October 2016 | Ponds 3 & 4 at Ridgemark I. Pond bottoms ripped. |
| August 2017 | Pond 5 at Ridgemark I. Pond bottom ripped. |
| December 2017 | Pond 4 at Ridgemark I. Pond bottom ripped. |
| November 2018 | Pond 3 at Ridgemark I. Pond bottom ripped. |

3 Hydraulic Balance Analysis

The hydraulic balance analysis is performed for the period spanning January 2019 through December 2019. The following sections describe the data used in the water balance and summarize the results.

3.1 Influent Flows

Influent flows are based on the magnetic flow meter data at the headworks of the Ridgemark WWTP. The total annual influent flow to the Ridgemark WWTP in 2019 was 168.67 AF.

Table 3-1: Facility Influent Flows (Monthly Average) to SBR

| Month | RM I SBR Influent (gpd) | RM I SBR Influent (gallons) |
|-------------------------------------|----------------------------|-----------------------------------|
| Jan-19 | 153,419 | 4,756,000 |
| Feb-19 | 150,679 | 4,219,000 |
| Mar-19 | 152,581 | 4,730,000 |
| Apr-19 | 152,233 | 4,567,000 |
| May-19 | 148,839 | 4,614,000 |
| Jun-19 | 153,600 | 4,608,000 |
| Jul-19 | 147,484 | 4,572,000 |
| Aug-19 | 149,097 | 4,622,000 |
| Sep-19 | 149,367 | 4,481,000 |
| Oct-19 | 143,129 | 4,437,000 |
| Nov-19 | 150,133 | 4,504,000 |
| Dec-19 | 156,452 | 4,850,000 |
| Annual Total (Gallons) | | 54,960,000 |
| Annual Total (Acre Feet) | | 168.67 |
| Annual Average(gpd) | 150,584 | |

Note: Influent flow rate is the average daily value over each month.

3.2 Precipitation

Precipitation data for the water balance is based on the California Irrigation Management Information System (CIMIS) station #126 located at the San Benito County Water District (SBCWD) offices (approximately 3-miles from the Ridgemark WWTP). The monthly precipitation for 2019 is shown in table 3-2.

Table 3-2: 2019 Precipitation Data

| Month | Precipitation (in) |
|----------------|--------------------|
| January 2019 | 2.24 |
| February 2019 | 4.02 |
| March 2019 | 2.55 |
| April 2019 | 0.25 |
| May 2019 | 1.95 |
| June 2019 | 0.20 |
| July 2019 | 0.00 |
| August 2019 | 0.00 |
| September 2019 | 0.00 |
| October 2019 | 0.00 |
| November 2019 | 1.40 |
| December 2019 | 3.69 |
| Total | 16.30 |

3.3 Percolation

The primary means of wastewater disposal for the Ridgemark facilities is through percolation of the treated wastewater via disposal ponds. The Ridgemark WWTP facility has 4 disposal ponds while the RM II facility has 2 disposal ponds. The Ridgemark WWTP disposal ponds are operated on a rotation schedule in which only one pond is used at a time to allow for ripping and other maintenance to be done on the others. During 2019, only Percolation Pond 4 was used for the disposal of 168.67 acre-feet of treated wastewater, while Percolation Ponds 3, 5, and 6 were not used. RM II Percolation Ponds 3 and 4 have not been used since the consolidation of RM I and RM II at the Ridgemark WWTP. The size of each pond is summarized in 3-3.

Table 3-3: Ridgemark Disposal Pond Maximum Surface Area

| Pond | Area (acres) |
|-------------------------|--------------|
| RM I Pond 3 | 0.4 |
| RM I Pond 4 | 0.8 |
| RM I Pond 5 | 1.2 |
| RM I Pond 6 | 2.1 |
| RM II Pond 3 (not used) | 1.1 |
| RM II Pond 4 (not used) | 1.1 |

Prior to the 2005 maintenance that was performed on RM I Ponds 3 and 4, it was estimated that Ponds 3, 4, and 5 at RM I had a percolation capacity of approximately 0.34 inches/day (SSCWD *Long-Term Wastewater Management Plan*, RMC 2006). After the 2005 maintenance was performed on RM I Ponds 3 and 4, Pond 4 was observed to have a percolation rate of 5.97 in/day in August 2006. Ponds 3 and 5 were estimated to have percolation rate of 3 in/day. While the Pond 6 percolation rate was originally estimated to be the maximum observed percolation rate of 3.82 in/day based on the Water Balance in the *Long-Term Wastewater Management Plan*, subsequent percolation monitoring in Pond 6 was performed that indicated a percolation rate range between 1.0 in/day and 3.0 in/day depending on level in the pond. An average Pond 6 percolation rate of 1.75 in/day (SSCWD *Long-term Wastewater Management Plan*) was assumed for the capacity analysis. RM II Ponds 3 and 4 have an estimated percolation capacity of 1.37 in/day (SSCWD *Long-Term Wastewater Management Plan*).

The improved quality of the treated wastewater with the operation of the Ridgemark WWTP and the continued ripping of Percolation Ponds 3, 4, and 5 have significantly improved the percolation rates of these ponds. The following analysis is to better estimate the current percolation rates of RM I Ponds 4 and 5.

Pond 5 operated as the single disposal pond from January through May of 2018 and achieved a point of equilibrium in which the water level in the pond neither rose nor fell significantly. At this point, it is assumed percolation rate is equal to the average inflow minus evaporation. The approximate surface water surface area was estimated to be 0.65 ac. The annual average daily flow for 2018 was 151,706 gallons and the average daily evaporation was 0.06in as calculated in Section 3.4. Thus the calculated percolation rate for Pond 5 is 8.54 in/day.

$$\frac{151,706 \text{ gal}}{1 \text{ day}} \times \frac{1 \text{ CF}}{7.48 \text{ gal}} \times \frac{1 \text{ ac}}{43,560 \text{ SF}} \times \frac{1}{0.65 \text{ ac}} \times \frac{12 \text{ in}}{1 \text{ ft}} = 8.60 \frac{\text{in}}{\text{day}}$$
$$8.60 \frac{\text{in}}{\text{day}} - 0.06 \frac{\text{in}}{\text{day}} = 8.54 \frac{\text{in}}{\text{day}}$$

Pond 4 operated as the single disposal pond from May through December of 2018 and also achieved a point of equilibrium in which the water level in the pond neither rose nor fell significantly. The approximate surface water surface area was estimated 0.25 ac. With annual average daily flow for 2018 still 151,706 gallons and the average daily evaporation 0.06in the calculated percolation rate for Pond 4 is 22.29 in/day.

$$\frac{151,706 \text{ gal}}{1 \text{ day}} \times \frac{1 \text{ CF}}{7.48 \text{ gal}} \times \frac{1 \text{ ac}}{43,560 \text{ SF}} \times \frac{1}{0.25 \text{ ac}} \times \frac{12 \text{ in}}{1 \text{ ft}} = 22.35 \frac{\text{in}}{\text{day}}$$
$$22.35 \frac{\text{in}}{\text{day}} - 0.06 \frac{\text{in}}{\text{day}} = 22.29 \frac{\text{in}}{\text{day}}$$

The water level in Percolation Pond 4 rose by approximately 10 feet from January to December 2019. This indicates that the percolation rate has temporarily decreased as algae and sediments fill pore spaces in the upper soil and begin to seal the pond. However we anticipate a return to a percolation rate near 22 in/day once it is drained and ripped to reopen those pore spaces.

Table 3-3 summarizes the maximum surface areas, percolation rates, and annual maximum percolation capacities for each disposal pond.

Table 3-3: Ridgemark Disposal Pond Maximum Surface Area

| Pond | Max Surface Area (acres) | Percolation Rate (in/day) | Annual Max Capacity (AFY) |
|-------------------------|--------------------------|---------------------------|---------------------------|
| Pond 3 | 0.4 | 3.00 * | 36.50 |
| Pond 4 | 0.8 | 22.29 | 542.39 |
| Pond 5 | 1.2 | 8.54 | 311.71 |
| Pond 6 | 2.1 | 1.75 * | 111.78 |
| RM II Pond 3 (not used) | 1.1 | 1.37 | 45.83 |
| RM II Pond 4 (not used) | 1.1 | 1.37 | 45.83 |

* Percolation Rates for Percolation Ponds 3 and 6 have not been recalculated since the RM I sequential batch reactor treatment plant upgrade and continued pond ripping. Thus the percolation rates may be significantly higher than shown

By adding the annual maximum capacity of Ridgemark WWTP Ponds 3, 4, 5, and 6, the cumulative maximum percolation capacity is approximately 1002 ac-ft. per year. RM II Ponds 3 and 4 are no longer in active operation and therefore are not considered in the cumulative annual maximum percolation capacity.

3.4 Evaporation

Table 3-4 presents average monthly pan evaporation data from DWR Bulletin 73-79 for the Hollister Costa Station from 1962 to 1966. These were the only pan evaporation data that were found for the region. Pond evaporation rates are assumed to be 75% of pan evaporation rates. Pond evaporation is thus calculated at 38.83 inches per year. With precipitation during 2019 being 16.30 inches, the net pond evaporation was $38.83 - 16.30 = 22.53$ inches this year and an average daily evaporation of 0.06 inches. Ridgemark WWTP Ponds 3, 4, 5 and 6 have a total maximum combined area of 4.5 acres. However Ponds 3, 5, and 6 were not utilized in 2019 due to the pond rotation schedule. Pond 4 was operated at partial capacity with a water surface area ranging from approximately 0.25 to 0.6 acres for an average of 0.43 acres. Thus Ridgemark WWTP Pond 4 had a total evaporation of 0.81 acre feet in 2019 as calculated below. RM II was not used.

$$22.53 \text{ in} \times \frac{1 \text{ ft}}{12 \text{ in}} \times 0.43 \text{ ac} = 0.81 \text{ ac ft}$$

Table 3-4: Pan and Pond Evaporation Data

| Month | Pan Evaporation (in)* | Pond Evaporation (in) |
|----------------|-----------------------|-----------------------|
| January 2005 | 2.05 | 1.54 |
| February 2005 | 2.17 | 1.62 |
| March 2005 | 3.19 | 2.39 |
| April 2005 | 4.84 | 3.63 |
| May 2005 | 5.91 | 4.43 |
| June 2005 | 6.26 | 4.69 |
| July 2005 | 7.32 | 5.49 |
| August 2005 | 6.02 | 4.52 |
| September 2005 | 5.00 | 3.75 |
| October 2005 | 4.37 | 3.28 |
| November 2005 | 2.76 | 2.07 |
| December 2005 | 1.89 | 1.42 |
| Total | 51.77 | 38.83 |

*Source: DWR Bulletin 73-79 for the Hollister Costa Station

3.5 Water Balance Summary

The purpose of the water balance analysis was to identify the 2019 disposal balance and assess the disposal capacity of the facilities. Table 3-5 summarizes the actual influent and disposal quantities for Ridgemark WWTP in 2019.

Table 3-5: 2019 Water Balance Summary

| Site | Total Influent Raw WW Flow (AF) | Net Evaporation (AF) | Treated WW Effluent Pond Percolation (AF) |
|----------------|---------------------------------------|-------------------------|--|
| Ridgemark WWTP | 168.67 | -0.81 | 167.86 |
| RM II | N/A | N/A | N/A |

Using the pond information from Table 3-3, the total disposal capacity at Ridgemark WWTP was 1002 AF per year. The District will continue to measure and observe percolation rates in 2020 to further refine the estimated percolation rates. The District has observed substantially higher percolation rates in Ponds 4 and 5 since the completion of the Sequential Batch Reactor Treatment Plant and with regular ripping of the ponds. This has likely also significantly increased percolation rates in Ponds 3 and 6, but these ponds have not yet been utilized since the completion of the treatment plant.

In the third quarter 2013, the RM II facility was decommissioned from a wastewater treatment and disposal facility in conjunction with Long-Term Wastewater Management Plan improvements. The total disposal capacity for the RM II facility is calculated at 98.8 AFY based on the RM II Pond 3 and 4 percolation rate of 1.37 in/day and 38.83 inches of evaporation. Treatment Pond 1 at the Ridgemark II facility was converted to a Ridgemark II lift station emergency overflow holding pond.

4 Treatment Process Performance

Table 4-1 summarizes the average influent and effluent water quality at the Ridgemark WWTP facility and summarizes WDR water quality regulations that are in effect since 2010. Ridgemark WWTP treatment process and effluent water quality are meeting all permit requirements with the exception of Chlorides.

Table 4-1: 2019 Average Influent and Effluent Water Quality

| Existing Water Quality Parameter | RM I SBR Influent | RM I SBR Effluent | RM I % Removal | 2010 Permit Requirement |
|-------------------------------------|----------------------|----------------------|-------------------|----------------------------|
| TDS (mg/L) | 745 | 722 | -1.98% | 1,200 |
| Sodium (mg/L) | 182 | 191 | -4.95% | 200 |
| Chloride (mg/L) | 256 | 269 | -5.08% | 200 |
| Nitrate as N (mg/L) | NA | 0.08 | | 5 |
| Ammonia as Nitrogen (mg/L) | NA | 0.77 | | 5 |
| Total Nitrogen (mg/L) | 53.5 | 2.6 | 95.14% | |
| BOD ₅ (mg/L) | 214 | 4.2 | 98.04% | 30 |
| TSS (mg/L) | 161 | 6.0 | 96.27% | 30 |
| pH | 7.82 | 7.19 | | 6.5-8.4 |

Data is average of 12 monthly sampling events from Jan – Dec 2019. The Influent TDS for March was excluded from the average as Staff believes that test result to be inaccurate.

The Ridgemark Wastewater Treatment Plant's SBR treatment process has consistently treated the wastewater effluent to within regulation standards for Nitrate, Ammonia, Total Nitrogen, BOD₅, TSS, and pH since it began operation at the end of 2012.

The District achieved compliance with TDS regulations in 2015 and has continued to remain under the limit through 2019. The effluent TDS has been drastically reduced from previous concentrations that were consistently above 1,600mg/L in 2014, to a current annual average concentration of 721 mg/L. This is a decrease of 55% in five years.

In 2018, treated wastewater effluent met the regulatory limit for Sodium of 200mg/l and has continued to meet it in 2019. This is a significant accomplishment as Sodium concentrations were as much as 400mg/l in 2014 and have decreased by over 50% to meet the regulation. Sodium concentrations in the effluent have been on a consistent downward trend correlating to the District's salinity management efforts.

Along with the Sodium and TDS levels, the effluent Chloride concentration has been steadily declining from 580mg/L in 2014 to 269mg/L in 2019. This represents a decrease of 54% and shows significant progress toward achieving compliance. Based on the current trend from 2014 through 2019, it is expected that the effluent quality will be in full compliance with the Chloride regulation by 2021.

The substantial reductions in multiple effluent salinity parameters from 2014 to 2019 is primarily attributed to the District's salinity management strategy as described in Section 5.

5 Past and Future Steps

The *Long-Term Wastewater Management Plan* identified several improvements and modifications that could be implemented to provide an enhanced level of treatment to meet the future requirements, many of which have been effectively implemented. The District has also worked with the City of Hollister, San Benito County Water District, San Benito County, and other stakeholders to develop agreement on the preferred projects and strategies to meet the water quality objectives for the whole region. In 2008, SSCWD joined the Governance Committee of the Hollister Area Urban Water and Wastewater Management Plan in order to become an integral part of this regional effort to improve potable water and wastewater quality.

In June 2013, Sunnyslope County Water District, the City of Hollister, and San Benito County Water District entered into a Water Supply and Treatment Agreement to implement the entire Hollister Urban Area Water and Wastewater Master Plan and Coordinated Water Supply and Treatment Plan. The three major water supply and treatment components for the Coordinated Water Supply and Treatment Plan were to upgrade the Lessalt Surface Water Treatment Plant, to construct a new West Hills Surface Water Treatment Plant, to construct the Crosstown Pipeline, and to build a North (San Benito) County Groundwater Bank to supply these two surface water treatment plants in time of drought. A schedule showing the completion or anticipated completion dates for all elements of the Coordinated Water Supply and Treatment Plan is shown below.

In order to reduce the Ammonia, BOD₅, and TSS levels in the treated wastewater at the RM I and II wastewater treatment plants, a new SBR treatment plant designed and built as Ridgemark WWTP. The construction contract was awarded in May 2011 and the Sequential Batch Reactors were operational by the end of 2012. Construction of the sludge treatment and drying beds was completed in 2013. RM II influent flow was rerouted to Ridgemark WWTP for treatment in the third quarter of 2013 to consolidate all wastewater treatment at that site.

The Upgrade to the Lessalt Water Treatment Plant, pump station, and a potable water pipeline connecting the Lessalt surface water treatment plant to the Ridgemark Pressure Zone was completed in December 2014. These facilities now allow the Ridgemark Pressure Zone (which includes all the Ridgemark WWTP customers) to receive softer, high quality drinking water. The District in cooperation with the Water Resources Association of San Benito County (WRA) has been conducting a significant educational campaign through door hanger distribution, website posts, direct outreach at community events, and in the annual Drinking Water Quality Report to reduce the use of self-regenerating water softeners. These water softeners are a significant source of TDS, Sodium, and Chloride in the wastewater.

Rebates of \$250-\$300 for customers who remove their brine discharging water softeners have been applied to 21 sewer customers in 2019. At least 237 customers, representing approximately 20% of total sewer customers, have removed their water softeners through the program since the Lessalt WTP Upgrade in 2014. Additionally, in February 2015 the District adopted new codes prohibiting the replacement and/or installation of brine discharging water softeners. The water softener education and rebate plan will continue in 2020 and future years. Looking at the current trend, these efforts are expected to bring the District into compliance with the wastewater effluent requirements for Chloride in 2021.

COORDINATED WATER SUPPLY AND TREATMENT PLAN SCHEDULE

- Lessalt Water Treatment Plant Upgrade**
- Completed and operational December 2014.
 - High quality drinking water is being delivered to the District's wastewater customers.
- West Hills Water Treatment Plant**
- EIR completed and certified April 2014.
 - Design and Specifications complete December 2014.
 - Construction began September 2015.
 - Project completed September 2017.
 - High quality drinking water is being delivered to City of Hollister water system. This allows additional high quality water from Lessalt to be directed to the District's water and wastewater customers.
- Crosstown Pipeline**
- Design and Specifications completed May 2018.
 - Construction began July 2018
 - Project was completed September 2019.
 - This infrastructure now allows water from West Hills to be delivered to the District' water and wastewater customers
- North County Groundwater Bank**
- Phase 1 Feasibility study to evaluate the water quality and quantity available and overall benefit from this project began in late 2019.
 - It will also consider various engineering, financing, environmental, and political options to solve multiple regional issues.

References

- City of Hollister, San Benito County, San Benito County Water District. *Memorandum of Understanding Hollister Urban Area Water and Wastewater Management Plan*. December 2004.
- Department of Water Resources. Bulletin 73-79.
- HDR and RMC Water and Environment. November 2009 & January 2010. *Hollister Urban Area Master Plan Implementation Program*. HUAWWMP Governance Committee. January 2010
- Regional Water Quality Control Board. *Waste Discharge Requirement (WDR) Order No. R3-2004-0065*. December 3, 2004.
- RMC Water and Environment. *Long-Term Wastewater Management Plan*. SSCWD. January 2006.
- RMC Water and Environment. *2006 Annual Salt Management Report*. SSCWD. January 2007.
- Sunnyslope Water District, *2007 Annual Salt Management Report*. SSCWD. January 2008
- Todd Engineers. *Groundwater Monitoring Well Installation Report*. SSCWD. January 2006.

Sally Rideout

To: Darryl Boyd
Subject: RE: Notice of Preparation - Ridgemark Master Plan

From: John Schilling <Jschilling@sbcoe.org>
Sent: Tuesday, October 27, 2020 1:52 PM
To: Darryl Boyd <dboyd@cosb.us>
Cc: Shannon Hansen <shansen@sbcoe.org>; Michael Ruth <mruth@sbcoe.k12.ca.us>; mwruth@runbox.com <mwruth@runbox.com>; Jeffrey Small <jsmall@capitolpfg.com>
Subject: Notice of Preparation - Ridgemark Master Plan
Mr. Boyd,

Today I received a copy of the Notice of Preparation for the Ridgemark Master Plan dated, October 16th, 2020. After a review of the document it was evident that the plan did not consider new construction located within the Southside Elementary School district. In my estimation, 93 of the 190 residential lots are contained within the boundaries of the Southside School District. The Public Services sections of the Notice of Preparation needs to be corrected to reflect this. Specifically, the School Facilities and Transportation sections. I would expect that the upcoming environmental impact report for this project provides for the impact for the Southside School District and its stakeholders. I look forward to hearing from you.

John Schilling, Ed.D.

Southside School

Superintendent/Principal

4991 Southside Road

Hollister, CA 95023

(831) 637-4439

FAX (831) 634-0156

jschilling@sbcoe.org

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San Benito High School District

1220 Monterey Street
HOLLISTER, CALIFORNIA 95023-4708
PHONE (831) 637-5831 ext. 132 • FAX (831) 636-1187
www.sbhsd.k12.ca.us

DR. SHAWN TENNENBAUM
SUPERINTENDENT

November 5, 2020



Darryl Boyd, Principal Planner (contract)
Resource Management Agency
County of San Benito
2301 Technology Parkway
Hollister, CA 95023
Main Phone: 831.637.5313
dboyd@cosb.us

Dear Mr. Boyd,

Thank you so much for providing us the Notice of Preparation ("NOP") of a Draft Environmental Impact Report for the Ridgemark Project Scoping Meeting. In advance of the meeting, we reviewed page 23 of the NOP and see that the Proposed Project includes new residential housing that will include school age children that would attend the Hollister School District and San Benito High School District. We welcome the opportunity to participate in the process as the Proposed Project will affect school services and school facilities that will be necessary to serve the Proposed Project.

A portion of the Proposed Project is located within the Southside School District. We respectfully request that the Public School Facilities portion of the description citing the schools serving the Proposed Project be updated to include the Southside School District.

The Southside School District and the San Benito High School Districts will both be affected by the Proposed Project, and we look forward to working with the County Planning Department and Project Applicant in a collaborative manner.

Sincerely,

John Schilling, Ed.D.
Southside School
Superintendent/Principal

Shawn Tennenbaum, Ed.D.
Superintendent
San Benito High School District

DATE: November 6, 2020

TO: Darryle Boyd, Principle Planner
San Benito County Resource Management Agency

FROM: Victoria E. Fernquist, 914 Stone Bridge Trail Hollister, California
Resident of Quail Hollow Subdivision

RE: Ridgemark Master Plan

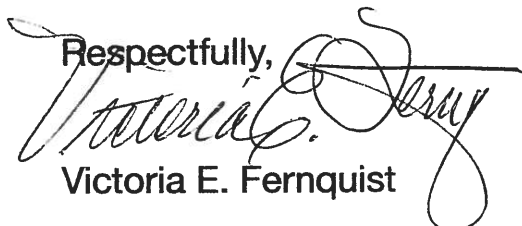
I recently received a Notice of EIR Preparation from your Resource Management Agency. I am providing my written comments and input with regard to this planned project.

As a resident of the Quail Hollow Subdivision, I am mainly concerned about the impact of increased traffic on Airline Highway. This planned project will undoubtedly increase the traffic on the highway, thus making it very difficult for residents to enter Airline Highway .

At peak morning and afternoon hours, it is difficult for residents to enter the highway to either negotiate a right or left turn. This is compounded by the fact there are joggers, pedestrians and children riding bicycles utilizing the highway, Quail Hollow street and Enterprise Road. Trying to get on to Airline Highway from Quail Hollow to shop in downtown Hollister is a challenge for residents. It's a scary challenge and maneuver for me. I make this maneuver three or more times daily to shop or pick up my grandchildren.

I STRONGLY recommend your agency require a stop light at that intersection. Such a stop light currently exist at the intersection of Ridgemark Drive and Airline Highway. This stop light will make traffic slow down and mitigate increased traffic concerns and provide safety to neighborhood children, pedestrians and residents.

Respectfully,

A handwritten signature in black ink, appearing to read "Victoria E. Fernquist", with a large, stylized flourish extending from the end of the signature.

Victoria E. Fernquist

Victoria Fernquist
914 Stone Bridge Trail
Hollister, CA 95023

SAN JOSE CA 950
6 NOV 2020 PM 1 L



Darryle Boyd
San Benito County Resource Mgmt.
2301 Technology Parkway
Hollister, California 95023



95023-386499



DEPARTMENT OF TRANSPORTATION
CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/



Making Conservation
a California Way of Life.

November 23, 2020

SBt/25/47.693
SCH#2020109022

Darryl Boyd
San Benito County
Resource Management Agency
2301 Technology Parkway
Hollister, CA 95023

Dear Mr. Boyd:

COMMENTS FOR THE NOTICE OF PREPARATION (NOP) OF THE RIDGEMARK MASTER PLAN,
SAN BENITO COUNTY, CA

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the Ridgemark Master Plan which proposes 190 new residential lots, five new commercial/nonresidential lots, nine buffer zone lots, six undeveloped lots, five golf course lots, and one lot for a park. Caltrans offers the following comments in response to the NOP:

1. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals.
2. As a result of Senate Bill (SB) 743, effective July 2020 Caltrans replaced vehicle level of service (LOS) with vehicle miles traveled (VMT) as the primary metric for identifying transportation impacts from local development. The focus now will be on how projects are expected to influence the overall amount of automobile use instead of traffic congestion as a significant impact. For more information, please visit:
http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.
3. Employing VMT as the metric of transportation impact Statewide will help to promote Green House Gas (GHG) emission reductions consistent with SB 375 and can be

achieved through influencing on-the-ground development. Implementation of this change will rely, in part, on local land use decisions to reduce GHG emissions associated with the transportation sector, both at the project level, and in long-term plans (including general plans, climate action plans, specific plans, and transportation plans) and supporting Sustainable Community Strategies developed under SB 375.

4. Caltrans appreciates that the Environmental Impact Report (EIR) will use both VMT and level of service (LOS) analysis for the traffic study. This will allow us to analyze the impacts made to the State Highway System (SHS) specifically at the State Route (SR) 25 and projects intersections.
5. There are plans for the eventual widening of SR 25 from Sunset Drive to Fairview Road in Hollister. In 2002, a Project Study Report (PSR) was completed that generally set an outline of right of way needs for such a project. Before any approvals are given, it is important to confirm that a setback is included that preserves enough right of way consistent with the final document. We look forward to working with you on your site plan development to ensure there are no conflicts with State right of way preservation.
6. Since the project will be increasing impervious surface and drains toward SR 25, Caltrans would like to review the drainage plans and reports, when they are available, to confirm that they include the necessary components to mitigate the increase in runoff to State Right of Way.
7. All future work in, on, under, over, or affecting State highway right-of-way is subject to a Caltrans encroachment permit. Depending on the complexity of the project improvements requiring an encroachment permit, Caltrans oversight may be the more appropriate avenue for project review and approval by Caltrans. The District Permit Engineer has been granted authority by Caltrans to make this decision.

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3157 or email christopher.bjornstad@dot.ca.gov.

Sincerely,



Chris Bjornstad
Associate Transportation Planner
District 5 Development Review

Sally Rideout

From: Darryl Boyd <dboyd@cosb.us>
Sent: Wednesday, October 28, 2020 2:11 PM
To: Sally Rideout; Stuart Poulter
Cc: Taven Kinison Brown
Subject: Fw: Notice of Preparation - Ridgemark Master Plan

FYI - we should schedule a call to discuss preparations and logistics for the scoping meeting next week. Have you done a virtual scoping meeting? I have not yet.

Do you have a standard scoping presentation you make?

Should we have Gary Coates present the proposed project or should I?

Darryl Boyd, Principal Planner (contract)
Resource Management Agency
County of San Benito
2301 Technology Parkway
Hollister, CA 95023
Main Phone: 831.637.5313
dboyd@cosb.us

From: John Schilling <jschilling@sbcoe.org>
Sent: Tuesday, October 27, 2020 1:52 PM
To: Darryl Boyd <dboyd@cosb.us>
Cc: Shannon Hansen <shansen@sbcoe.org>; Michael Ruth <mruth@sbcoe.k12.ca.us>; mwruth@runbox.com <mwruth@runbox.com>; Jeffrey Small <jsmall@capitolpfg.com>
Subject: Notice of Preparation - Ridgemark Master Plan
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John Schilling, Ed.D.
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Superintendent/Principal
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(831) 637-4439
FAX (831) 634-0156
jschilling@sbcoe.org
www.ssesd.org

2021 Revised Notice of Preparation
and Comments Received

B
APPENDIX



San Benito County Resource Management Agency

Public Works / Planning & Building / Parks / Integrated Waste

Notice of EIR Preparation (Revised)

Project Title: Ridgemark Subdivision Project (SCH#2020109022)

Project Applicant: Angels Company, LLC/Mr. John Wynn

The County of San Benito as the Lead Agency will prepare an environmental impact report (EIR) in accordance with California Environmental Quality Act (CEQA) for the Ridgemark Subdivision project (revised) as described below. A revised Notice of Preparation is being recirculated because the project description has changed and we are interested to know your views as to the scope and content of the environmental information for the proposed revised project.

Pursuant to the public participation goals of CEQA, the County in its role as lead agency, held a virtual public scoping meeting on Thursday, November 5, 2020 during which the originally proposed project was presented and input on the scope of the EIR was received from the public and representatives of public agencies and other organizations.

The proposed Ridgemark Subdivision project as revised would include; amending the zoning map for the site as needed, a vesting tentative subdivision map, residential and commercial/non-residential development, recreational/open space improvements, roadway improvements, and utility improvements. The proposed vesting tentative map would re-subdivide the project site to create 190 new single-family residential lots, five new commercial/non-residential lots, nine buffer zone lots, six undeveloped lots, five golf course lots, and one lot for a park; all within the proposed development area.

The revised project is similar to the originally proposed project but incorporates a revised site plan that better responds to existing geological characteristics of the site. The revised project also includes two additional components: a 38-unit affordable housing component and an additional access route between the project site and Southside Road by way of the streets within the adjacent Promontory at Ridgemark project site. A map of the project area is shown on the reverse side of this notice. A detailed project description, location, and the potential environmental effects of the revised proposed project are contained in the materials posted on the County web site at <https://www.cosb.us/departments/resource-management-agency/planning-and-land-use-division>.

Due to the time limits mandated by State CEQA law, your written response comments must be sent no later than October 15, **2021** or 30 days after receipt of this notice. Please send your response to Michael Kelly, Associate Planner at the RMA address shown below or email to mkelly@cosb.us. Please be sure to include your contact information so the County can keep you informed of future meetings for this project.

Date: September 15, 2021

Signature:

A handwritten signature in blue ink that reads "Michael Kelly".

Title: Associate Planner

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Ridgemark Subdivision EIR

Notice of Preparation

PROJECT LOCATION AND SETTING

The proposed project is located on approximately 253 acres within the approximately 618-acre Ridgemark Golf Course and Country Club property (“project site”), south of State Route 25 (Airline Highway) in unincorporated San Benito County, and southeast of the City of Hollister. [Figure 1, Location Map](#), shows the regional setting of the project site. Regional access to the site is provided by State Route 25 and Fairview Road. The project site is presented on [Figure 2, Aerial Photograph](#). The areas of the project site that would be developed are identified in Figure 2 as “Development Area” (hereinafter “development area”). The development area boundary represents the general locations of the Ridgemark property that would be subdivided and modified by future residential and commercial development. Direct access to the site is provided from three gated entry points off of State Route 25: Ridgemark Drive, Dan Drive, and South Ridgemark Drive. Ridgemark Drive provides the primary access route into the project site. Dan Drive provides emergency access to the site.

Surrounding Land Uses

[Figure 3, Project Site and Surrounding Land Uses](#), presents an aerial view of the project site. Land uses in the vicinity of the project site are presented in [Table 1, Surrounding Land Uses](#).

Existing Developed Site Conditions

The project site has seen many changes since 1972, when what used to be a turkey farm was subdivided and developed with a gated residential community with a 36-hole, PGA-quality golf course. Existing development on the Ridgemark property was approved in phases with multiple final maps and environmental documents over many years. In April 2014, when drought conditions forced the Sunnyslope County Water District to reduce water supply to the project site, 18-holes were eliminated, with many of the former fairways left fallow. Existing development on the project site includes single-family and multi-family homes on 697 residential lots, one 18-hole golf course, 32 transient occupancy guest rooms, clubhouse, banquet rooms, restaurant, pro shop, driving range, six tennis courts, playground, and ponds.

Table 1 Surrounding Land Uses

| Direction | Land Uses |
|-----------|---|
| North | Quail Hollow and Oak Creek Neighborhoods; Sunnyslope County Water District Office; Future Ridgemark Assisted Care Facility; State Route 25 (Airline Highway); Future Roberts Ranch Subdivision; Cielo Vista Neighborhood; Future Gavilan College – San Benito Campus; Fairview Corners Residential Specific Plan; and Vacant Land |
| South | Southside Road; Future Promontory at Ridgemark Subdivision; Agricultural Land; Rural Residential; and Vacant Land |
| East | Vacant Land; Orchard; and Proposed Vintage Specific Plan Residential Development |
| West | Vacant Land and Rural Residences. |

SOURCES: Google Earth 2019, EMC Planning 2020

Existing Site Conditions

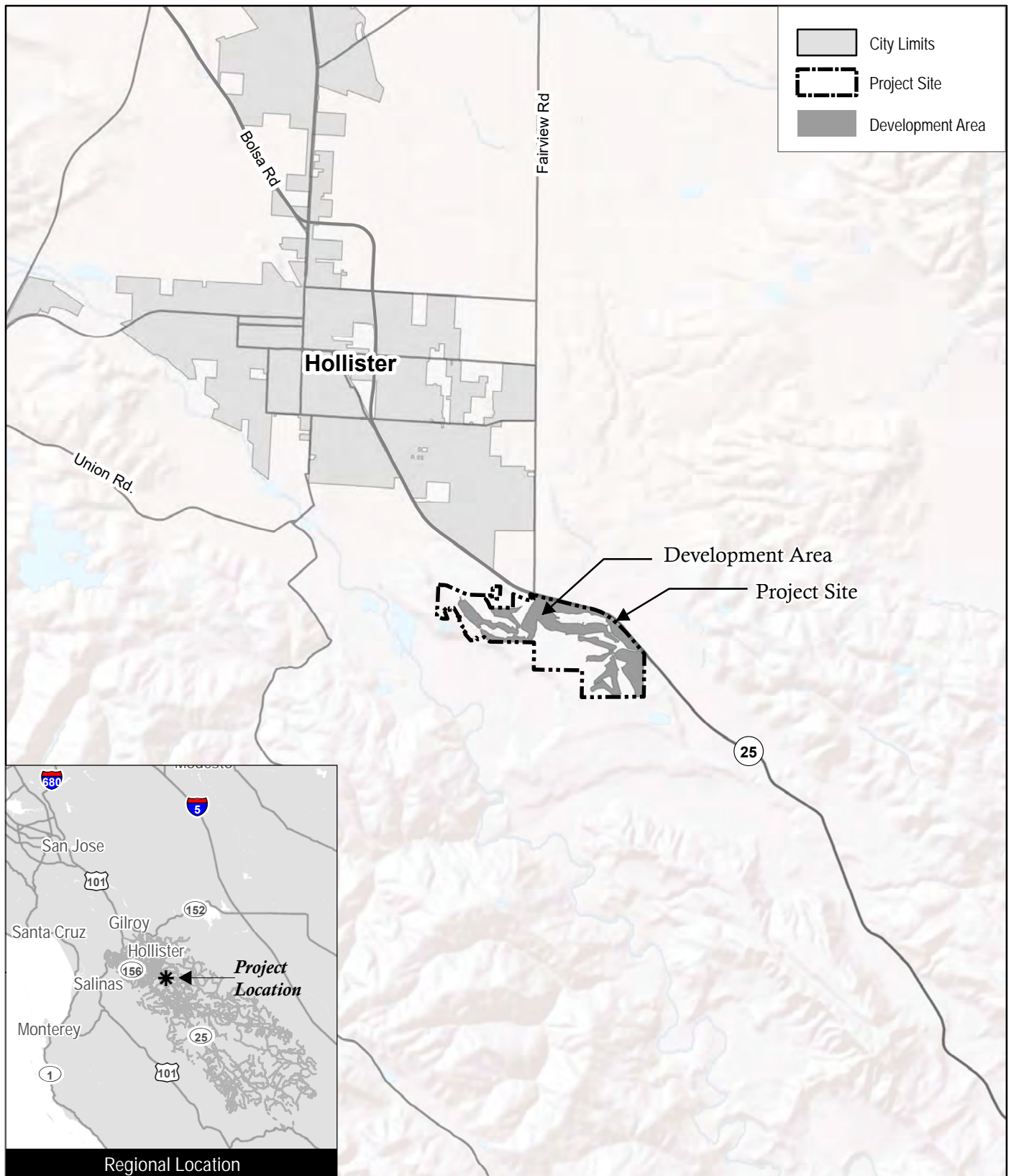
The project site consists of several areas within and adjacent to the existing gated residential subdivision, clubhouse and driving range.

Areas of the project site outside the gated residential community consist of the following:

- Areas located east of Ridgemark Drive including the existing clubhouse and cottages on 7.36 acres; a 3.36-acre parking lot, a 15.1-acre driving range; and 3.39 acres with landscaping and a drainage pond located between the existing clubhouse and State Route 25; and
- An additional 3.79 acres located on both sides of Dan Road between the residential community and State Route 25. An existing maintenance yard is located within this area on the east side of Dan Road.

Areas of the project site within the gated residential community consist of the following:

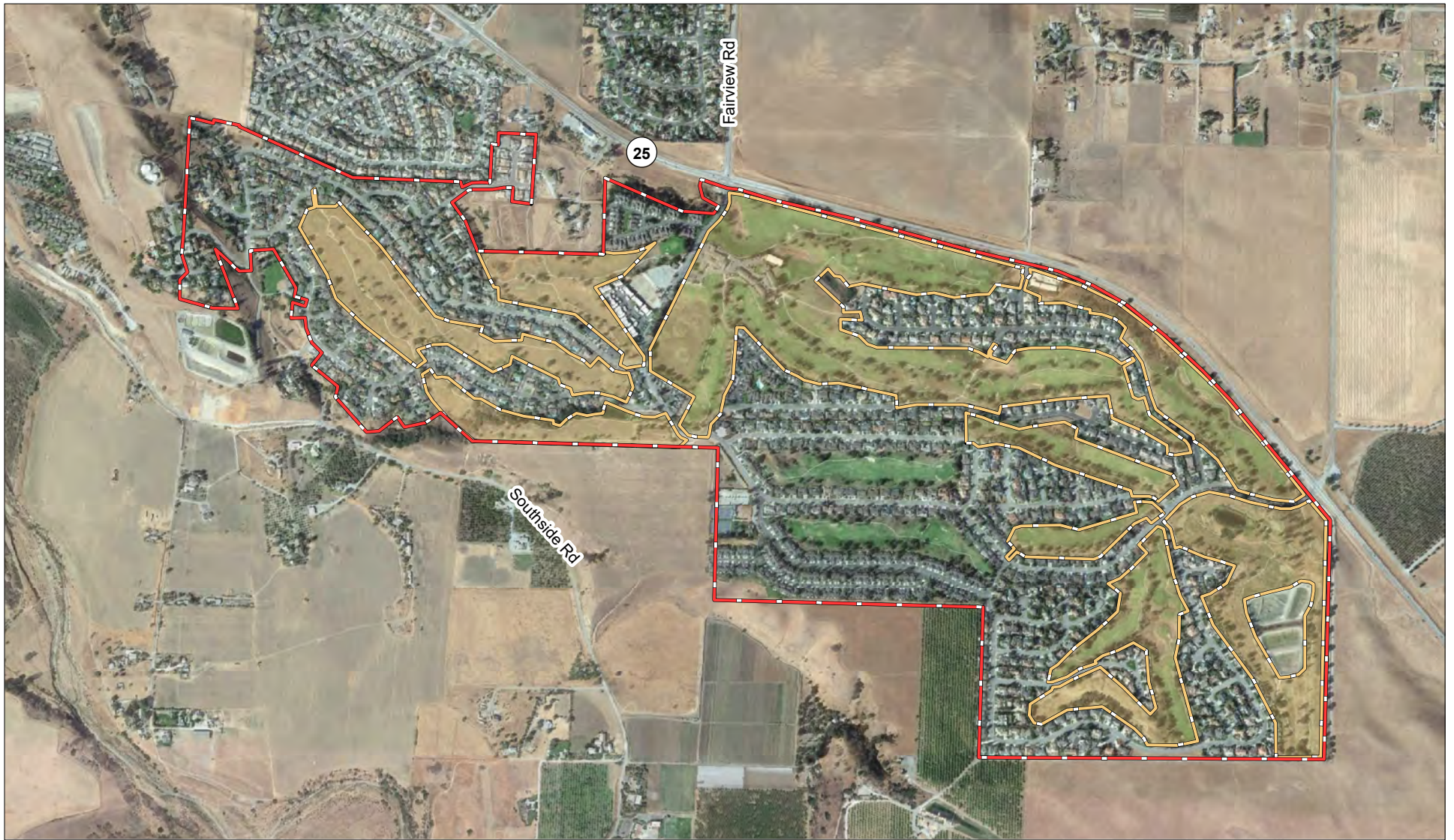
- East of Ridgemark Drive, the site includes the existing active golf course and adjacent single-family development. A number of water features/hazards are present on the fairways. Several of the water features and drainages include locations where the California tiger salamander (*Ambystoma californiense*) listed by CDFW and USFWS as a threatened species, have been observed in the past, and these features may provide suitable habitat for special status plant and wildlife species;



Source: ESRI 2019

Figure 1
Project Location

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0 1250 feet



Project Site



Development Area

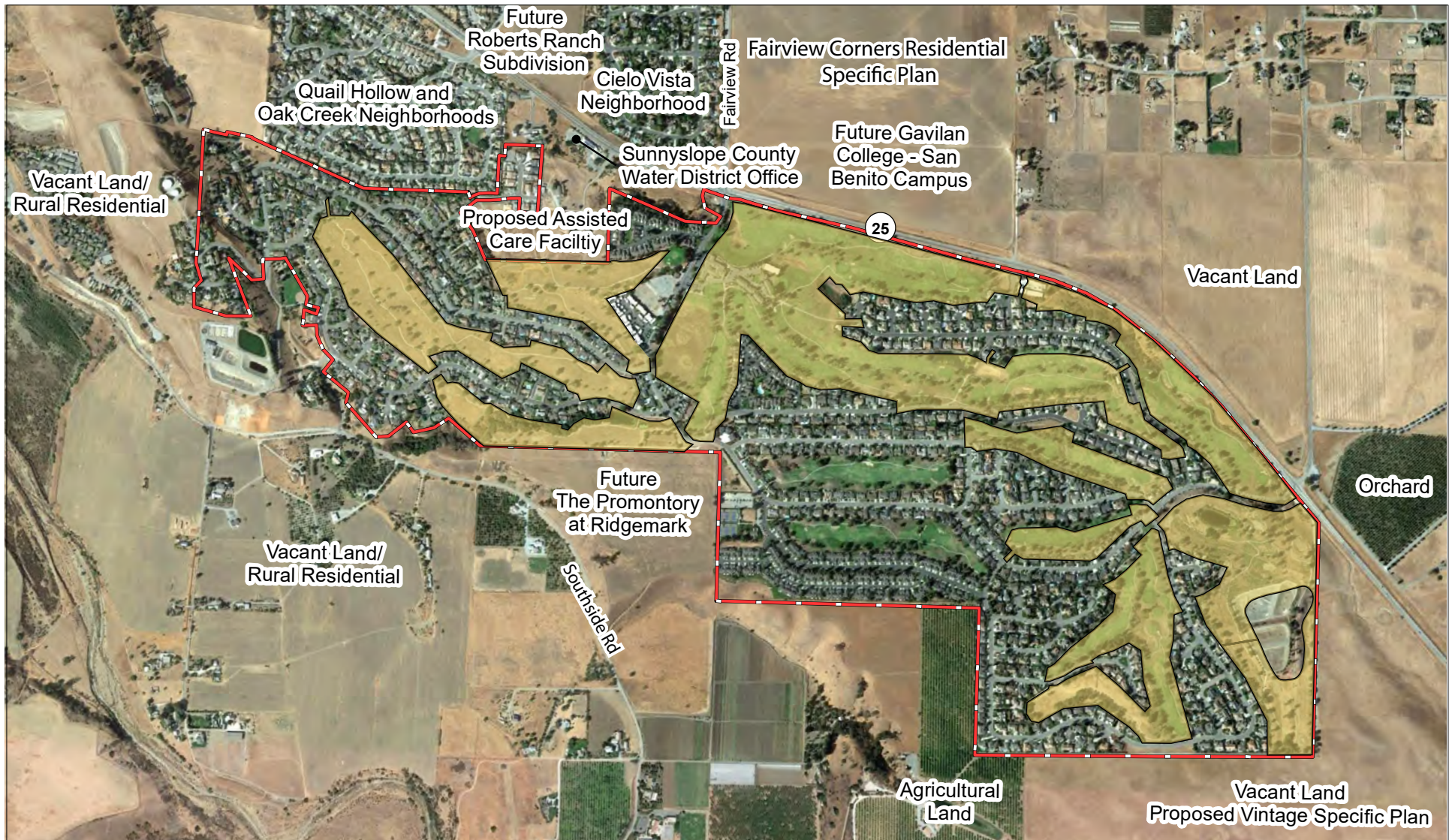
Kelley Engineering & Surveying 2019, ESRI World Imagery 2021, Aerial Date: 09/11/2019



Figure 2
Aerial Photograph

Ridgemark Subdivision EIR Notice of Preparation

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0 1250 feet



Project Boundary



Development Areas

Kelley Engineering & Surveying 2019, Google Earth 2018

E

M

C

Figure 3
Project Site and Surrounding Land Uses
Ridgemark Subdivision EIR Notice of Preparation

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- Multifamily residential development is located near the center of the site east of the existing driving range and near the southern boundary of the project site along Duffin Drive;
- The eastern portion of the site, generally located along and east of South Ridgemark Drive and Sonny's Way, consists of existing homes and streets, natural drainages, former water hazards, drainage ponds, and fallow former fairways near the easternmost portion of the project site. Ornamental tree species and concrete golf cart paths are present within the otherwise fallow fairways;
- Two water storage ponds, one owned and operated by Ridgemark and the other owned and operated by the Sunnyslope County Water District are located within the easternmost portion of the project site. No changes are proposed to the existing Sunnyslope County Water District pond. In this portion of the project site, much of the unoccupied flat land between existing development to the south and State Route 25 to the north has been used for the disposal of landscape trimmings and construction spoils;
- West of Ridgemark Drive, the project site consists of fallow former golf course fairways west of Ridgemark Drive. A number of ornamental tree species and concrete golf cart paths are present within the otherwise fallow fairways west of Ridgemark Drive; and
- South of Marks Drive, the project site includes vacant land adjacent to two existing drainage ponds.

In addition to these areas, a drainage ditch runs east-west along the northern portion of the project site adjacent to State Route 25. There are several areas within the project site and proposed development area boundary that can support native plant and animal species.

Figure 4, [Overall Site Plan](#), presents a color-coded description of existing and proposed development on the project site.

Other Existing Conditions

Two other areas that would be affected by the proposed project are shown on Figure 4.

- The proposed project would construct its affordable housing component on approximately one acre located west of Ridgemark Drive, directly across from the existing clubhouse and parking lot. This area is part of a previously-approved conditional use permit for commercial development known as Lot A, which has not yet been constructed. Existing conditions on this portion of Lot A currently consist primarily of the 18th hole of the fallowed golf course land; and

- Second, a south leg will be added to the intersection of Ridgemark Drive and South Ridgemark Drive by the developer of the adjacent subdivision identified on Figure 4 as the Promontory at Ridgemark . Traffic impacts of the Promontory at Ridgemark project were analyzed in an EIR (SCH#2016101022) certified by the County on April 2, 2018.

General Plan Land Use Designation and Zoning

The project site has a *San Benito County 2035 General Plan* land use designation of Residential Mixed (RM), and Commercial Neighborhood (CN) at the project entrance from Highway 25. The San Benito County zoning designation for the project site is R-1, Single-family Residential, and RM, Residential Multiple. A portion of the project site identified as “Contract Zone per Rec File No. 8403420” on the Vesting Tentative Map (refer to Figure 3-7). This area is located within the RM zone district. [Figure 5, Existing Zoning](#), presents the existing zoning designations on the overall Ridgemark property.

PROJECT DESCRIPTION

The proposed project would amend the zoning on the site as needed to establish a base zone of Single-family Residential (R-1) District combined with either the Planned Unit Development (PUD) Combining District or the Neighborhood Commercial District (C-2) Combining District, a vesting tentative map, residential and commercial/non-residential development, recreational/open space improvements, roadway improvements, and utility improvements. Proposed development is summarized in [Table 2, Proposed Development](#).

Table 2 Proposed Development

| Lot | Proposed Use | Acres | Building Square Feet |
|----------|---|-------|----------------------|
| B | Commercial | 3.39 | 15,000 |
| C | Commercial | 3.30 | 30,300 |
| D | Hotel (154 Rooms) | 7.36 | 107,000 |
| E | Maintenance/Service | 2.71 | 13,800 |
| F | Maintenance/Service | 1.08 | 5,400 |
| 1-190 | Single-family Residential | 71.68 | TBD |
| Off-site | Apartment (38 units - Affordable Housing) | 0.9 | 36,050 |

SOURCE: Kelly Engineering and Surveying 2021, T-Square Consulting Group 2021



Figure 4
Overall Site Plan

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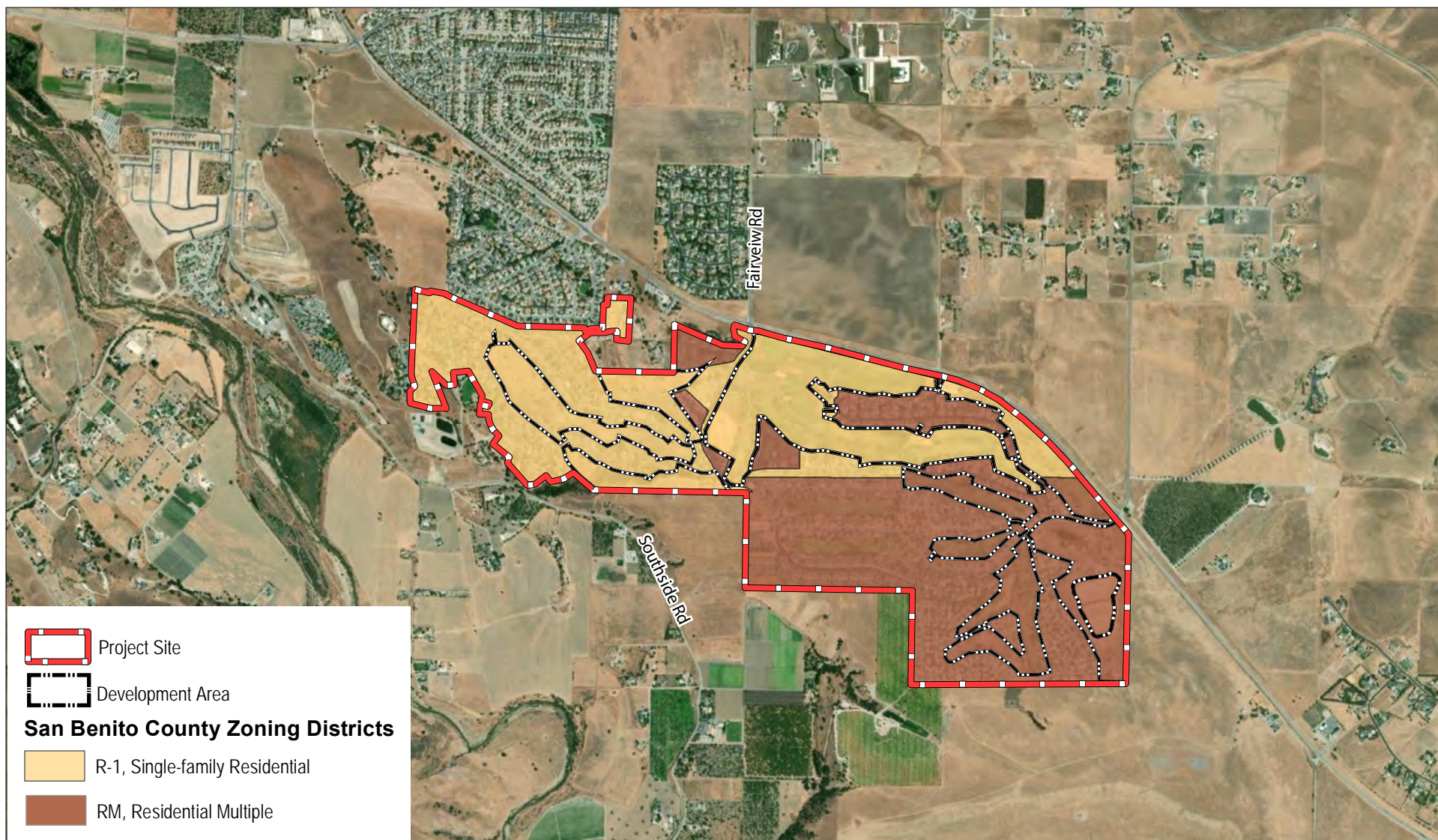


Figure 5
Existing Zoning

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Rezone

The proposed project includes rezoning, as necessary, on all or a portion of the project site to establish a base zone of Single-family Residential (R-1) District combined with either the Planned Unit Development (PUD) Combining District or the Neighborhood Commercial District (C-2) Combining District consistent with, and at the development intensity identified in the vesting tentative map. The PUD District allows flexibility from the residential development standards of the R-1 District.

Vesting Tentative Map

The proposed vesting tentative map would re-subdivide the project site to create 190 new residential lots, five new commercial/non-residential lots, nine buffer zone lots, six undeveloped lots, five golf course lots, and one lot for a park; all within the proposed development area. Lot A, upon which the development of affordable housing is proposed, is an existing lot and is not part of the subdivision. The vesting tentative map is presented in [Figure 6, Vesting Tentative Map](#). Greater details of the proposed development (refer also to Figure 3) are presented in [Table 3, Subdivision Components](#).

Table 3 Subdivision Components

| Land Use | Number of Lots | Acreage ^{1,2} |
|---------------------------|----------------|------------------------|
| Residential | 190 | 71.68 |
| Commercial | 5 | 17.84 |
| Buffer Zone | 9 | 12.28 |
| Pond or Other Undeveloped | 6 | 19.33 |
| Golf Course | 5 | 115.32 |
| Park | 1 | 4.00 |
| Right-of-Way | - | 12.67 |
| Total | 216 | 253.12 |

SOURCE: Kelly Engineering and Surveying 2019

NOTES:

1. Numbers may vary due to rounding.
2. Acreages are approximate.

Residential Development

Single-family Residential

The proposed 190 new residential lots would comprise approximately 71.68 acres of land that was previously used as a golf course/driving range. Most of the proposed lots would enable new residential units to be located a minimum of 50 feet distant from any existing

residential lot; however, there are several new lots proposed (lots 31, 32, 38, 43, 94, 95, and 102) where a 50-foot building separation from existing lots may not be possible. All new proposed residential lots are a minimum of 10,000 square feet in size. Development of residential lots, related support access and utility infrastructure improvements will be phased, depending on market demand.

Affordable Housing

An offsite 38-unit affordable housing complex and parking lot is proposed west of Ridgemark Drive, shown in blue near the center of the site in Figure 4. The affordable units would be housed in a three-story apartment building and would consist of 11 one-bedroom units, 21 two-bedroom units, and six three-bedroom units. The location of the apartment complex is outside the boundary of the project site and occupies a portion of Lot A, which was the subject of a separate development application to the County. The County Board of Supervisors made findings for and adopted a negative declaration and approved a use permit for commercial development of Lot A on July 12, 2011, with an amendment to the use permit approved April 18, 2018. The previous environmental analysis did not analyze the effects of an increase in residential population resulting from development of Lot A. The EIR will evaluate the environmental impacts that would result from additional population housed in the proposed apartment building on Lot A.

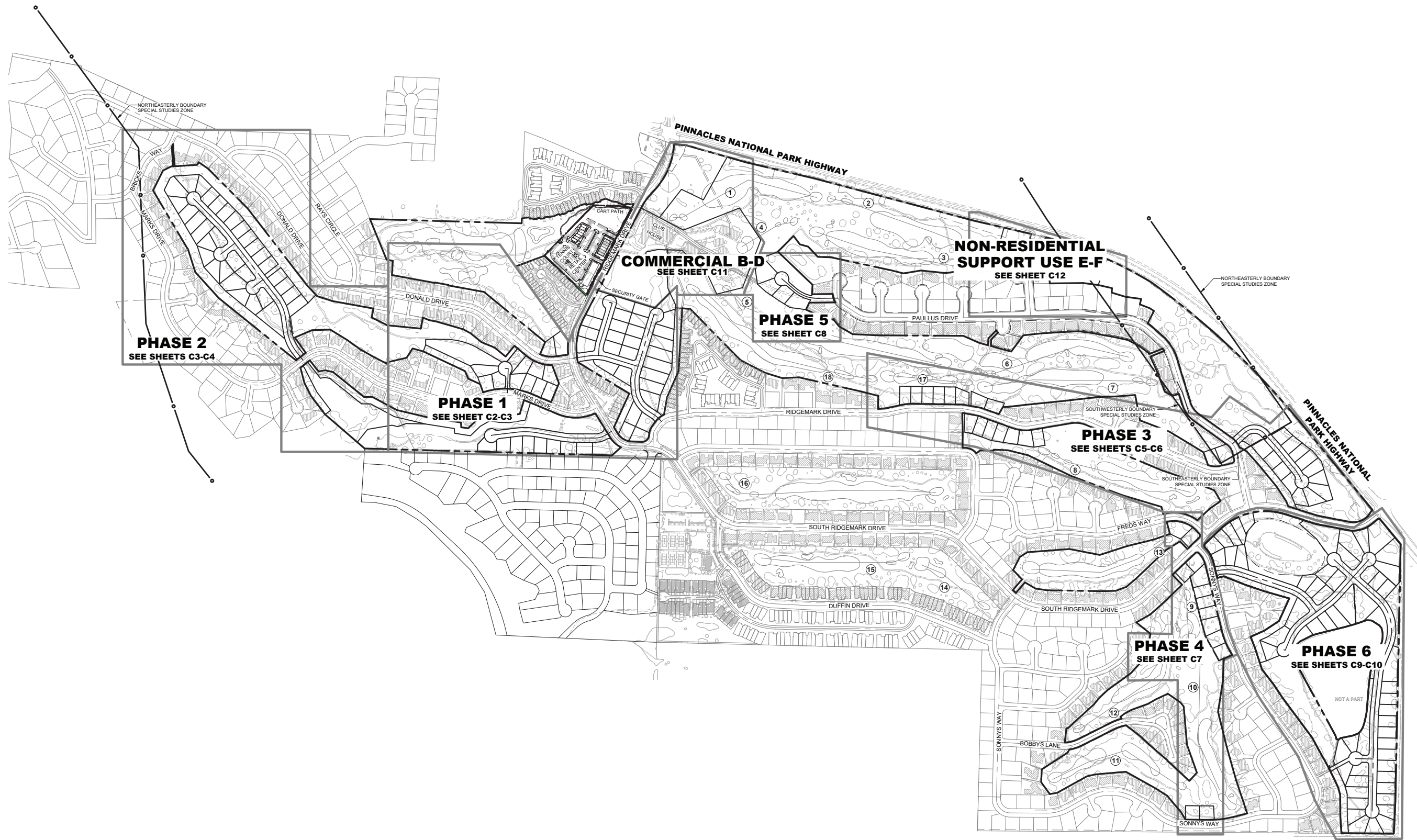
Commercial/Non-residential Development

The proposed commercial/non-residential development includes five lots, Lot B through Lot F, totaling 17.84 acres (refer to Figure 3). Commercial development of Lot A shown on the tentative map has already been approved and therefore, is not included in the proposed project. New commercial development is proposed on Lots B and C, which are located between the existing developed areas and State Route 25. Existing uses on Lot D include the club house, pro-shop, food and bar service, overnight cottages, office and meeting room areas.

A 154-room hotel is proposed to replace the existing cottages on Lot D. Lots E and F, located farther east along State Route 25, would be developed for maintenance and service support facilities for the project site.

Use Permit

The commercial and non-residential development will require the approval of use permits in accordance with County Zoning Code requirements. An amendment to the approved use permit for Lot A will be required for the development of the affordable housing complex. Use permit applications and specific development proposals have not been submitted at this time pending approval of the rezoning and vesting tentative map. The EIR is intended to provide environmental clearance for the affordable housing project, and subsequent commercial and non-residential specific development to the maximum extent possible.



Source: Kelley Engineering and Surveying 2021



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Parks and Open Space

Approximately 36 acres of open space is proposed. A four-acre park is proposed on the currently abandoned golf course area between Marks Drive and Donald Drive.

Improvements will include a tot lot, picnic area, tables, hard surface court for basketball and turf field, with connecting walking and bike trails. The park and trail system improvements will be designed in conjunction with the Ridgemark Homes Association (RHA). Improved areas are intended to be dedicated to the RHA for their ownership and use. The existing tennis center would remain as a private facility, accessible to the residents of RHA and their guests.

Access and Circulation

A new entry gate feature is proposed on Ridgemark Drive. A new intersection would be constructed prior to entering the gate area that provides access to Lot A and Lot B. In order to accommodate project-generated traffic, Ridgemark Drive between State Route 25 and Marks Drive will be widened from two to four lanes where possible, and to three lanes if adequate room is not available for a four-lane road design. All proposed roadways would be developed consistent with existing street standards within the project site area. Project residents would be able to access Southside Road by way of a gated access road in the adjoining Promontory at Ridgemark subdivision south of the project site. The access route is shown on [Figure 7, Access to Southside Road](#). Circulation improvements that enable project traffic to use this route are being constructed by the developer of the Promontory at Ridgemark project. The EIR analysis will assume that the access route is fully operational and available to project residents.

Utility Infrastructure

Sewer and water services will be provided by Sunnyslope County Water District. On-site storm water facilities would be developed according to County standards. The volume of water demand for the various proposed uses may require the preparation of a Water Supply Assessment. If required, the assessment will be prepared and included in the EIR.

POTENTIAL ENVIRONMENTAL EFFECTS

The County has determined that an EIR be prepared to evaluate the direct and indirect physical environmental impacts resulting from the proposed project. Therefore, the County will prepare an EIR. There are no agricultural, timberland, forestland, or mineral resources on the project site. The types of probable environmental effects and the scope of analysis associated with construction and implementation of the proposed project are summarized below.

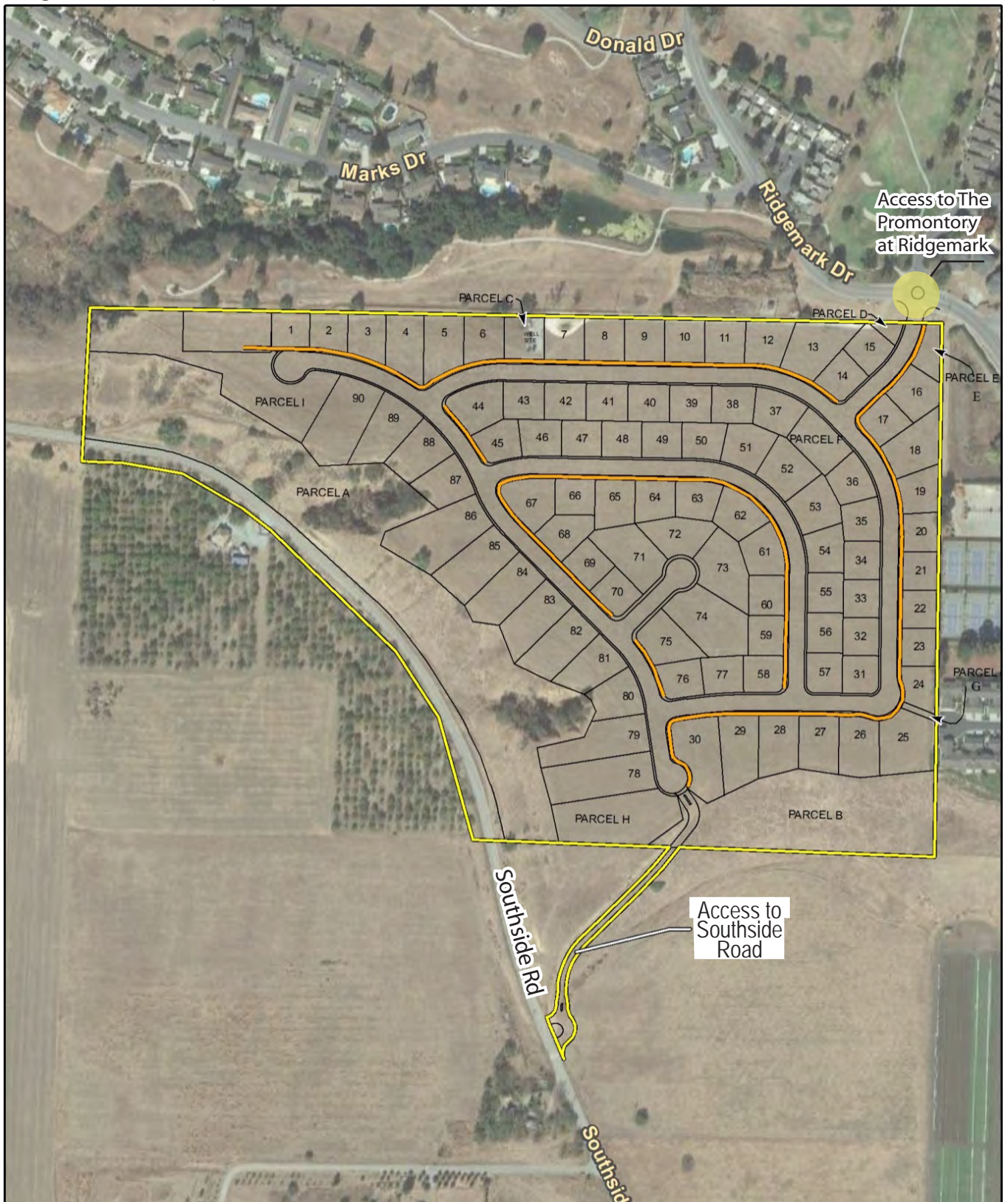
Aesthetics

Caltrans has listed State Route 25 as an eligible scenic route in the State Scenic Highway Program. The proposed project may alter the visual character of the project site when viewed from State Route 25 and other public areas outside the project boundary. The EIR will identify the potential for the proposed project to alter visual resource conditions in the project vicinity. The EIR will discuss the existing and proposed visual character and quality of public viewsheds, including State Route 25, Southside Road, and the project site, identify sensitive viewer groups and the duration of exposures to visual changes including light and glare. The EIR will identify visual resources and potential impacts to them and, if necessary, present mitigation measures to reduce significant impacts to a less-than-significant level.

Air Quality

The project site is located in the North Central Coast Air Basin (air basin), which is under the jurisdiction of the Monterey Bay Air Resources District (air district). The proposed project is anticipated to result in an increase in criteria air pollutant emissions during its operations, primarily through new vehicle trips generated by the proposed project and during construction of the proposed project. The EIR will describe the physical and climatological characteristics of the air basin, and provide a general overview of regulatory requirements (federal, state, regional, and local) related to air quality. The discussion will include quantification and evaluation of project air quality impacts using San Benito County and the air district's air quality management plans and CEQA guidance documents.

Modeling will be conducted using the California Emissions Estimator Model (CalEEMod) to provide an estimate of criteria air pollutant emissions based on the proposed land uses, including the affordable housing component. Modeling results will be compared with air district thresholds. Both construction and operational impacts will be addressed, and the results of the modeling will be incorporated into the EIR. The EIR discussion will also evaluate consistency of the proposed project with applicable air quality plans, and will identify any project sources of hazardous air pollutants or odors, as well as any existing or planned nearby sensitive receptors that could be affected. The EIR analysis will identify potential impacts related to air quality and present mitigation measures, as necessary, to reduce significant impacts to a less-than-significant level.



Source: San Benito County 2017

Figure 7

Access to Southside Road

Ridgemark Subdivision EIR Notice of Preparation

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Biological Resources

The project site is located within an existing residential development and golf course. Pockets of annual grassland, ponds, and riparian areas are present within the project boundary. Former golf course holes and fairways have been disked and allowed to go fallow, resulting in open bare areas or the establishment of annual grasses and non-native species. Urban development typically precludes the presence of most special-status species listed by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW), however potential habitat for the following special-status species remains present:

- California tiger salamander (*Ambystoma californiense*), state listed as threatened, federally listed as threatened (CTS);
- California red-legged frog (*Rana draytonii*), federally listed as threatened;
- San Joaquin kit fox (*Vulpes macrotis mutica*), state listed as threatened, federally listed as endangered;
- Western pond turtle (*Emys marmorata*), state listed as a species of special concern;
- Spadefoot toad (*Spea hammondi*), state listed as a species of special concern;
- Burrowing owl (*Athene cunicularia*), state listed as a species of special concern;
- Nesting and roosting bat species, many listed by the state as species of special concern; and
- Protected nesting birds and raptors.

Construction of the golf course and original residential development began in the early 1980s, with subsequent phases further modifying the landscape over the years. This has resulted in a long history of biological evaluation and permitting activities. For the purposes of the proposed project, preliminary consultation with USFWS and CDFW has been initiated by the applicants. The USFWS survey protocol for CTS requires two years of aquatic and winter upland surveys. Based on the results of previous studies, protocol-level survey work for special-status amphibian species on the project site was initiated by Bryan Mori Biological Consulting Services in 2019.

Several ponds on the western portion of the Ridgemark property (west of the pond at the end of Paullus Drive), have now been studied for two years, including a survey conducted for a different project adjacent to the Ridgemark property. Ponds on the east side of Ridgemark Drive were studied during the 2019-2020 winter season. During the 2019-2020 winter survey, one CTS was recorded at the Ridgemark in the irrigation pond located east of South Ridgemark Drive. No CTS were recorded elsewhere during the studies. Western pond turtle, a state species of special concern, was recorded at several of the ponds.

Although CTS presence was confirmed on the site, the second year of surveys may be warranted at Pond 8 and its vicinity to obtain a more comprehensive understanding of the status of CTS at the eastern section of the property. The survey conclusions recommend a second year of surveys on several southern ponds to provide more definitive conclusions regarding the status of CTS at these locations and if/how they move on and off the Ridgemark property.

The EIR will consider potential impacts to these and other biological resources as a result of the proposed project and within a cumulative context of the historical development and the region. The EIR analysis will identify significant impacts to biological resources and present mitigation measures as appropriate.

Cultural Resources

A cultural resource evaluation has been prepared for the project site, including archival research, a sacred lands search, and site investigation. The cultural resource evaluation determined that although historic, archaeological, tribal, and cultural resources have been identified within 1/8 mile of the project site, none have been found within the project site. A surface reconnaissance of the project area has also been performed as a means of evaluating potential adverse effects on cultural resources. The findings of the evaluation will be summarized in the EIR. The EIR will identify potential impacts to cultural resources, including tribal cultural resources, and present mitigation measures as appropriate.

Energy

The three primary sources of energy consumption from the proposed project will be the use of fuel in the vehicles traveling to and from the project site, on-site use of natural gas, and on-site use of electricity in buildings and for other ancillary uses such as lighting. The EIR section will include an overview of the standard of review for evaluation of energy effects of the project, an overview of related state legislation and regulations, and summarize energy demand results from the air quality and greenhouse gas emissions analysis. Energy demand from onsite use of natural gas and electricity at buildout of the proposed project will be estimated using CalEEMod. Transportation fuel demand resulting from project development will be estimated using the EMFAC model. Mitigation measures that result in reduced energy consumption, if necessary, as well as any applicant-proposed measures that reduce energy consumption, will be identified in the EIR section.

Geologic Hazards

A portion of the project site is located within an Alquist-Priolo Special Studies Zone on the Tres Pinos Quadrangle official map. The EIR will describe the geologic and soils conditions of the project site, provide an overview of regulations and standards for geology and soil

conditions, and utilize available information from the site-specific geological report. The EIR analysis will identify potential impacts related to geology and soils, and present mitigation measures as appropriate.

Greenhouse Gas Emissions

The EIR discussion will include a general overview of climate change science, climate change issues in California, and regulatory (federal, state, regional, and local) requirements with respect to GHG emissions. To date, the air district has not adopted CEQA guidance for analysis of GHG effects of land use projects (e.g., numerical thresholds of significance) nor has it prepared a qualified GHG reduction plan for use/reference by local agencies. Further, San Benito County has not adopted a GHG reduction emissions plan or climate action plan that is applicable to new development within the county. In the absence of local guidance, an efficiency-based threshold will be derived that represents the rate of emissions (tons of GHG emissions per service population) from projects within the land use sector at or below which an individual land use project would not impede the State of California's ability to achieve the GHG emissions reduction target established under SB 32. The proposed project would generate greenhouse gas (GHG) emissions during construction and operations. The EIR section will quantify the project's construction and operational emissions using CalEEMod and EMFAC. The net project GHG emissions will be compared to the efficiency-based threshold of significance for evaluating the significance of project-related GHG emissions. The EIR analysis will identify potential impacts related to GHG emissions and present mitigation measures as appropriate.

Noise

The proposed project will increase mobile- and stationary-source ambient noise levels that may exceed acceptable noise standards. The EIR will analyze project-related noise levels generated by the proposed residential and commercial uses as they may affect adjacent noise-sensitive land uses. This section will also analyze potential project-related changes in roadway traffic noise exposure along roadways near or adjacent to the project site as well as quantify noise and/or vibration levels that would likely occur during construction of the project. Noise-sensitive receptors that could be subjected to noise or vibration levels in excess of applicable noise standards or CEQA thresholds during construction will be identified. An acoustical analysis is being prepared, the results of which will be incorporated into this section of the EIR. The EIR analysis will identify significant impacts related to noise and present mitigation measures as appropriate.

Public Services

Law Enforcement and Fire Protection Facilities

The proposed project would increase demand for law enforcement and fire protection services. The EIR will analyze how the proposed project would affect the provision of law enforcement and fire services, and whether new or expanded police and fire protection facilities will be necessary to serve the project. The EIR analysis will identify potential impacts and present mitigation measures as appropriate.

Public School Facilities

The proposed project includes new residential uses that would include school-age children that would attend area schools (Hollister School District and San Benito High School District). The EIR will analyze how the proposed project would affect the provision of school services, and whether new or expanded public school facilities will be necessary to serve the project. The EIR analysis will identify potential impacts and present mitigation measures as appropriate.

Transportation

The proposed project would increase traffic volumes on area roadways through the introduction of new residential and commercial uses. In response to the passage of Senate Bill (SB) 743, changes to the CEQA Guidelines, and recommendations by the Governor's Office of Planning and Research, the use of vehicle miles traveled (VMT) is recommended for the evaluation of impacts on transportation systems due to land use decisions.

Environmental impacts as the result of the proposed project will be identified and analyzed based on VMT.

However, San Benito County currently uses LOS as their adopted methodology for the evaluation of the effects of new development and land use changes on the local transportation network. Therefore, in addition to the evaluation of VMT, the EIR will include a summary of roadway capacity analysis based on the *San Benito County 2035 General Plan* policies related to LOS. However, the determination of project impacts per CEQA requirements will be based solely on the VMT analysis.

A traffic impact analysis (traffic report) is being prepared that will identify baseline and project-generated VMT. Pursuant to SB 743, the Governor's Office of Planning and Research (OPR) published the finalized Updates to the CEQA Guidelines in November 2017. The guidelines stated that Level of Service will no longer be considered an environmental impact under CEQA and considers vehicle-miles-traveled (VMT) the most appropriate measure of transportation impact. Since San Benito County has not formally adopted its own County specific VMT policies, the traffic study will utilize the Governor's Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA*, published in December 2018, for the VMT analysis methodology and impact thresholds.

The roadway capacity analysis will supplement the CEQA VMT analysis by identifying transportation and traffic operational issues that may arise due to project-related increases in traffic volumes on area roadways, including project access to and from Southside Road.

The EIR will evaluate the project's effect on transit service and bicycle and pedestrian circulation in the study area. The EIR will present the findings of the roadway capacity analysis and traffic impact analysis of the project site circulation concept and identify any access or circulation issues that may result in a traffic hazard or conflict with general plan policies. The EIR will incorporate the findings of the traffic impact analysis study. The EIR section will identify potential impacts related to transportation VMT, emergency access, and traffic hazards, and present mitigation measures as appropriate.

The following intersection facilities will be included in the roadway capacity LOS analysis and the traffic safety analysis:

1. South Ridgemark Drive/Best Road and Airline Highway;
2. Fairview Road/Ridgemark Drive and Airline Highway;
3. Enterprise Road and Airline Highway;
4. Airline Highway and Union Road;
5. Airline Highway and Sunset Drive;
6. Highway 25 Bypass/Airline Highway and Sunnyslope Road/Tres Pinos Road;
7. Fairview Road and Hillcrest Road;
8. Fairview Road and Sunnyslope Road;
9. Fairview Road and Union Road (*future intersection*);
10. Southside Road and Union Road;
11. San Benito Street and Union Road;
12. Union Road/Mitchell Road and State Route 156;
13. San Benito Street and Nash Road;
14. State Route 25 and Hillcrest Road;
15. State Route 25 and Meridien Street;
16. State Route 25 and Santa Ana Road;
17. San Felipe Road and State Route 25;
18. Fairview Road and Santa Ana Road; and
19. Southside Road and Promontory at Ridgemark gated access road.

Wastewater Infrastructure

The proposed project will require wastewater infrastructure and wastewater treatment from the Sunnyslope County Water District. This EIR will address the volume of wastewater expected to be generated by the proposed project and the capacity of the Sunnyslope County Water District to adequately serve the project's projected demand. The EIR section will identify potential impacts related to wastewater service and present mitigation measures as appropriate.

Water Supply and Water Supply Infrastructure

The project site is located within the service boundary of the Sunnyslope County Water District. The EIR will address existing and proposed water demand to evaluate the proposed project's impacts on the Sunnyslope County Water District water supply capacity and effects on the groundwater basin. The EIR will identify the existing water supply setting, proposed project's water demand, and evaluate the effects of the proposed project's water demand on groundwater resources. The EIR analysis will identify significant impacts, if any, and present mitigation measures as appropriate.

Effects that May be Less Than Significant

The proposed project is not anticipated to result in potentially significant impacts relating to agricultural resources, hazards and hazardous materials, flooding, water quality, mineral resources, recreation facilities, and solid waste facilities. The environmental effects of the proposed project not anticipated to potentially result in significant impacts will be briefly discussed in this section of the EIR.

Cumulative Impacts

As recommended by CEQA Guidelines section 15130 (b)(1)(B), the EIR will include a summary of projections contained in the *San Benito County 2035 General Plan* to form the cumulative projects scenario. The primary focus of cumulative impacts will be on biological resources, noise, traffic, wastewater service, and water supply. Air quality and GHG emissions cumulative impacts will be assessed, in accordance with air district guidance. The EIR will include an evaluation and determination as to whether the proposed project's impacts are cumulatively considerable.

Significant and Unavoidable Impacts

Any impacts determined to be significant and unavoidable, as discussed in other sections of the EIR, will be summarized in this section of the EIR.

Significant Irreversible Environmental Changes

The proposed project includes a zone change and therefore, the EIR will include a discussion of significant irreversible environmental changes that would be caused by the proposed project should it be implemented.

Growth-Inducing Impacts

As required by the CEQA Guidelines, the EIR will discuss the proposed project's potential for growth-inducing impacts.

Alternatives

In accordance with CEQA Guidelines, the EIR will include analysis of a reasonable range of alternatives to the proposed project, or to the location of the project, which could feasibly attain most of the basic objectives of the project while avoiding or substantially lessening any of the significant adverse environmental effects of the project. An evaluation of the comparative merits of the alternatives will be presented in the EIR.

REQUIRED PERMITS AND APPROVALS

The project would need the following discretionary approvals from the County: rezone of the entire Ridgemark property to "Single-family Residential (R-1) as the base district combined with "Planned Unit Development (PUD)" or "Neighborhood Commercial (C-2)" Combined Districts; a vesting tentative subdivision map for 216 lots; conditional use permits for commercial and other non-residential development; and improvement plan, grading, and building permits. The project also may require approvals from other local, state, and federal governmental agencies, including a United States Fish and Wildlife Service (USFWS) Incidental Take Permit, a California Department of Fish and Wildlife (CDFW) Incidental Take Permit and possible Streambed Alteration Agreement. Other agency approvals and permits may include a United States Army Corps of Engineers (USACE) Nationwide Permit, and CDFW and Regional Water Quality Control Board (RWQCB) Water Quality Certification.

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DEPARTMENT OF TRANSPORTATION
CALTRANS DISTRICT 5
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Making Conservation
a California Way of Life.

October 5, 2021

SBt/25/47.693
SCH#2020109022

Michael Kelly
Associate Planner
San Benito County
Resource Management Agency
2301 Technology Parkway
Hollister, CA 95023

Dear Mr. Kelly:

COMMENTS FOR THE NOTICE OF PREPARATION (NOP) OF THE RIDGEMARK
SUBDIVISION PROJECT, SAN BENITO COUNTY, CA

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the Ridgemark Subdivision Project which proposes 190 new single-family residential lots, five new commercial/non-residential lots, nine buffer zone lots, six undeveloped lots, five golf course lots, and one lot for a park. Caltrans offers the following comments in response to the NOP:

1. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals.
2. As a result of Senate Bill (SB) 743, effective July 2020 Caltrans replaced vehicle level of service (LOS) with vehicle miles traveled (VMT) as the primary metric for identifying transportation impacts from local development. Additionally, the Caltrans Transportation Impact Study Guide (TISG) replaces

the Guide for the Preparation of Traffic Impact Studies (Caltrans, 2002) and is for use with local land use projects. The focus now will be on how projects are expected to influence the overall amount of automobile use instead of traffic congestion as a significant impact.

3. Employing VMT as the metric of transportation impact Statewide will help to promote Green House Gas (GHG) emission reductions consistent with SB 375 and can be achieved through influencing on-the-ground development. Implementation of this change will rely, in part, on local land use decisions to reduce GHG emissions associated with the transportation sector, both at the project level, and in long-term plans (including general plans, climate action plans, specific plans, and transportation plans) and supporting Sustainable Community Strategies developed under SB 375. In addition to any site-specific access or safety concerns with the project, it is likely that the Caltrans correspondence will focus attention on meeting overall VMT reducing goals.
4. Due to COVID-19, Caltrans policy on collecting traffic data has changed until further notice. Traffic analysis conducted for all projects on the State Highway System (SHS) are now required to use traffic data collected before March 13, 2020 to avoid abnormal traffic patterns. Traffic analysis and data usage will need to meet Caltrans standards of sound engineering justification and source documentation of historical traffic data. Additional information can be found at <https://dot.ca.gov/programs/traffic-operations>.
5. Caltrans appreciates that the Environmental Impact Report (EIR) will use both VMT and level of service (LOS) analysis for the traffic study. This will allow us to analyze the impacts made to the State Highway System (SHS) specifically at the State Route (SR) 25 and projects intersections.
6. There are plans for the eventual widening of SR 25 from Sunset Drive to Fairview Road in Hollister. In 2002, a Project Study Report (PSR) was completed that generally set an outline of right of way needs for such a project. Before any approvals are given, it is important to confirm that a setback is included that preserves enough right of way consistent with the final document. We look forward to working with you on your site plan development to ensure there are no conflicts with State right-of-way preservation.
7. Since the project will be increasing impervious surface and drains toward SR 25, Caltrans would like to review the drainage plans and reports, when they are available, to confirm that they include the necessary components to mitigate the increase in runoff to State right-of-way.

8. All future work in, on, under, over, or affecting State highway right-of-way is subject to a Caltrans encroachment permit. Depending on the complexity of the project improvements requiring an encroachment permit, Caltrans oversight may be the more appropriate avenue for project review and approval by Caltrans. The District Permit Engineer has been granted authority by Caltrans to make this decision.

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 835-6543 or christopher.bjornstad@dot.ca.gov.

Sincerely,

Christopher Bjornstad

Chris Bjornstad
Associate Transportation Planner
District 5 Development Review

From: Nelson, Kelley@Wildlife <Kelley.Nelson@Wildlife.ca.gov>
Sent: Monday, October 18, 2021 13:12
To: Michael Kelly
Subject: Ridgemark Subdivision Project NOP

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good afternoon Michael – I just wanted to touch base with you and let you know that I sent a draft comment letter to my Supervisor Craig Bailey the end of last week regarding the Ridgemark Subdivision Project NOP.

Hope you have a great week.

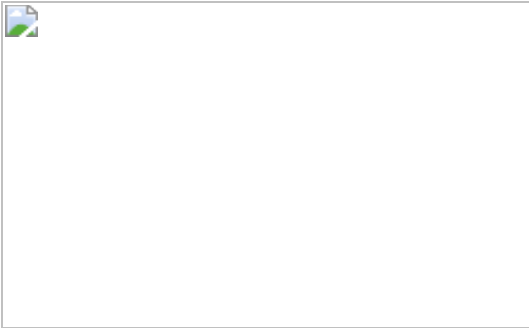
Kelley Nelson

Environmental Scientist

CA. Department of Fish and Wildlife

1234 E. Shaw Ave

Fresno, CA 93701





State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



November 4, 2021

Michael Kelly, Associate Planner
San Benito County Resource Management Agency
2301 Technology Parkway
Hollister, California 95023-2513
mkelly@cosb.us

Subject: Ridgemark Subdivision Project (Project)
Notice of Preparation (NOP)
SCH No.: 2020109022

Dear Mr. Kelly:

The California Department of Fish and Wildlife (CDFW) received a revised NOP, due to a change in the Project description, from the San Benito County Resource Management Agency for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code. While the comment period may have passed, CDFW would appreciate if the San Benito County Resource Management Agency will still consider our comments.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Michael Kelly
San Benito County Resource Management Agency
November 4, 2021
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projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code may be required.

PROJECT DESCRIPTION SUMMARY

Proponent: Angels Company, LLC/Mr. John Wynn

Objective: The proposed project would amend the zoning on the site to create a base zone of "Single-family Residential (R-1)" District combined with either the "Planned Unit Development (PUD)" Combining District or the Neighborhood Commercial District (C-2) Combining District, a vesting tentative map, 190 on-site residential units and commercial/non-residential development, recreational/open space improvements, roadway improvements, and utility improvements. The proposed vesting tentative map would re-subdivide the project site to create 190 new residential lots, five new commercial/non-residential lots, nine buffer zone lots, six undeveloped lots, five golf course lots, and one lot for a park, all within the proposed development area. An additional 38 units for affordable housing, are also being constructed as part of this project.

Location: The proposed project is located on approximately 253 acres within the approximately 618-acre Ridgemark Golf Course and Country Club property ("project site"), south of State Route 25 (Airline Highway) in unincorporated San Benito County, and southeast of the City of Hollister. Regional access to the site is provided by State Route 25 and Fairview Road. Direct access to the site is provided from three gated entry points off of State Route 25: Ridgemark Drive, Dan Drive, and South Ridgemark Drive. Ridgemark Drive provides the primary access route into the project site. Dan Drive provides emergency access to the site.

Timeframe: None specified.

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COMMENTS AND RECOMMENDATIONS

The NOP indicates that the Environmental Impact Report (EIR) for the Project will describe existing environmental conditions in the Project area, and analyze potential impacts resulting from Project activities. The EIR will also identify and evaluate alternatives to the proposed project. CDFW met with the San Benito County Resource Management Agency via computer on September 23, 2021 to discuss information needed for the upcoming EIR. Questions from San Benito County included what mitigation measures may be required, including mitigation ratios and whether off-site mitigation on John Smith Road may be an option. The site was described as an infill site that was previously composed of a golf course and a roadway. While this land use is not typical habitat, a golf course may contain habitat features (e.g., permeable movement corridors, open grass areas, trees, ponds) that can provide suitable habitat for multiple special status species, including several that have been documented in the Project vicinity (CDFW 2021). CDFW is concerned regarding potential impacts to special-status species including, but not limited to, the State and federally threatened California tiger salamander (*Ambystoma californiense*); the State and federally endangered San Joaquin kit fox (*Vulpes macrotis mutica*), the Federally threatened and State Species of Concern California red-legged frog (*Rana draytonii*); and the State species of special concern burrowing owl (*Athene cunicularia*), western spadefoot (*Spea hammondi*), and western pond turtle (*Emys marmorata*), along with roosting bat species of special concern, nesting birds, and raptors. These resources need to be addressed prior to any approvals that would allow ground-disturbing activities or land use changes to adequately assess potential impacts.

The project proponent stated they would follow the typically recommended CDFW protocols. Protocols for California tiger salamander, San Joaquin kit fox, California red-legged frog, and burrowing owl can be found at <https://wildlife.ca.gov/Conservation/Survey-Protocols>. As stated on the call, CDFW is available to meet with the San Benito County Resource Management Agency or the Project proponent during preparation of the EIR and/or after the draft EIR is completed to discuss potential mitigation measures or impact analysis.

CDFW also recommends consulting with the United States Fish and Wildlife Service (USFWS) on potential impacts to federally listed species including, but not limited to, San Joaquin kit fox, California tiger salamander, and California red-legged frog. Take under the Federal Endangered Species Act (FESA) is more broadly defined than CESA; take under FESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. Consultation with the USFWS in order to comply with FESA is advised well in advance of any ground-disturbing activities.

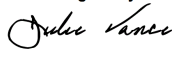
In addition to potential species impacts, it is likely that some Project activities that will be subject to CDFW's regulatory authority pursuant Fish and Game Code section 1600 et

Michael Kelly
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seq. If a Lake or Streambed Alteration Agreement (LSAA) is needed, CDFW is required to comply with CEQA in the issuance or the renewal of a LSAA. Therefore, for efficiency in environmental compliance, we recommend that any potential lake or stream disturbance that may result from Project activities be described, and mitigation for the disturbance be developed as part of the EIR. This will reduce the need for the CDFW to require extensive additional environmental review for a LSAA in the future. If inadequate, or no environmental review, has occurred, for the Project activities that are subject to notification under Fish and Game Code section 1602, CDFW will not be able to issue the Final LSAA until CEQA analysis for the project is complete. This may lead to considerable Project delays.

CDFW hopes that the recent online meeting with you to discuss potential impacts and possible mitigation measures for some or all of the resources that may be analyzed in the draft EIR was helpful to your preparation of the upcoming EIR. If you have any questions, please contact Kelley Nelson, Environmental Scientist, at the address provided on this letterhead or by electronic mail at Kelley.Nelson@wildlife.ca.gov.

Sincerely,

DocuSigned by:

FA83F09FE08945A...
Julie A. Vance
Regional Manager

ec: Leilani Takano
United States Fish and Wildlife Service
leilani_takano@fws.gov

Michael Kelly
San Benito County Resource Management Agency
November 4, 2021
Page 5

LITERATURE CITED

CDFW. 2021. Biogeographic Information and Observation System (BIOS).
<https://www.wildlife.ca.gov/Data/BIOS>. Accessed October 15, 2021.



NATIVE AMERICAN HERITAGE COMMISSION

September 20, 2021

Michael Kelly, Associate Planner
San Benito County Resource Management Agency
2301 Technology Parkway
Hollister, CA 95023-2513



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EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: 2020109022, Ridgemark Subdivision Project (County Planning File PLN170008), San Benito County

Dear Mr. Kelly:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines § 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- a. A brief description of the project.
- b. The lead agency contact information.
- c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:

A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.
- d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
- 3.** Contact the NAHC for:
 - a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4.** Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:
Katy.Sanchez@nahc.ca.gov.

Sincerely,



Katy Sanchez
Associate Environmental Planner

cc: State Clearinghouse

From: Carol Heiderich <cheiderich@sbhds.k12.ca.us>
Sent: Friday, October 15, 2021 07:35
To: Michael Kelly
Cc: Shawn Tennenbaum
Subject: Ridgemark Subdivision Project
Attachments: Letter to M Kelly re Ridgemark Subdivision Project 10-15-21.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good morning Mr. Kelly,
On behalf of Superintendent Tennenbaum and the San Benito High School District, please see a letter attached to this email regarding the Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the Ridgemark Subdivision Project. An original copy of this letter was also placed in the mail to you today.

Thank you for your attention to this message.

Sincerely,
Carol

Mrs. Carol Heiderich (she/her)
Administrative Assistant to the Superintendent
San Benito High School District
1220 Monterey Street
Hollister, CA 95023
(831) 637-5831 x 132
FAX: (831) 636-7630



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www.sbhsd.k12.ca.us

DR. SHAWN TENNENBAUM
SUPERINTENDENT

October 15, 2021

Michael Kelly
Associate Director
County of San Benito
Resource Management Agency
2301 Technology Parkway
Hollister, CA 95023
Email: mkelly@cosb.us

RE: Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the Ridgemark Subdivision Project

Dear Mr. Kelly:

On behalf of the San Benito High School District (District), we are responding to the County of San Benito's recent issuance of a Notice of Preparation (NOP) of a Draft EIR for the revised Ridgemark Subdivision Project (Project). As the primary provider of public secondary education within the County of San Benito (County), we continue to be very involved in the County's consideration of the environmental consequences of its future plans and policy objectives.

As you know from prior correspondence regarding discretionary land use decisions being made by the County on residential projects in particular, the District is confronting a school facility crisis of unprecedented magnitude. Unless we find effective ways to partner with the County and developers to ensure that school capacity keeps pace with residential development, families will soon begin to look for residential communities outside of the region because we will not have sufficient space at our school to educate their children. The cumulative impact on our schools of unmitigated growth is *considerable, significant, and adverse*. The impact on our community's future health and well-being, our ability to offer the kinds of programs and services that our youth need to become college- and career-ready citizens, cannot be underestimated. Our inability over the longer term to continue delivering rich education experiences and vocational training may ultimately compromise many of the County's goals for the economic health and well-being of this community.

The EIR for this Project must squarely acknowledge and address these problems for decision makers and the public, and, in light of the significant impact of planned growth or increasing residential density on our District, the EIR must propose mitigation measures to lessen or avoid those impacts.



Some Important Facts

The District looks forward to consulting with the County as needed during EIR development to ensure that its analysis of the Project reflects current facts. Some key facts to be considered include:

School Capacity and Development

- Per the District's current estimates, peak student generation is estimated to be 0.35 high school students per residential dwelling unit.¹ For the Ridgemark Project as revised (190 single family homes and an additional 38 affordable housing units), this will generate approximately 80 students.
- Currently, San Benito High School, which is the only comprehensive high school in the District, has capacity for approximately 3,437 students. Enrollment at the school currently stands at 3,423 students, leaving capacity for approximately **14** students. Current projections show enrollment growth of 237 students over the next two years from existing development and development projects underway, *not including the Project or other single and multi-developments projects seeking entitlements through the City of Hollister (City) or the County.*
- Existing capacity is anticipated to be absorbed by students living in existing homes. Even so, recent City and County development approvals continue to rely on the false assumption that capacity will be available at the time of project completion and continue to be available for future projects. Development approvals fail to consider the cumulative impact of residential growth on school facility capacity.
- The District anticipates an additional 1,900-3,130 additional students over the next 20 years from residential development, based on the City's 2020 Land Use and Market Demand Study and information provided by the County. That kind of growth may require not just a second high school, but a third high school.
- The District currently owns land located on Best Road, south of the City, which is under consideration for development of a new high school. However, cost estimates put the price tag of a small new high school at \$165 million. Development impact fees are estimated to cover approximately 11% of this cost. The District has no other significant source of funding to support the construction of a new school.
- Serious equity concerns are raised if the County assumes that the existing community should fund a new high school needed to serve new development, especially when their communities lack infrastructure improvements afforded to new development. Developers, with the encouragement of local land use agencies, commonly contribute additional funds for school construction in California or agree to place developments into community facility districts for school construction to ensure that future residents shoulder the cost of new schools. In addition, even if local voters are willing to support future bond

¹/The District has provided copies of the School Facility Needs Analysis and Justification Study (August, 2021) and the District Facility Master Plan (June, 2020) to the County, which document these figures. If you need additional copies or information, please let us know.

measures, the District has an upper limit on its bonding capacity and has reached that statutory limit at this time.

The cumulative impact on the District over time from development plans of both the City and the County is *staggering*. Our mutual constituents should not be led to believe that schools are not at risk from new development or that the payment of school impact fees will fully fund the additional schools needed.

Recently, the District has worked with the City of Hollister to include amendments to its General Plan which acknowledge the seriousness of the impact of development on school capacity and begin to create measures that support the development of school facilities as the region grows. We would likewise value the opportunity to work with the County to ensure that appropriate and lawful mitigation measures and expectations of developers are put in place regarding the Project and others like it.

Thank you for the opportunity to comment on the NOP for the Ridgemark Project. This letter should not be construed as a complete statement of the impact of the proposed Project on San Benito High School District but rather an overview of our concerns and interests at this time. Please keep us informed as the development of the EIR progresses.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Shawn Tennenbaum". The signature is fluid and cursive, with a large, stylized initial "S".

Shawn Tennenbaum, Ed.D.
Superintendent

From: John Schilling <Jschilling@sbcoe.org>
Sent: Wednesday, September 22, 2021 09:27
To: Michael Kelly; Shannon Hansen
Subject: Re: Ridgemark Master Plan EIR (County Planning File PLN170008) --
Revised Notice of Preparation

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.
Thank you for the prompt response.

John Schilling, Ed.D.
Southside School
Superintendent/Principal
4991 Southside Road
Hollister, CA 95023
(831) 637-4439
FAX (831) 634-0156
jschilling@sbcoe.org
www.ssesd.org

From: Michael Kelly <MKelly@cosb.us>
Sent: Wednesday, September 22, 2021 8:16 AM
To: John Schilling <Jschilling@sbcoe.org>; Shannon Hansen <shansen@sbcoe.org>
Subject: RE: Ridgemark Master Plan EIR (County Planning File PLN170008) -- Revised Notice of Preparation

The EIR will come at a later stage, with the current notice letting agencies and the public know that the EIR is to be prepared. We welcome comments on what related to this project should be addressed in the EIR and will take note of your concern, which you may expand if you like into more details on what this development could mean for your district.

Michael P. Kelly • Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy • Hollister, CA 95023-2513
mkelly@cosb.us • 831 902-2287 direct • 831 637-5313 office
cosb.us/departments/resource-management-agency/ • gis.cosb.us/gis/

From: John Schilling <Jschilling@sbcoe.org>
Sent: Wednesday, September 22, 2021 07:14
To: Michael Kelly <MKelly@cosb.us>; Shannon Hansen <shansen@sbcoe.org>
Subject: Re: Ridgemark Master Plan EIR (County Planning File PLN170008) -- Revised Notice of Preparation

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As most of these new homes fall into the Southside school district for grades k-8, I am curious as to why I never received the EIR draft report. This will impact our school district.

John Schilling, Ed.D.
Southside School
Superintendent/Principal
4991 Southside Road
Hollister, CA 95023
(831) 637-4439
FAX (831) 634-0156
jschilling@sbcoe.org
www.ssesd.org

From: Michael Kelly <MKelly@cosb.us>

Sent: Tuesday, September 21, 2021 4:17 PM

Subject: Ridgemark Master Plan EIR (County Planning File PLN170008) -- Revised Notice of Preparation

Please find attached the revised Notice of Preparation (NOP) for the Ridgemark Master Plan EIR, or County Planning file PLN170008. A brief project description is included in this notice, and a more detailed description can be found on the County website [here](#). If you have any comments on this notice, please direct them to me by the below means, and please do so by the review period close date of October 18.

Michael P. Kelly • Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy • Hollister, CA 95023-2513
mkelly@cosb.us • 831 902-2287 direct • 831 637-5313 office
cosb.us/departments/resource-management-agency/ • gis.cosb.us/gis/



SOUTHSIDE SCHOOL DISTRICT

OFFICE OF THE SUPERINTENDENT /PRINCIPAL

John Schilling Ed.D.

October 15, 2021
Michael Kelly
Associate Director
County of San Benito
Resource Management Agency
2301 Technology Parkway
Hollister, CA 95023

RE: Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the Ridgemark Subdivision Project

Dear Mr. Kelly:

On behalf of the Southside School District (District), we are responding to the County of San Benito's recent issuance of a Notice of Preparation (NOP) of a Draft EIR for the revised Ridgemark Subdivision Project (Project).

As indicated in the Notice of Completion and Environmental Document Transmittal, a portion of our District is located within the Project Area. However, our District did not receive notice of the NOP. Therefore, we would appreciate additional time to in order to appropriately comment on the NOP.

The EIR NOP indicates that "the proposed project includes new residential uses that would include school-age children that would attend area schools (Hollister School District and San Benito High School District)." It does not mention the Southside School District. In November 2020, the District submitted the attached letter requesting that the District be included as a school serving the Proposed Project. Furthermore, in 2017, I submitted the attached memorandum to the County requesting that future communication include our District. This memorandum also raised other concerns.

We believe that this Project will significantly impact our District and that the EIR will need to account for mitigation measures. We would appreciate your acknowledgement of our concerns
Very Truly Yours,

A handwritten signature in blue ink, appearing to read "John Schilling". The signature is fluid and cursive, with a large initial "J" and "S".

John Schilling, Ed.D.
Superintendent

District Administrative Office
4991 Southside Road
Hollister, Ca 95023
Telephone: (831) 637-4439
Fax: (831) 634-0156

From: John Schilling <Jschilling@sbcoe.org>
Sent: Friday, October 15, 2021 08:54
To: Michael Kelly; Taven Kinison Brown; Arielle Goodspeed
Cc: Jeffrey Small; Shannon Hansen; Michael Ruth
Subject: Ridgemark Subdivision - Southside Elementary
Attachments: MKelly letter. RMA.Southside.10.15.21.pdf; EIR public comment Bluffs at ridgemark.docx; LTR TO DARRYL BOYD RMA CO OF SAN BENITO.PDF

Follow Up Flag: Follow up
Flag Status: Flagged

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Attached please find Southside Elementary school district's response to the County of San Benito's recent issuance of a Notice of Preparation (NOP) of a Draft EIR for the revised Ridgemark Subdivision Project. Secondly, please find our prior correspondence regarding this project.

John Schilling, Ed.D.
Southside School
Superintendent/Principal
4991 Southside Road
Hollister, CA 95023
(831) 637-4439
FAX (831) 634-0156
jschilling@sbcoe.org
www.ssesd.org

Sunnyslope County Water District

3570 Airline Highway
Hollister, California 95023-9702

Phone (831) 637-4670
Fax (831) 637-1399

June 7, 2019

Attn. Michael Kelly
San Benito County Planning
2301 Technology Parkway
Hollister, CA, 95023

Ridgemark Golf Course Development EIR Notice of Preparation (Revised) Comments from SSCWD

Michael,

Sunnyslope County Water District has reviewed the Notice of EIR Preparation (Revised) for new residential and commercial development over portions of the Ridgemark Golf Course that was send out on September 15, 2021. Sunnyslope will serve as both the water and sewer provider for the entirety of this proposed project. The following are the District's initial comments on the what the EIR should consider regarding water service for domestic and fire protection uses and sanitary sewer service.

WATER

On page 19 under the Utility Infrastructure section, it comments that a Water Supply Assessment may be required. However, Sunnyslope does not believe that the addition of the 38 affordable housing units triggers the need for a WSA for this project. In a previous analysis, Sunnyslope determined that the triggering water usage amount for a WSA would be 170 acre feet per year (AFY) and that the project (without the affordable housing) would use about 120 AFY. Including the additional 38 affordable housing units, the project water use would be about 133.6 AFY which is still well below the 170 AFY trigger point.

In order to mitigate this development's impacts on Sunnyslope's high quality surface water supply, a secondary 12" water main will need to be installed from Ridgemark Dr. at the Promontory Access to the northern side of Airline Hwy. This pipeline would utilize the lower quality potable well water for landscape irrigation of public areas (like parks and streets).

SEWER

Sunnyslope has sufficient sewer treatment capacity to accommodate the additional 38 affordable housing units. Assuming that their average daily sewer demand is 120 gallons per day (the average of Sunnyslope's current customers) this would increase the project sewer demand by approximately 4,560 gpd to a total estimated project demand of about 49,000 gpd. Sunnyslope's Ridgemark Wastewater Treatment Plant was designed to treat 350,000 gpd and currently

averages about 150,000. Including other anticipated developments (Promontory, Vista del Calabria, and Ridgemark Assisted Living) with this, the full buildout demand is anticipated to be about 235,000 gpd which is well under the treatment capacity of the facility.

However, there are significant onsite and offsite improvements that will need to be made to Sunnyslope's sewer collection system to adequately move wastewater from the proposed homes and businesses to the Ridgemark WWTP. This includes upsizing and deepening sewer mains in Donald Dr., extending a gravity sewer line from the Paullus Lift Station to Commercial Area B and installing a new lift station there, rerouting existing sewer from the clubhouse to Donnas Ln so it goes to Donald Dr, rerouting existing sewer through the park between Donald & Marks Dr and through a portion of Phase 2, and participating in the fair share payment of Promontory's sewer upsizing in Marks Dr. While many of these improvements are on the golf course property, several are within the roads owned by the Ridgemark HOA.

While most of the construction impacts of these sewer improvements only temporary for during construction, they ought to be considered in the EIR. The sewer and water improvements are primarily to better serve existing or previously anticipated customers and would not have significant influence inducing further growth.

If you have any questions or need further clarification on any of these comments, please do not hesitate to call or email me.

Thank you.

Rob Hillebrecht, P.E.
Associate Engineer

Sunnyslope County Water District

3570 Airline Highway
Hollister, California 95023-9702

Phone (831) 637-4670
Fax (831) 637-1399

June 7, 2019

Attn. Michael Kelly
San Benito County Planning
2301 Technology Parkway
Hollister, CA, 95023

Ridgemark Golf Course Development EIR Notice of Preparation (Revised) Comments from SSCWD

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In order to mitigate this development's impacts on Sunnyslope's high quality surface water supply, a secondary 12" water main will need to be installed from Ridgemark Dr. at the Promontory Access to the northern side of Airline Hwy. This pipeline would utilize the lower quality potable well water for landscape irrigation of public areas (like parks and streets).

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While most of the construction impacts of these sewer improvements only temporary for during construction, they ought to be considered in the EIR. The sewer and water improvements are primarily to better serve existing or previously anticipated customers and would not have significant influence inducing further growth.

If you have any questions or need further clarification on any of these comments, please do not hesitate to call or email me.

Thank you.

Rob Hillebrecht, P.E.
Associate Engineer

From: Robert Hillebrecht <rob@sunnyslopewater.org>
Sent: Tuesday, September 21, 2021 16:42
To: Michael Kelly
Subject: Ridgemark Golf Course EIR Revised Notice of Preparation Comments
Attachments: EIR Notice of Preparation Revised Comments.doc

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Michael,

Please find attached Sunnyslope's comments on the revised Notice of Preparation of EIR for the Ridgemark Golf Course Development. Thanks.



Rob Hillebrecht, P.E.

Associate Engineer

3570 Airline Hwy, Hollister, CA
Office Phone (831) 637-4670
Cell Phone (760) 484-6866

From: Ogonowski, Mark S <mark_ogonowski@fws.gov>
Sent: Friday, October 15, 2021 18:42
To: Michael Kelly
Cc: Ogonowski, Mark S; Takano, Leilani
Subject: Comments on Revised NOP of EIR for Ridgemark Subdivision Project (SCH #2020109022)
Attachments: 20210929_EIR_Ridgemark Subdivision.pdf

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Hi Michael,

I'm writing to provide the U.S. Fish and Wildlife Service's (Service) comments on the revised Notice of Preparation of an environmental impact report (EIR) for the Ridgemark Subdivision Project SCH #2020109022) in San Benito County, as described in the attached document received in our office by electronic mail on September 29, 2021. We did not have time to prepare a formal letter but are submitting comment via this email.

We have reviewed the Biological Resources Section on pages 23-24 of the Notice of Preparation. We agree that the project site includes potential habitat for each of the species listed on p. 23. We appreciate the description of the protocol-level surveys that have been conducted since 2019 by Bryan Mori Ecological Consulting Services for the California tiger salamander (CTS), and we support the statements on p. 24 that additional surveys may be advisable to better establish the distribution of CTS across the project site and inform the impact assessment.

Below are additional comments concerning the scope and content of biological information concerning Federally listed species to be addressed in the EIR, broken into several categories:

Species

1. There is additional information that should be included for some species listed on p. 23:

- California red-legged frog is also a state species of special concern.
- Western pond turtle is also under review for listing under the federal Endangered Species Act
- Western spadefoot toad is also under review for listing under the federal Endangered Species Act

2. The federally threatened **vernal pool fairy shrimp (VPFS, *Branchinecta lynchi*)** should be added to list of species that will be considered in the EIR. While natural vernal pools do not occur on the project site and upland areas on Ridgemark have been disturbed in various ways, the species is known to occur in the Hollister area and VPFS can sometimes persist in non-perennial artificial ponds.

Additional habitat assessments and surveys

1. A comprehensive **habitat assessment** of the project area should be provided for each federally listed species that has the potential to occur. If suitable habitat is found and a qualified biologist

determines that a given species is **likely** to occur on the project site -- or if the species has been found, but focused surveys for the species have not been conducted (e.g. western pond turtle) -- protocol surveys for that species may be advisable to better inform the assessment of impacts in the EIR.

2. **Protocol surveys for the California red-legged frog (CRLF)** are recommended to more fully inform the effects analysis, given that CRLF were found in previous years in some ponds within the proposed development area. While the species was not found during recent aquatic and upland surveys conducted since 2019 for the California tiger salamander and these results are relevant to the CRLF effects analysis, some ponds may still provide suitable habitat for the species and its presence in one or more features cannot yet be ruled out. The Service is available to discuss the design of surveys with the project proponent.

3. **A habitat assessment for the vernal pool fairy shrimp** should be provided that addresses the suitability of all aquatic features that would be directly or indirectly affected by the project. VPFS probably have a low likelihood of occurring on the project site for reasons given above (see #2 under "Species"), but the species has been found nearby. If the habitat assessment indicates that suitable aquatic habitat occurs in the project area, protocol surveys may be advisable to inform the impact assessment in the EIR.

4. **Additional protocol surveys for the California tiger salamander** in some portions of the project area as discussed in the revised NOP (and as recommended in the Ridgemark survey report provided to the Service by Bryan Mori Ecological Consulting in 2020) are recommended. These would ensure that all surveys were conducted following Service protocol, and allow more definitive conclusions regarding the potential effects of the project on CTS and their habitat. The Service is available to advise the project proponent as to where on the project site additional surveys may be recommended.

Incidental take and further consultation with the Service

1. Based on the information available at present, the Ridgemark project may cause "**take**" of one or more federally listed species (e.g. CTS) as defined by the federal Endangered Species Act. When all habitat assessments and protocol surveys have been completed, we advise the project proponent to consult with the Service to discuss the results, whether take is likely, and if a **federal incidental take permit** is advisable. (The project proponent has been proactive in working with the Service regarding potential impacts to federally listed species and potential permitting needs).

2. It is possible that the **western pond turtle or western spadefoot toad could become federally listed** while the Ridgemark Project is under review. If this were to occur, any harm to the species from development of the Ridgemark project would constitute take. While the western spadefoot toad was not observed during recent aquatic and upland surveys conducted for the California tiger salamander and may not be present, the western pond turtle was observed in multiple features within the development footprint. Given the possibility of federal listing, it may be advisable to conduct additional focused surveys for one or both of these species -- in particular the western pond turtle -- to provide a more comprehensive understanding of potential impacts and the potential need for incidental take authorization.

The Service is happy to further assist the County and project proponent during preparation of the EIR and supporting studies. Thank you for your consideration of our comments.

Sincerely,
Mark

Mark Ogonowski
Acting Assistant Field Supervisor on behalf of Leilani Takano
U.S. Fish and Wildlife Service
2493 Portola Road, Suite B
Ventura, California 93003

805.677.3350
mark_ogonowski@fws.gov

From: Althea Dunning <althea@pive_company.com>
Sent: Thursday, September 30, 2021 14:49
To: Michael Kelly
Cc: bdunning12@gmail.com
Subject: RE: Notice of EIR Preparation (Revised)

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Thank you for taking the time to get back to me! While I am disappointed in the new lot that will have direct impact on my home, I look forward to seeing the EIR report.

From: Michael Kelly [<mailto:MKelly@cosb.us>]
Sent: Thursday, September 30, 2021 2:06 PM
To: Althea Dunning <althea@pive_company.com>
Cc: bdunning12@gmail.com
Subject: RE: Notice of EIR Preparation (Revised)

Regarding your comments on the proposed Ridgemark changes, the image that is shown in page 15 of the PDF for the detailed project description ([here](#)) is the current project layout. This was revised from the earlier notice that went out last year. As drawn, each of the lots you listed is proposed to be a separate residential lot.

The 38-unit apartment building is an addition to the project since the last notice. This was added to the proposal to comply with the County requirements for inclusionary (affordable) housing.

Your comments on those project features and on geology, water, sewer, pavement quality, and habitat will help in preparing the environmental impact report that will follow this notice. Another opportunity for public comment will come when that report is distributed, with a response to those future comments to be included in the later finalized report. The report including its analysis and public comments will then inform a decision on this project.

Michael P. Kelly • Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy • Hollister, CA 95023-2513
mkelly@cosb.us • 831 902-2287 direct • 831 637-5313 office
cosb.us/departments/resource-management-agency/ • gis.cosb.us/gis/

From: Althea Dunning <althea@pive_company.com>
Sent: Monday, September 27, 2021 18:29
To: Michael Kelly <MKelly@cosb.us>

Cc: bdunning12@gmail.com

Subject: Notice of EIR Preparation (Revised)

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Hi Mr. Kelly,

I am a bit confused about a few of the items I saw in the information pulled up regarding changes from the original plans for the development of Ridgemark Golf and Country Club.

1. In looking at the map, there seems to be a new lot, #36, that extends a considerable way down a former fairway, ending right at the top of my property line. This was not in the original plan, and was not explained to me when I first questioned how the once lovely fairway behind me was to be affected by development. It was not in the plan that we were asked and encouraged to approve. What exactly is it? There are also two other lots, numbered 53 and 54, which looked to be of the same nature. I do not recall seeing these lots in past plans. I must be missing something, or miss-reading the graphic. Perhaps they are the "buffer" zone lots mentioned in your Notice?
2. Never was there any mention of a 38 Unit three story apartment structure being squeezed into the plan. This adds significant impact to an already crowded project. Our understanding was that there would be 190 (or close to that figure) single level homes that would conform to the existing HOA standards, and would be situated on approximately 10,000 square foot lots.
3. With the approval of the Promontory at Ridgemark, you are adding an additional 90 homes to what some consider to be unstable land, as evidenced by slides through the years. Add in the 38 unit component, and the numbers continue to rise. I cannot help but wonder where the water will be coming from? A drive over the Pacheco Pass reveals the very sad situation we are all facing, as the reservoir shrinks to a pond. At some point, does it become irresponsible to continue expansion at the rate we are seeing it?
4. There is mention of a Water Supply Assessment? Are you speaking of an assessment of the volume of water that will be used to service the new homes, and how it will impact the county, or are you speaking of a monetary "Assessment" imposed on existing property owners, for the benefit of the new homes being built. If that were to be the case, shouldn't the developers of the new homes be responsible for the additional costs since the development is to their benefit, and definitely not to ours?
5. Our sewer rates are already excessive ... will there be yet another Sewer Assessment?
6. With all the development along the crumbling Fairview Road, and the giant unpatched chuck-holes right in the egress lane of Ridgemark Drive, I shudder at the thought of what all this development will do to our once bucolic existence here in San Benito County, and within the Ridgemark project.
7. Finally, a pet project of mine, while it may seem silly, are the Pond Turtles. Before the golf course was closed to us, it was a joy to watch the turtles in the ponds on the corner of Marks Drive. I sincerely hope that nothing will upset the ecological balance they need to survive.

Our lifestyle has been radically changed by the decision to develop. I no longer can sit on my deck and enjoy the once expansive view of fairway in both directions. The ground is over-run with rodents and the ponds look polluted. At 4:30 in the morning when I walk, the fox, the deer, the owls, and even the

skunks and I can interact peacefully, until the cars, one after another, leaving for work north of Hollister, and driving at high speeds, nearly force me off the road. I am not seeing the progress, I am just seeing the ruin.

I look forward to hearing back from you. Some or all of my concerns may not be valid, and with your input, perhaps I can become educated in this entire process, and even become accepting of it ...

Thank you for your time, guidance and expertise.

Althea Dunning

221 Marks Drive (Home)

Phone: 408.607.0694

Email: althea@pivecompany.com
bdunning12@gmail.com

October 21, 2021

Norman E. Matteoni

Peggy M. O'Laughlin

Bradley M. Matteoni

Barton G. Hechtman

Gerry Houlihan

VIA EMAIL AND REGULAR MAIL

Michael Kelly
Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy
Hollister, CA 95023

Re: Ridgemark Subdivision Project (SCH #2020109022)

Dear Mr. Kelly:

Our office represents Ridgemark Homes Association ("RHA"), who has asked us to send you the following information which should be included in the EIR for the Ridgemark Subdivision Project ("Project"). I am sending this letter within 30 days of RHA's receipt of the Notice of EIR Preparation for the Project.

RHA is the owner of the private roadways ("Private Roadways") that would service the Project. The Project cannot be accessed without using the private roadways owned by RHA. Angels Company, LLC/Mr. John Wynn's ("Applicant") rights to use the Private Roadways are limited pursuant to the terms of the enclosed Grant of Easement and Conditions, Covenants and Restrictions ("Grant of Easement").

As part of the Project, Applicant proposes to construct a 38-unit affordable housing project on the one acre located west of Ridgemark Drive, directly across from the existing clubhouse and parking lot. This area is part of a previously-approved conditional use permit for commercial development.

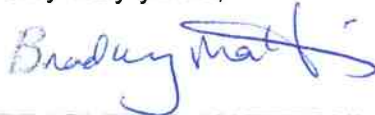
Under the terms of the Grant of Easement, Applicant does not have the right to use the Private Roadways for an affordable housing development at this location. To the contrary under the terms of the Grant of Easement, Applicant is limited to a commercial project at this location. Nor at this time is RHA willing to grant the Applicant the right to use the Private Roadways for an affordable housing development in this location.

While the Applicant is entitled to use the roadways for the development of 190 homes, all residential development must be constructed "Inside the Gates" pursuant to Paragraph 6.a of the Grant of Easement, meaning that to access the residential development a vehicle must pass through the security gates to Ridgemark Estates. The proposed affordable housing component is outside the security gates; and as such under the terms of the Grant of Easement, it is not permitted. Please note that under the terms of Paragraph 2 of the Grant of Easement, the Applicant's right to use the Private Roadways is strictly limited to the specific uses set forth in the Grant of Easement.

Furthermore, under paragraph 6.b of the Grant of Easement, no application for additional residential development, including but not limited to any application for a tentative map, preliminary map, final map, master subdivision plan, master development plan, or CEQA review, shall be submitted by the Applicant to the County for approval until such time as the plans for same have been approved by a majority of the voting members of RHA. The Applicant has not obtained the approval of RHA to the Project and thus does not have the right at this time to proceed with environmental review of the Project. Also, pursuant to paragraph 6.c of the Grant of Easement, the Applicant cannot develop any homes in the Project area until such time as RHA has approved annexation of the homes into RHA. RHA is not willing to approve or annex homes that are built outside the security gates.

Recognition of the restrictions and obligations set forth in the Grant of Easement on the development of the Project should be included in the EIR and the analysis of the environmental impacts of the Project. Thank you for your attention to this matter.

Very truly yours,



BRADLEY M. MATTEONI

BMM:jlc
Enc.

Cc: Ridgemark Homes Association



2016-0003436

RECORDING REQUESTED BY:
Ridgemark Homes Association

When Recorded Mail Document and
Tax Statements to:
Clinton Thelander
Thelander Management Group
P.O. Box 1531
Salinas, CA 93902-1531

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| Recorded | REC FEE | 123.00 |
| Official Records | | |
| County of | ADDITIONAL | 3.00 |
| County of San Benito | CONFORMED C | 2.00 |
| JOE PAUL GONZALEZ | | |
| Clerk-Auditor-Recorder | | |
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| 12:13PM 08-Apr-2016 | Page 1 of 32 | |

Grant of Easement and Conditions, Covenants and Restrictions

This Grant of Easement and Conditions, Covenants and Restrictions ("Grant of Easement") is entered into as of March 3, 2016 between Ridgemark Homes Association and Angels Company, LLC, a Texas limited liability company.

RECITALS:

- 1) Ridgemark Homes Association ("RHA") is a California non-profit mutual benefit corporation doing business in San Benito County. RHA is organized for the purpose of representing the interests of its 664 members, all of whom own title to individual parcels of property in what is commonly known as the Ridgemark Estates in unincorporated San Benito County (the "Ridgemark Estates").
- 2) Ridgemark Estates includes but is not limited to the following properties:
 - a. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 1 as found recorded May 2, 1972 in Book 8 of Maps, page 1, San Benito County Records.
 - b. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 2 as found recorded February 27, 1973 in Book 8 of Maps, pages 14 A-E, San Benito County Records.
 - c. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 3 as found recorded April 29, 1976 in Book 8 of Maps, page 48, San Benito County Records.
 - d. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 4 as found recorded July 12, 1977 in Book 8 of Maps, page 61, San Benito County Records.
 - e. All parcels depicted on the Map of Ridgemark Estates, Unit No. 5, Ridgemark Greens as found recorded on December 21, 1978 in Book 8 of Maps, page 79, San Benito County Records.
 - f. All parcels and other property depicted on the Map of Ridgemark Villages, Unit No. 6 as found recorded on April 29, 1981 in Book 9 of Maps, page 16, San Benito County Records.

- g. All parcels and other property depicted on the Map of Ridgemark Estates, Unit No. 7 as found recorded April 12, 1985 in Book 9 of Maps, page 81, San Benito County Records.
 - h. All parcels and other property depicted on the Map of Ridgemark Bluffs, Unit No. 8 Phase I as found recorded November 20, 1985 in Book 9 of Maps, page 87, San Benito County.
 - i. All parcels and other property depicted on the Map of Ridgemark Bluffs Unit No 8 Phase II as found recorded April 8, 1987 in Book 10 of Maps, page 12, San Benito County Records.
 - j. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 9 as found recorded May 19, 1987 in Book 10 of Maps, page 17.
 - k. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 10 as found recorded September 22, 1988 in Book 10 of Maps, page 43, San Benito County Records.
 - l. All parcels and other property depicted on Parcel Map No. 1004-90 as found recorded July 30, 1990 in Book 8 of Maps, page 11, San Benito County Records.
 - m. All parcels and other property depicted on Parcel Map No. 1005-90 as found recorded July 30, 1990 in Book 8 of Maps, page 12, Recorder's File No. 9006574, San Benito County Records.
 - n. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 10, Phase 2 as found recorded June 12, 1991 in Book 11 of Maps, page 8, San Benito County Records.
 - o. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 10, Phase 3, as found recorded April 16, 1992, in Book 11 of Maps, page 28, San Benito County Records
 - p. All parcels and other property depicted on the Map of Ridgemark Estates, Unit No. 11 as found recorded July 11, 1996 in Book 11 of Maps, page 98, San Benito County.
 - q. All parcels and other property depicted on Parcel Map No. 1099-98 as found recorded on November 25, 1998 in Book 9 of Maps, page 23, San Benito County Records.
 - r. All parcels and other property depicted on Parcel Map No. 1003-90 as found recorded on October 31, 1991 in Book 8 of Parcel Maps at page 46, including those parcels depicted as being owned by S.S.C.W.D.
- 3) RHA is and has been since January 1, 2004 the fee owner of the following private roadways and streets located in Ridgemark Estates:
- a. All those roads as shown on the Map of Ridgemark Estates Unit No. 1 as found recorded May 2, 1972 in Book 8 of Maps, page 1, San Benito County Records, more particularly Ridgemark Drive, Donald Drive and Ray Circle.
 - b. All those roads as shown on the Map of Ridgemark Estates Unit No. 2 as found recorded February 27, 1973 in Book 8 of Maps, pages 14 A-E, San

Benito County Records, more particularly Ridgemark Drive, Marks Drive, Dots Circle, Florence Court, Terry Court and Barbara's Court.

- c. All those roads as shown on the Map of Ridgemark Estates Unit No. 3 as found recorded April 29, 1976 in Book 8 of Maps, page 48, San Benito County Records, more particularly Marks Drive, Bernice Court, Donald Drive, Bricks Way, Carol Ann's Ct., Caryl Court, and Georges Drive.
- d. All those roads as shown on the Map of Ridgemark Estates Unit No. 4 as found recorded July 12, 1977 in Book 8 of Maps, page 61, San Benito County Records, more particularly Everest Drive, Franks Drive, David Drive, Georges Drive, Ray Circle, Ralphs Drive and Ridgemark Drive.
- e. All those roads as shown on the Map of Ridgemark Estates Unit No. 7 as found recorded April 12, 1985 in Book 9 of Maps, page 81, San Benito County Records, more particularly Lanini Drive, South Ridgemark Drive, Duffin Drive, Fred's Way and Sonny's Way.
- f. That portion of Sonny's Way as shown on the Map of Ridgemark Bluffs Unit No 8 Phase II as found recorded April 8, 1987 in Book 10 of Maps, page 12, San Benito County Records.
- g. All those roads as shown on the Map of Ridgemark Estates Unit No. 9 as found recorded May 19, 1987 in Book 10 of Maps, page 17, San Benito County Records, more particularly Fred's Way, Louise Circle, Bruce Court, Doris Circle and Lois Circle.
- h. All those roads as shown on the Map of Ridgemark Estates Unit No. 10 as found recorded September 22, 1988 in Book 10 of Maps, page 43, San Benito County Records, more particularly Sonny's Way, Sue Lane (now Bonnie Lane), Janets Court, Linda Drive, Bobby's Lane, Diane Court, Cheri Court, and Randy's Circle.
- i. All those roads as shown on the Map of Ridgemark Estates Unit No. 10, Phase 2 as found recorded June 12, 1991 in Book 11 of Maps, page 8, San Benito County Records, more particularly Sonny's Way.
- j. All those roads as shown on the Map of Ridgemark Estates Unit No. 10, Phase 3, as found recorded April 16, 1992, in Book 11 of Maps, page 28, San Benito County Records, more particularly Sonny's Way, Schmidt Court, and Randy's Circle. And
- k. All that portion of Ralph's Drive shown on the Parcel Map (P.M. No. 1099-98) filed November 25, 1998 in Book 9 of Parcel Maps, at page 23, San Benito County Records.

Said roads and streets shall hereafter be collectively referred to as the "Ridgemark Roads."

- 4) As the owner of the Ridgemark Roads, RHA has performed all maintenance, repair and upkeep of same since acquiring the Ridgemark Roads in December 2003.
- 5) Angels Company, LLC ("Angels") is a Texas limited liability company that is the owner of the property described in Exhibit A attached hereto on which it operates the Ridgemark Golf and Country Club, including a members-only tennis facility, a restaurant and banquet facilities, and a lodging facility (the "RG&CC Property"). The RG&CC Property is located within Ridgemark Estates and is included within the definition of Ridgemark Estates as used herein. Angels Company, LLC acquired the RG&CC Property with knowledge of the Legal Action described below. Hereinafter, Angels Company, LLC, its assignees and/or its successor-in-interest shall be collectively referred to as "Angels". Hereinafter, RHA and Angels shall sometimes be referred to collectively as the "Parties" and sometimes individually as "Party."
- 6) Angels acquired the RG&CC Property with the intention of developing a portion of it into residential and commercial development while continuing to operate the remainder as the Ridgemark Golf & Country Club.
- 7) In July 1990, Ridgemark Corporation, the predecessor-in-interest to RHA with respect to ownership of the Ridgemark Roads sold the RG&CC Property to RG&CC, Inc., Angels's predecessor-in-interest. Included in that transfer was "such rights of access over the roads owned by Grantor [the Ridgemark Roads] as are reasonably required for the operation of Ridgemark Golf & Country Club." It is RHA's position that based on the language contained in this grant deed, the access easement to the RG&CC Property over the Ridgemark Roads is limited to such access as is reasonably required for the operation of the Ridgemark Golf and Country Club, and by definition that use would not include the construction of commercial project and/or residential development on the RG&CC Property and that those uses would put the easement to an excessive use or to a use that is incompatible with its purpose or extent.
- 8) It is Angels' position that as the owner of the RG&CC Property it has an unrestricted access easement over the Ridgemark Roads for multiple reasons, including that there is a public right-of-way over the Ridgemark Roads. RHA disagrees with Angels' assertions as to why it has an unrestricted access easement in the Ridgemark Roads and specifically denies that there is any public right of way in the Ridgemark Roads.
- 9) There are currently two vehicular entrance points to Ridgemark Estates: one at Ridgemark Drive off of Airline Highway and one at South Ridgemark Drive off of Airline Highway. With the permission of the County of San Benito, guard shack

and gates have been installed at these two entrance points. The current gate located on Ridgemark Drive shall be referred to hereinafter as the "Ridgemark Drive Gate" and the gate located on South Ridgemark Drive shall be referred to hereinafter as the "South Ridgemark Drive Gate." Hereinafter the existing gates and any replacement gates placed at the entrances points to Ridgemark Estates shall be referred to as the "Gates."

- 10) On October 18, 2011, the County Board of Supervisors approved a C-District Review (CDR 67-10) to construct a 19,500 square foot shopping center (the "Commercial Project") on APN 020-330-042 subject to various conditions including that the owner of this property was "required to possess and maintain a legal right of access for the use(s) allowed under this C-District Review at all times."

AS SUCH THE PARTIES HEREBY AGREE AS FOLLOWS

1. **ACKNOWLEDGMENT THAT EXISTING EASEMENT IS LIMITED.** Angels acknowledges and agrees on behalf of itself, its assignees and successors-in-interest that prior to the granting of this Grant of Easement that the only access easement that exists over the Ridgemark Roads benefiting the RG&CC Property is an access easement limited to operation of a country club and golf course, including a members-only tennis facility, a restaurant and banquet facilities, and lodging facilities related to the operation of the golf and country club.
2. **GRANTING OF EASEMENT.** In consideration of the promises and conditions set forth herein, RHA will grant to Angels an easement appurtenant to the RG&CC Property over the Ridgemark Roads for the purpose of building no more than 190 homes (including any affordable housing), and the Commercial Project (defined below), access for the 190 homes and the Commercial Project, continued operation of the Ridgemark Golf and Country Club, including possible enhancement and/or relocation of the tennis facility (subject to the terms of this Grant of Easement), and construction of additional guest cottages to be built in the vicinity of the current guest cottages. The easement will be strictly limited to access for 190 homes, the Commercial Project, the continued operation of the Ridgemark Golf and Country Club (including possible expansion of the current guest cottages in the vicinity of the existing guest cottages) and no other use. In addition, an easement will be granted over that portion of Ridgemark Drive between Airline Highway and the Ridgemark Drive Gate that is owned by RHA for purposes of possible construction of a hotel Outside the Gates as set forth in Section 8 below.
3. **NO RIGHT TO DEVELOP MORE THAN 190 HOMES AND COMMERCIAL PROJECT.** Angels expressly agrees that it shall have no right to use the Ridgemark Roads for construction of or ingress and egress to more than 190 homes on the RG&CC Property, and the other uses and purposes described in Paragraph 2 above, nor for the purpose of construction of or ingress and egress

to and from any commercial or retail development on any portion of the RG&CC Property other than APN 020-330-042, nor for ingress and egress to any other property Angels or any affiliated entity (including Lucky Investment and Redevelopment Consultants, a California limited liability company) may acquire within the Ridgemark Estates.

4. **REMAINDER OF PROPERTY TO REMAIN GOLF AND COUNTRY CLUB.** In consideration of the Grant of the Easement, it is hereby agreed that other than the portion of the RG&CC Property that is developed into no more than 190 homes, APN 020-330-042 on which the Commercial Project may be built, and the other uses and purposes described in Paragraph 2 above, the rest of the RG&CC Property is to remain a golf course/country club which shall be well maintained at all times. If for any reason, Angels ceases to operate any portion of the remaining RG&CC Property as a golf or country club, then it shall maintain same as open space or such other recreational or other use as may be mutually agreed to between and among RHA, Angels and the County of San Benito. Nothing contained herein shall preclude Angels from constructing agreed upon buffer zones between new development and existing homes or neighborhood parks.
5. **ROADS TO REMAIN PRIVATE.**
 - a. **RELINQUISHMENT OF ANY RIGHTS.** Angels on behalf of itself, its assignees and its successors-in-interests acknowledge and agree that all roads currently existing within the Ridgemark Estates are private roads and that there is no public right-of-way easement or right to use same. Angels on behalf of itself, its assignees and its successors-in-interest acknowledge and agree in consideration for the Grant of Easement, that it relinquishes any and all other ingress/egress rights it may have in the Ridgemark Roads, including any claim that there is a public easement in the roadways, except the right to use the Ridgemark Roads for the operation of a country club and golf course.
 - b. **AGREE TO COOPERATE.** Angels agrees on behalf of itself, its assignees and its successors-in-interest that at all times in the future it will cooperate with RHA to ensure that the Ridgemark Roads remain private and that Ridgemark Estates remains a gated community. Such agreement includes Angels' agreement on behalf of itself, its assignees and its successors-in-interest not to seek to have the Ridgemark Roads declared public roads, not to seek to have it declared that the public has any interest in the Ridgemark Roads, nor to seek to have the Gates removed.
 - c. **FUTURE ROADS.** Angels on behalf of itself, its assignees and successors-in-interest agrees that any roads which it develops to service any residential development will remain private and shall be deeded to RHA at no cost upon substantial completion of the subdivision or section

of development in which the road is incorporated. The placement of the roads and intersections shall be approved by RHA in advance of construction, which approval shall not be unreasonably withheld.

- d. **IMPROVEMENT OF EXISTING ROADS.** Angels on behalf of itself, its assignees, and its successors-in-interest agrees that if the County requires that any of the Ridgemark Roads be improved as a condition of approval of any development of the RG&CC Property, it will be responsible for all such costs. Upon satisfactory completion of such improvements, they shall be deeded at no cost to RHA. In addition, Angels shall be required to repair any damage to the Ridgemark Roads caused by the development of the RG&CC Property or by Angels or its contractors, agents or employees' use of the Ridgemark Roads. This provision is not intended to nor shall it have any effect on that certain Settlement Agreement entered into between JMK Golf, LLC and Lompa regarding cost sharing in connection with any governmentally mandated mitigation measures.
- e. **LANDSCAPING.** Angels on behalf of itself, its assignees and/or its successors-in-interest acknowledges that the current Ridgemark Roads are not built to their full widths and agree at no cost to RHA to landscape and keep well maintained all unimproved portions of the roadways which are immediately adjacent to the RG&CC Property.

6. **RESIDENTIAL DEVELOPMENT**

- a. **SINGLE FAMILY HOMES.** Angels agrees that the 190 homes it constructs shall consist solely of single family homes on lots of not less than 10,000 square feet in keeping with the character of Ridgemark Estates. Where clusters of single family detached housing are proposed, lots may vary in size, but shall be limited to no more than four units per acre. Such clusters shall be formed as a sub association under RHA so their specific common areas are maintained by and within that cluster. Angels shall not construct any condominiums, townhouses, duplexes, four-plexes, apartments or other non-detached homes on the RG&CC Property or on any other property acquired by Angels within the Ridgemark Estates, other than the possible expansion of the guest cottages as described in Paragraph 2 above. All residential development shall be constructed inside the Gates (meaning that to access such development a vehicle must pass through the Gates) and shall be subject to the RHA CC&R's and Bylaws. In the event that the County or other governmental agency requires Angels to construct affordable housing at Ridgemark Estates as part of any development, Angels will have the right to construct any government mandated affordable housing inside the Gates on lots smaller than 10,000 square feet in a manner and location agreeable to Angels, RHA and the County. Any such affordable housing

built within Ridgemark Estates shall be included in the 190 home limit provided hereby. In other words, each affordable housing unit built within the Ridgemark Estates shall count as one home.

b. **DEVELOPMENT APPLICATIONS.** No application for additional residential development, including but not limited to any application for a tentative map, preliminary map, final map, master subdivision plan, master development plan, CEQA review, or any other application for further residential development (collectively "Development Application"), not including a possible hotel development Outside the Gates of Ridgemark Estates, shall be submitted by Angels to the County for approval until such time as the plans for same have been approved by a majority of the voting members of RHA.

c. **ANNEXATION OF HOMES INTO RHA.** No homes shall be developed on any portion of the RG&CC Property unless and until such time as RHA has approved annexation of the homes into the RHA by an affirmative vote of its voting members in conformance with the Bylaws and CC&R's of RHA. When a subdivided lot is sold or otherwise transferred, regardless of whether it is developed or not, the new lot owner shall become a member of RHA subject to all requirements of the CC&R's including the immediate obligation to pay dues. In addition, the owner of any lot that is developed and occupied without title being transferred shall also become a member of the RHA by no later than the date of occupancy of the home built thereon.

7. **COMMERCIAL PROJECT.** Angels on behalf of itself, its assignees and successors-in-interest agrees that the Commercial Project and any additional guest cottages shall blend in with the existing facilities and community in general and shall include buffers between the development and the existing homes. Development of the Commercial Project shall provide adequate on-site parking and traffic flow into and out of the Commercial Project directing such traffic away from the existing Ridgemark Estates residential development. The placement of the Commercial Project, its design, parking requirements, traffic flow and the buffers are to be mutually agreed upon by Angels, RHA and the County in advance of any construction. Notwithstanding anything to the contrary set forth herein, Angels shall only be required to make changes to the previously approved Commercial Project plans to the extent such changes can be made pursuant to an over-the-counter approval of the San Benito County Planning Department.

8. **POSSIBLE DEVELOPMENT OF HOTEL.** Pursuant to the terms hereof, RHA grants Angels an easement over that portion of Ridgemark Drive that is owned by RHA that lies between Airline Highway and the Ridgemark Drive Gate for possible construction of a hotel Outside the Gates. Outside the Gates as used herein refers to the properties described in Exhibit B attached hereto. Any such

hotel shall be set back sufficiently from any existing homes so as to not interfere with their privacy, view, access or security. Any such hotel development shall comply with all County codes, including the general plan, and zoning code, and be built pursuant to all necessary governmental approvals.

9. **WIDENING OF RIDGEMARK DRIVE.** Angels on behalf of itself, its assignees, and its successors-in-interest agrees to widen Ridgemark Drive to a minimum of four lanes from the intersection of Airline Highway to Donald Drive if sufficient property exists to accommodate such expansion. Where sufficient property does not exist, then Angels on behalf of itself, its assignees, and its successors-in-interest, agrees to widen Ridgemark Drive to a minimum of three lanes with a center turn lane. The road shall be constructed to County standards and any portion constructed on the RG&CC Property shall be grant deeded to RHA at no cost to RHA upon satisfactory completion. The widening of the road shall be completed prior to the earlier of the opening of any portion of the agreed upon Commercial Project or the completion of any new homes on the RG&CC Property.
10. **GUARD SHACKS AND GATES.**
 - a. Angels has quitclaimed any interest it may have in the Gates and existing guard shacks to RHA. This quitclaim shall be deposited with RHA's attorney Bradley Matteoni to be recorded at the same time as the Grant of Easement. RHA and the other homeowner associations within Ridgemark Estates shall be responsible for the utilities servicing the Gates and guard shacks. By executing this Grant of Easement, Angels on behalf of itself, its assignees and/or successors-in-interest agrees that Ridgemark Estates shall remain a gated community.
 - b. Angels on behalf of itself, its assignees, and its successors-in-interest agrees that it will replace the current guard shack at the entrance of Ridgemark Drive with a guard house consistent with the overall redesign of the RG&CC Property, and subsequently deed said guard house to RHA at no cost to RHA. Construction of the guard house shall be completed prior to the earlier of the opening of any portion of the agreed upon Commercial Project or the completion of any new homes on the RG&CC Property. It shall be built to OSHA and County standards.
 - c. Angels agrees on behalf of itself, its assignees and its successors-in-interest that it will construct a new guard house at the south entrance to Ridgemark Estates on South Ridgemark Drive in the immediate vicinity of the current guard shack to support the need to have guards positioned at both Gates given the increased development. Upon completion this guard house shall be deeded to RHA at no cost to RHA. Construction of the guard house shall be completed before the completion of the construction

of any homes off of South Ridgemark Drive, Sonny's Way, Paullus Drive, or Diane Court. It shall be built to OSHA and County standards.

11. **TENNIS CENTER.** Angels on behalf of itself, its assignees and successors-in-interest agrees to maintain and continue to operate the members-only tennis center currently located on APN 020-650-013. Angels, its assignees and successors-in-interest shall not construct any residential units on APN 020-650-013 unless and until a replacement tennis center substantially similar in size and scope to the existing tennis center is constructed either outside the Gates or upon a mutually agreed upon site Inside the Gates. Angels reserves the right to enhance and expand the members-only tennis center, whether in the same location or in alternative site, to include fitness and swimming facilities so long as such additional uses are limited to residents of Ridgemark Estates. Tennis club membership will remain open to the public, but shall not include any rights to the resident exclusive fitness/pool center. If such expanded tennis center is built Outside the Gates, then no such restriction upon the use of same shall be imposed.
12. **PARKS.** Upon completion of any development on the RG&CC Property, Angels, its assignees and/or successors-in-interest shall construct at least one two to four acre park on a site Inside the Gates mutually agreed upon between and among RHA, the County, and Angels or its assignee or successor-in-interest. The park shall be deeded upon completion to RHA at no cost to RHA. If as a condition of developing the RG&CC Property, the County requires the dedication and/or construction of additional parks Inside the Gates, then title to these parks shall be deeded to RHA upon completion at no cost to RHA. Design and location of any such parks, shall be mutually agreed upon by RHA, Angels, and the County. It is further agreed and understood that, in the event RHA abandons the park, the land shall be deeded back to Angels or its assignees.
13. **BUFFER ZONES.** As a condition of developing up to 190 homes and the Commercial Project, Angels on behalf of itself, its assignees, and/or its successors-in-interest agrees to include buffer zones such as walking trails between any existing homes and any new development. Such buffer zones shall be completed as soon as reasonably possible after construction of any new development. Angels and RHA shall work with the County to develop these buffer zones and determine the exact location of same. Upon completion of the construction of the buffer zone, title to same will be transferred to RHA at no costs to RHA and RHA will assume responsibility for the maintenance of the buffer zones. It is further agreed and understood that, in the event RHA abandons the buffer zones, the land shall be deeded back to Angels or its assignees.
14. **ADDITIONAL PROPERTY BOUND BY TERMS HEREOF.** If Angels, any member of Angels, or any affiliated entity, their assignees and/or successors-in-interest acquire any additional property within Ridgemark Estates, they agree

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that any development thereon shall comply with the terms of this Grant of Easement.

15. **ROAD MAINTENANCE COSTS.** Angels, its assignees and successors-in-interest shall not be responsible for paying for any repairs or maintenance of the Ridgemark Roads Inside the Gates unless they damage the Ridgemark Roads. As new homes are developed, they will be annexed into RHA and thus will pay for road maintenance through their RHA dues. Angels will be responsible for paying its proportion share of the repair and maintenance cost of Ridgemark Drive from the intersection of Airline Highway to the Ridgemark Drive Gate. Its share of said costs shall be in proportion to its use of this section of Ridgemark Drive as established by traffic counters. Six months after completion of the Commercial Project, a new traffic count will be undertaken by traffic counters placed after Joe's Lane and before the Ridgemark Drive guard shack. RHA and Angels shall share equally in the costs of same. Every five years thereafter, a new traffic count will be undertaken by RHA with traffic counters placed after Joe's Lane and before the guard shack and the proportionate share of the repair and maintenance to be paid by Angels, its assignees or successors-in-interest shall be based on the results thereof. The cost of the traffic count shall be shared equally between RHA and Angels. When work is performed, Angels, its assignee and/or successor-in-interest shall be invoiced for its portion of the costs.
16. **GOVERNMENTAL APPROVALS AND COMPLIANCE WITH APPLICABLE LAWS.** All development and construction undertaken by Angels, its assignees, and/or its successors-in-interest shall be undertaken with all necessary governmental approvals and permits. Any development and construction must be pursuant to the applicable San Benito County Codes and other applicable laws.
17. **OTHER PARTY HOLDING AN INTEREST IN RG&CC PROPERTY.** In the event that prior to the recording of the Grant of Easement, Angels assigns any interest in the RG&CC Property to any other person or entity or any other person or entity otherwise obtains any interest in the RG&CC Property, including any party holding a grant deed or mortgage on the RG&CC Property, then Angels agrees to obtain that person or entity's consent signature on the Grant of Easement prior to the recording of same.
18. **COVENANTS RUNNING WITH THE LAND.** The easements, conditions, covenants and restrictions set forth herein, shall run with the land and be binding on the successors-in-interest to the parties hereto.
19. **ATTORNEY'S FEES.** Should any party hereto commence legal action against another party hereto arising out of the terms of this Grant of Easement, the prevailing party shall be entitled to recover attorney's fees from the losing party.

20. **SPECIFIC PERFORMANCE.** The parties agree that any party hereto shall be entitled to the equitable remedy of specific performance in the event of any breach or anticipatory breach of this Grant of Easement or any provision hereof in addition to being entitled to recover damages.
21. **FURTHER ASSURANCES.** The parties agree to execute such other documents and to take such further actions as may be reasonably necessary to further the purposes of this Grant of Easement. Notwithstanding same, nothing contained herein shall require the RHA members to approve any future Development Plans or annexation requests. All Development Plans and annexation requests shall be submitted at a later date for approval by the RHA membership as set forth in paragraphs 6(b) and (c). Such approval shall be within the sole discretion of the RHA membership.
22. **AUTHORITY AND CAPACITY.** Each Party represents and warrants to every other Party it has the legal authority and capacity to enter into this Grant of Easement.
23. **GOVERNING LAW.** This Grant of Easement shall be governed by, construed and enforced in accordance with the laws of the State of California.
24. **CONSTRUCTION.** All parties and their counsel have reviewed and revised this Grant of Easement and the normal rules of construction providing that any ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this document. Should any provision of this Grant of Easement be declared or be determined by any court of competent jurisdiction to be illegal, invalid, or unenforceable, the legality, validity, and enforceability of the remaining parts, terms, or provisions shall not be affected thereby and said illegal, unenforceable or invalid part, term or provision shall be deemed not to be a part of this Grant of Easement.
25. **TRANSFER TAXES.** The parties do not anticipate that any transfer taxes will be imposed upon any transactions contemplated herein or if transfer taxes are imposed, they will be for a minimal amount. However, if transfer taxes are imposed for any easement granted herein, Angels will be responsible for the payment of any transfer tax imposed for same. In addition, if transfer taxes are imposed on the transfer of any street, Gates, guard sheds, guard houses, buffer zones, park or any other property from Angels to RHA, then Angels shall pay the transfer tax.
26. **HEADINGS.** Paragraph headings or captions contained in this Grant of Easement are used for reference only and shall not be deemed to govern, limit or extend the terms of this document.
27. **WAIVER AND AMENDMENT.** No breach of any provision hereof can be waived unless done so expressly and in writing. Express waiver of any breach shall not

be deemed a waiver of any other breach of the same or any other provision hereof. The Grant of Easement may only be amended or modified by written agreement executed by all Parties hereto.

28. **TIME IS OF THE ESSENCE.** Time is of the essence with respect to this Agreement.

RIDGEMARK HOMES ASSOCIATION

Dated: 2/18/16

By: Tarasa Bettencourt
Tarasa Bettencourt
President

Dated: 2/18/16

By: C. W. Kayser
Charles W. Kayser
Vice-President

Dated: 2/18/16

By: Barbara A. Lee
Barbara Lee
Secretary

Dated: 2/18/2016

By: Mel Tungate
Mel Tungate
Treasurer

Dated: 2-18-16

By: Dan Valcazar
Dan Valcazar
Board Member

Dated: 2-18-16

By: Jack Murphy
Jack Murphy
Board Member

Dated: 2-18-16

By: John Grewohl
John Grewohl
Board Member

ANGELS COMPANY, LLC
A Texas limited liability company

Dated:

By: Signed in counterpart

Its: _____

CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of SAN BENITO

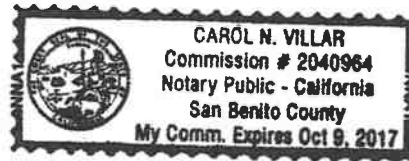
On FEBRUARY 18, 2016 before me, CAROL N. VILLAR, Notary Public, personally appeared MEL TUNGATE, DAN VALCOR, JACK MURPHY, JOHN GREWOHL, TARASA BETTENCOURT, CHARLES W. KAISER, BARBARA LEE who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under **PENALTY OF PERJURY** under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Carol N. Villar

Signature of Notary Public



OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

GRANT OF EASEMENT AND
(Title or description of attached document)

CONDITIONS COVENANTS AND RESTRICTIONS
(Title or description of attached document continued)

Number of Pages 13 Document Date 2/18/16

(additional information)

be deemed a waiver of any other breach of the same or any other provision hereof. The Grant of Easement may only be amended or modified by written agreement executed by all Parties hereto.

28. **TIME IS OF THE ESSENCE.** Time is of the essence with respect to this Agreement.

RIDGEMARK HOMES ASSOCIATION

Dated: 2/18/16 By: Tarasa Bettencourt
Tarasa Bettencourt
President

Dated: 2/18/16 By: Charles W. Kayser
Charles W. Kayser
Vice-President

Dated: 2/18/16 By: Barbara A. Lee
Barbara Lee
Secretary

Dated: 2/18/2015 By: Mel Tungate
Mel Tungate
Treasurer

Dated: 2-18-16 By: Dan Valcazar
Dan Valcazar
Board Member

Dated: 2-18-16 By: Jack Murphy
Jack Murphy
Board Member

Dated: 2-18-16 By: John Grewohl
John Grewohl
Board Member

ANGELS COMPANY, LLC
A Texas limited liability company

Dated: 3-3-2016 By: John Winn
John Winn
Vice president

14

Attached to:
Grant of Easement and Conditions, Covenants and restrictions

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

SS.

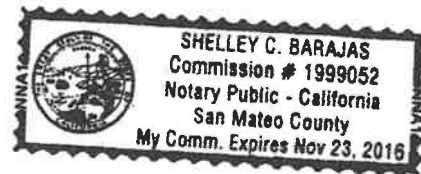
COUNTY OF Santa Clara

On March 3, 2016, before me, Shelley C. Barajas, Notary Public, personally appeared John Wynn-Nguyen, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Shelley C. Barajas (Seal)
(Signature)



17

EXHIBIT A

18

ORDER NO. : 0616011864-SL

EXHIBIT A

The land referred to is situated in the unincorporated area of the County of San Benito, State of California, and is described as follows:

Being a portion of Section 12, Township 13 South, Range 5 East and Sections 7 and 18, Township 13 South, Range 6 East, Mount Diablo Base and Meridian and being more particularly described as follows:

PARCEL ONE

Parcels 1 and 2 as shown on that certain Parcel Map recorded July 30, 1990 in Book 8 of Parcel Maps at Page 12, Recorder's File No. 9006574, San Benito County Records, State of California.

Together with that portion of land granted and described in that certain Grant Deed recorded December 28, 1995 as Instrument No. 9511032 Official Records of San Benito County, State of California.

EXCEPTING THEREFROM that portion of land described and granted in those certain Grant Deed, recorded December 28, 1995 as Instrument Nos. 9511033 and 9511034, Official Records of San Benito County, State of California.

ALSO EXCEPTING THEREFROM, Lots 1 and 2 as shown on that certain Parcel Map recorded July 26, 2007 in Book 10 of Parcel Maps, at Page 46, as Instrument No. 2007-0009430, Official Records of San Benito County, State of California.

APN: 020-650-010
020-650-013
020-650-014
020-650-016
020-650-017
020-650-021
020-650-023 through 026

PARCEL TWO

That portion of land shown as "Lot 3 Remainder" in that certain Parcel Map recorded on July 26, 2007 in Book 10 of Parcel Maps, at Page 46, as Instrument No. 2007-0009430, Official Records of San Benito County, State of California.

APN: 020-650-027

PARCEL THREE

19

Parcels 1 and 4 as shown on that certain Parcel Map recorded July 30, 1990 in Book 8 of Parcel Maps, at Page 11 Recorder's File No. 9006574, Official Records of San Benito County, State of California.

Together with the land described and granted in that certain Grant Deed recorded December 17, 1996 as Instrument No. 9611910, Official Records of San Benito County, State of California.

EXCEPTING THEREFROM that certain portion of land described and granted in that certain Grant Deed, recorded October 25, 2005 as Instrument No. 2005-0018990, Official Records of San Benito County, State of California.

ALSO EXCEPTING THEREFROM that certain portion of land described and granted in that certain Grant Deed, recorded March 18, 1999 as Instrument No. 9904297, Official Records of San Benito County, State of California.

FURTHER EXCEPTING THEREFROM that certain portion of land described and granted in that certain Grant Deed, recorded 13, 1995 as Instrument No. 9510659, Official Records of San Benito County, State of California.

FURTHER EXCEPTING THEREFROM that certain portion of land described and granted in that certain Grant Deed, recorded December 17, 1996 as Instrument No. 9611909, Official Records of San Benito County, State of California.

FURTHER EXCEPTING THEREFROM that certain portion of land described and granted in that certain Grant Deed, recorded May 10, 2001 as Instrument No. 2001-0007462, Official Records of San Benito County, State of California.

APN: 020-330-044
020-330-065
020-330-041
020-330-042
020-330-046
020-330-056
020-330-055
020-550-015
020-330-058

PARCEL FOUR

Being a portion of Section 12, Township 13 South, Range 5 East, Mount Diablo Base and Meridian and being bounded by a line particularly described as follows:

Beginning at a point in the Southerly line of Ridgemark Drive according to the Map thereof filed February 27, 1973 in Book 8 of Maps, at Page 14 A-E, San Benito County Records, said point being the following three courses and distances from the centerline intersection of Ridgemark Drive and Mark's Drive South $33^{\circ} 15' 00''$ East, 235.27 feet; thence South $56^{\circ} 45' 00''$ West, 30.00 feet; thence along a tangent curve to the left with a radius of 185.00 feet through a central angle of $10^{\circ} 12' 36''$, for a distance of 32.97 feet to the true point of beginning; thence running along said Southerly line of Ridgemark Drive along a curve to the left with a radius of

185.00 feet from a tangent which bears South 43° 27' 36" West through a central angle of 21° 23' 12" for a distance of 69.06 feet; thence leaving said Southerly line of Ridgemark Drive North 89° 47' 20" West 122.32 feet; thence North 00° 12' 40" East 40.00 feet; thence South 89° 47' 20" East 66.52 feet to the point of beginning.

APN: 020-410-014

PARCEL FIVE

Pond Lot as shown on that certain map entitled "Tract No. 116 - Unit 11, Ridgemark Estates" which map was filed for record in the Office of the San Benito County Recorder, July 11, 1996, in Book 11 of Maps, at Page 98.

EXCEPTING THEREFROM an undivided one-half (1/2) interest in and to all of the oil, gas and other hydrocarbons under and which may be produced therefrom, together with the right of ingress and egress at all times for the purposes of mining, drilling and exploring said land for oil or gas or other hydrocarbons and producing, storing, treating, handling, marketing and removing the same therefrom, as reserved in Deed from Western United Company, a California limited partnership, to Eugene S. Selvage and Jeanne Selvage, his wife, dated August 31, 1954 and recorded December 28, 1954, in Vol. 210 of Official Records, at Page 146, San Benito County Records.

EXCEPTING THEREFROM, the following reserved in Deed from Bushmont Company, a California Corporation to Ridgemark Corporation, a California Corporation, recorded February 14, 1985, Recorder's File No. 8500849, San Benito Records.

1. Subject to the following restrictions, Grantor hereby reserves an undivided one-half (1/2) interest in and to all oil, gas and other hydrocarbon substances under and which may be produced from the land herein conveyed below a depth 500 feet below the surface of said land. Grantor expressly waives and excludes all rights to enter, or permit any third person to enter, upon the surface of said land or in the subsurface of said land above a depth of 500 feet below the surface of said land, for the purpose of exploring or drilling or operating for, or producing, storing, handling or removing, oil, gas and other hydrocarbon substances, or any one or more of them.
2. Subject to the following restrictions, Grantor hereby reserves all commercial deposits or sand and/or gravel in place below a depth of one foot (1') below the surface of the land herein conveyed. Grantee shall not have any right to mine, or permit any third person to mine, sand/or gravel from said land for sale or use of said land; provided, however that Grantee shall have the right to use within the land herein conveyed in the development and improvement of said land such quantities of unprocessed bank run sand and gravel therefrom as Grantee shall deem necessary, but no sand, gravel, concrete or asphalt processing plant or production facilities shall be located on said land. Nor shall the unprocessed bank run sand and gravel for use by Grantee be removed from said land for such processing and/or production of concrete or asphaltic concrete.

Grantor expressly waives and excludes all rights to enter, or permit any third person to enter upon the surface or in the subsurface of said land for the purpose of mining or otherwise removing any of such deposits therefrom.

21

It is the intention of the Grantor that except only for the limited use of sand and/or gravel by Grantee permitted above, such deposits thereof as exists in the land herein conveyed shall not be mined or removed for any commercial purposes.

TOGETHER WITH A NON-EXCLUSIVE easement for Ingress, egress, general utility and the right to maintain signage where existing Ridgemark Realty signs are located over Ridgemark Drive and South Ridgemark Drive, as shown on the map of Ridgemark Estates Unit No. 1, filed May 2, 1972 in Book 8 of Maps at Page 1, San Benito County Records, and Ridgemark Estates Unit No. 2, as filed February 27, 1973 in Book 8 of Maps at Page 14, San Benito County Records and Ridgemark Estates Unit No. 4, as filed July 12, 1977 in Book 8 of Maps at Page 71, San Benito County Records and Ridgemark Estates Unit No. 7, as filed April 12, 1985 in Book 9 of Maps at Page 81, San Benito County Records. Said easements and rights are to be appurtenant to that certain parcel of land conveyed to Kenneth A. Bettencourt and Janice M. Bettencourt, dated March 6, 1995 and recorded March 8, 1995, Recorder's File No. 9501991, San Benito County Records.

APN: 020-850-001

EXHIBIT B

23

KELLEY
ENGINEERING & SURVEYING

400 PARK CENTER DRIVE, SUITE #4. HOLLISTER, CA 95023-2546
OFFICE: (831) 636-1104 FAX (831) 636-1837

LEGAL DESCRIPTION COMMERCIAL AREA A

All that certain property situate in San Benito County, State of California, lying within Section 12, Township 13 South, Range 5 East, Mount Diablo Base and Meridian, and being a portion of Parcel 1 as shown on that certain Parcel Map filed in Book 8 of Parcel Maps at Page 11, San Benito County records and being more particularly described as:

Beginning at northern most corner of Parcel 2 as shown on that certain Parcel Map filed in Book 1 of Parcel Maps at Page 102, San Benito County records;

Thence from said POINT OF BEGINNING North 42°44'15" East 501.35 feet;

Thence South 89°31'35" East 185.28 feet;

Thence South 83°42'17" East 85.82 feet to a point on the westerly right-of-way of Ridgemark Drive;

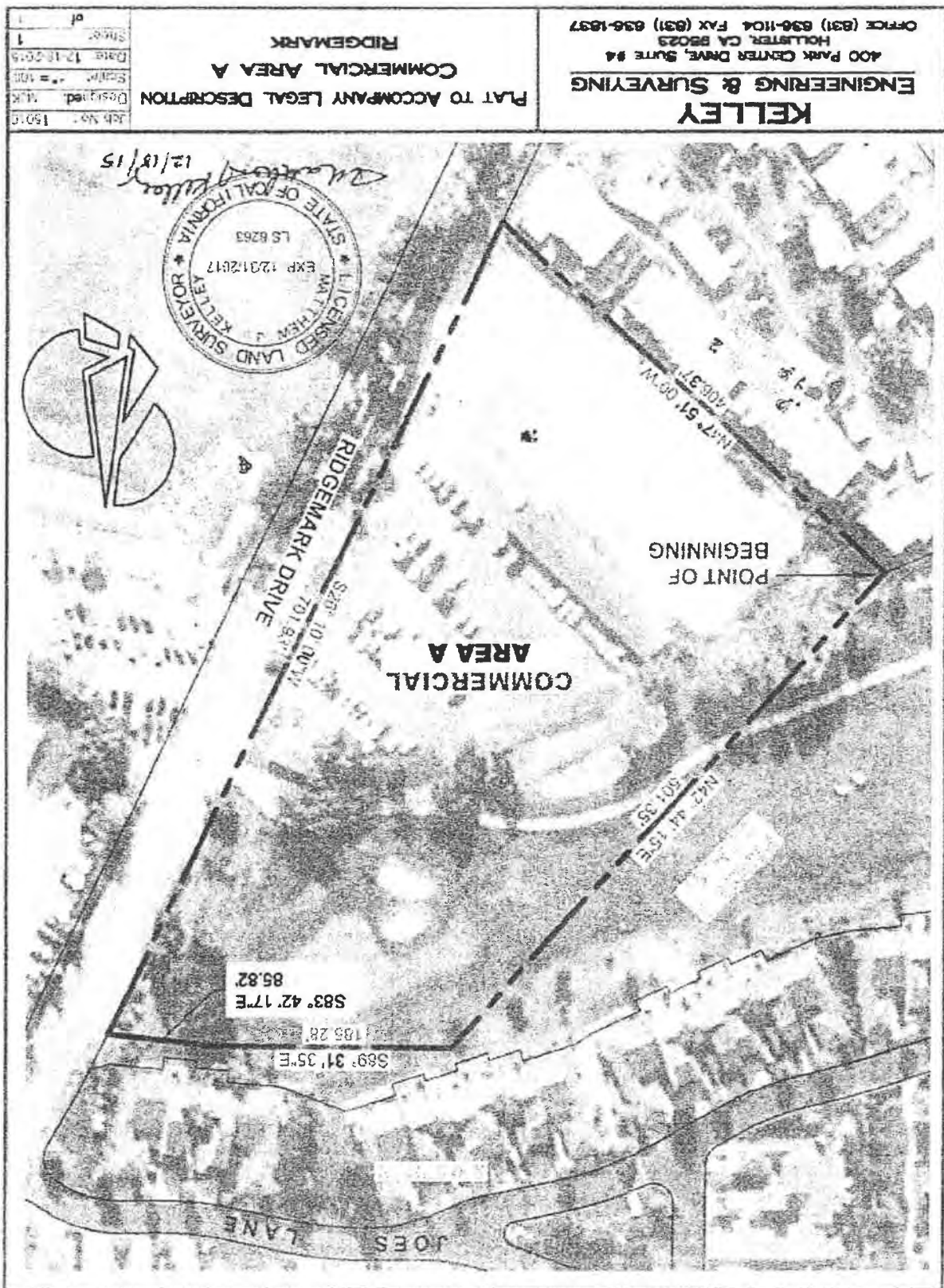
Thence along said right-of-way South 26°10'00" West 701.93 feet;

Thence leaving said right-of-way and along the northerly boundary of the aforesaid Parcel 2 North 47°51'00" West 406.37 feet to POINT OF BEGINNING;

Containing 4.35 acres more or less.



Matthew J. Kelley
12/18/15



Job No. 15010
Designed MJK
Scale 1" = 100'
Date 12-18-2015
Sheet 1 of 1

PLAT TO ACCOMPANY LEGAL DESCRIPTION
COMMERCIAL AREA A
RIDGEMARK

KELLEY
ENGINEERING & SURVEYING
400 PARK CENTER DRIVE, SUITE #4
HOLLISTER, CA 95023
OFFICE (831) 636-1104 FAX (831) 636-1837

25

KELLEY
ENGINEERING & SURVEYING

400 PARK CENTER DRIVE, SUITE #4, HOLLISTER, CA 95023-2546
OFFICE: (831) 636-1104 FAX (831) 636-1837

LEGAL DESCRIPTION COMMERCIAL AREA B

All that certain property situate in San Benito County, State of California, lying within Section 12, Township 13 South, Range 5 East and Section 7, Township 13 South, Range 6 East, both of Mount Diablo Base and Meridian and being a portion of Parcel 1 as shown on that certain Parcel Map filed in Book 8 of Parcel Maps at Page 11, San Benito County records and being more particularly described as:

Beginning at the intersection of the easterly right-of-way of Ridgemark Drive with the southerly right-of-way of Pinnacles National Park Highway, formerly Airline Highway;

Thence from said of POINT OF BEGINNING, along said southerly right-of-way, South $87^{\circ}04'41''$ East 85.07 feet;

Thence South $75^{\circ}27'07''$ East 308.16 feet;

Thence leaving said southerly right-of-way South $27^{\circ}40'16''$ West 351.73 feet;

Thence North $65^{\circ}48'10''$ West 174.24 feet;

Thence South $36^{\circ}42'45''$ West 256.35 feet;

Thence North $63^{\circ}50'00''$ West 147.92 feet to a point on the easterly right-of-way of Ridgemark Drive;

Thence along said easterly right-of-way of Ridgemark Drive, northeasterly on the arc of a non-tangent curve to the right, concave to the southeast, the radius point of which bears South $63^{\circ}50'00''$ East, said curve having a radius of 470.00 feet, through a central angle of $15^{\circ}00'00''$, for an arc length of 123.05 feet;

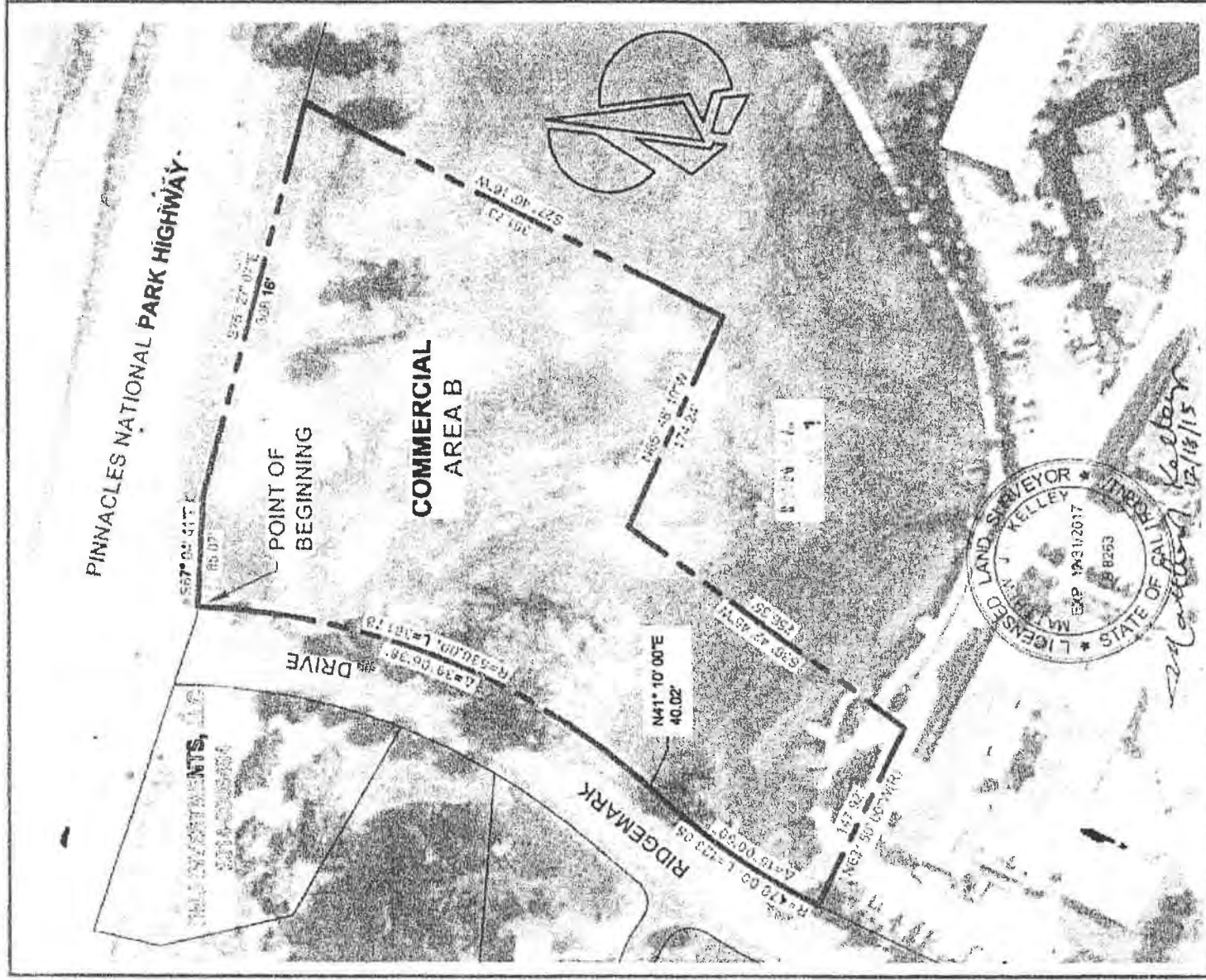
Thence North $41^{\circ}10'00''$ East 40.02 feet;

Thence northwesterly on the arc of a curve to the left, concave to the northwest, said curve having a radius of 530.00 feet, through a central angle of $39^{\circ}06'38''$, for an arc length of 361.78 feet to the POINT OF BEGINNING;

Containing 3.39 acres more or less.



Matthew J. Kelley
12/8/15



| | | |
|--|---|--|
| Job No: 15070 Designer: MK Scale: 1" = 100' Date: 12-15-2015 Sheet: 1 of 1 | PLAT TO ACCOMPANY LEGAL DESCRIPTION COMMERCIAL AREA B RIDGEMARK | KELLEY ENGINEERING & SURVEYING 400 PARK CENTER DRIVE, SUITE #4 HOLISTER, CA 95023 OFFICE (831) 838-1104 FAX (831) 838-1837 |
|--|---|--|

27

KELLEY
ENGINEERING & SURVEYING

400 PARK CENTER DRIVE, SUITE #4. HOLLISTER, CA 95023-2546
OFFICE: (831) 636-1104 FAX (831) 636-1837

LEGAL DESCRIPTION COMMERCIAL AREA C

All that certain property situate in San Benito County, State of California, lying within Section 12, Township 13 South, Range 5 East, Mount Diablo Base and Meridian and being a portion of Parcel 1 as shown on that certain Parcel Map filed in Book 8 of Parcel Maps at Page 11, San Benito County records and being more particularly described as follows:

Beginning at a point in the easterly right-of-way of Ridgemark Drive that bears North 45°12'02" East from the easterly most corner of Parcel 2 as shown upon that certain Parcel Map filed in Book 1 of Parcel Maps at Page 102, San Benito County Records;

Thence from said POINT OF BEGINNING along said right-of-way North 26°10'00" East 174.67 feet;

Thence leaving said right-of-way South 79°16'56" East 209.48 feet;

Thence North 05°19'11" East 67.90 feet;

Thence North 76°55'59" East 83.42 feet;

Thence North 89°59'23" East 72.16 feet;

Thence South 06°39'46" East 67.85 feet;

Thence South 04°49'04" West 95.54 feet;

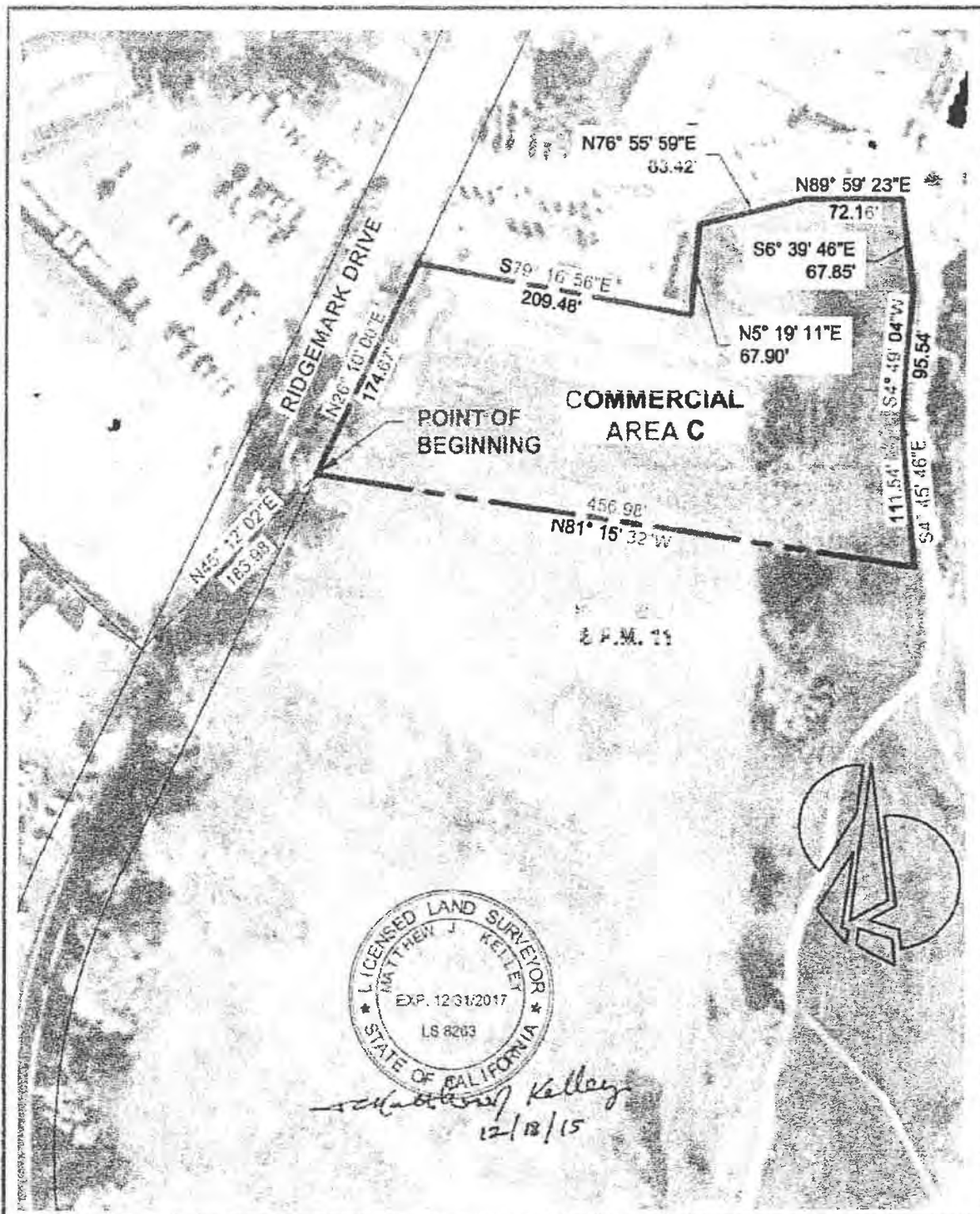
Thence South 04°45'46" East 111.54 feet;

Thence North 81°15'32" West 456.98 feet to POINT OF BEGINNING;

Containing 1.88 acres more or less.



Matthew J. Kelley
12/18/15



Matthew J. Kelley
12/18/15

KELLEY
ENGINEERING & SURVEYING
400 PARK CENTER DRIVE, SUITE #4
HOLLISTER, CA 95023
OFFICE (831) 636-1104 FAX (831) 636-1837

PLAT TO ACCOMPANY LEGAL DESCRIPTION
COMMERCIAL AREA C
RIDGEMARK

| | |
|----------|------------|
| Job No. | 18016 |
| Designer | MAJ |
| Scale | 1" = 100' |
| Date | 12-11-2015 |
| Sheet | 1 |
| of | 1 |

29

KELLEY
ENGINEERING & SURVEYING

400 PARK CENTER DRIVE, SUITE #4, HOLLISTER, CA 95023-2546
OFFICE: (831) 636-1104 FAX (831) 636-1837

LEGAL DESCRIPTION COMMERCIAL AREA D

All that certain property situate in San Benito County, State of California, lying within Section 12, Township 13 South, Range 5 East and Section 7, Township 13 South, Range 6 East, both of Mount Diablo Base and Meridian and being a portion of Parcel 1 as shown on that certain Parcel Map filed in Book 8 of Parcel Maps at Page 11, San Benito County records and being more particularly described as follows:

Beginning at a point that bears South 33°22'37" West 159.97 feet from the westerly most corner of Parcel 4 as shown upon that certain Parcel Map filed in Book 8 of Parcel Maps at Page 11:

Thence from said POINT OF BEGINNING South 74°35'47" West 190.58 feet;

Thence North 26°24'02" West 163.90 feet;

Thence North 48°48'05" West 258.55 feet;

Thence South 86°56'21" West 164.89 feet;

Thence South 76°55'59" West 83.42 feet;

Thence South 05°19'11" West 67.90 feet;

Thence North 79°16'56" West 209.48 feet to a point on the easterly right-of-way of Ridgemark Drive;

Thence along said right-of-way North 26°10'00" East 382.64 feet;

Thence leaving said right-of-way South 67°23'16" East 363.21 feet;

Thence North 67°04'03" East 401.16 feet;

Thence South 35°08'21" East 275.24 feet;

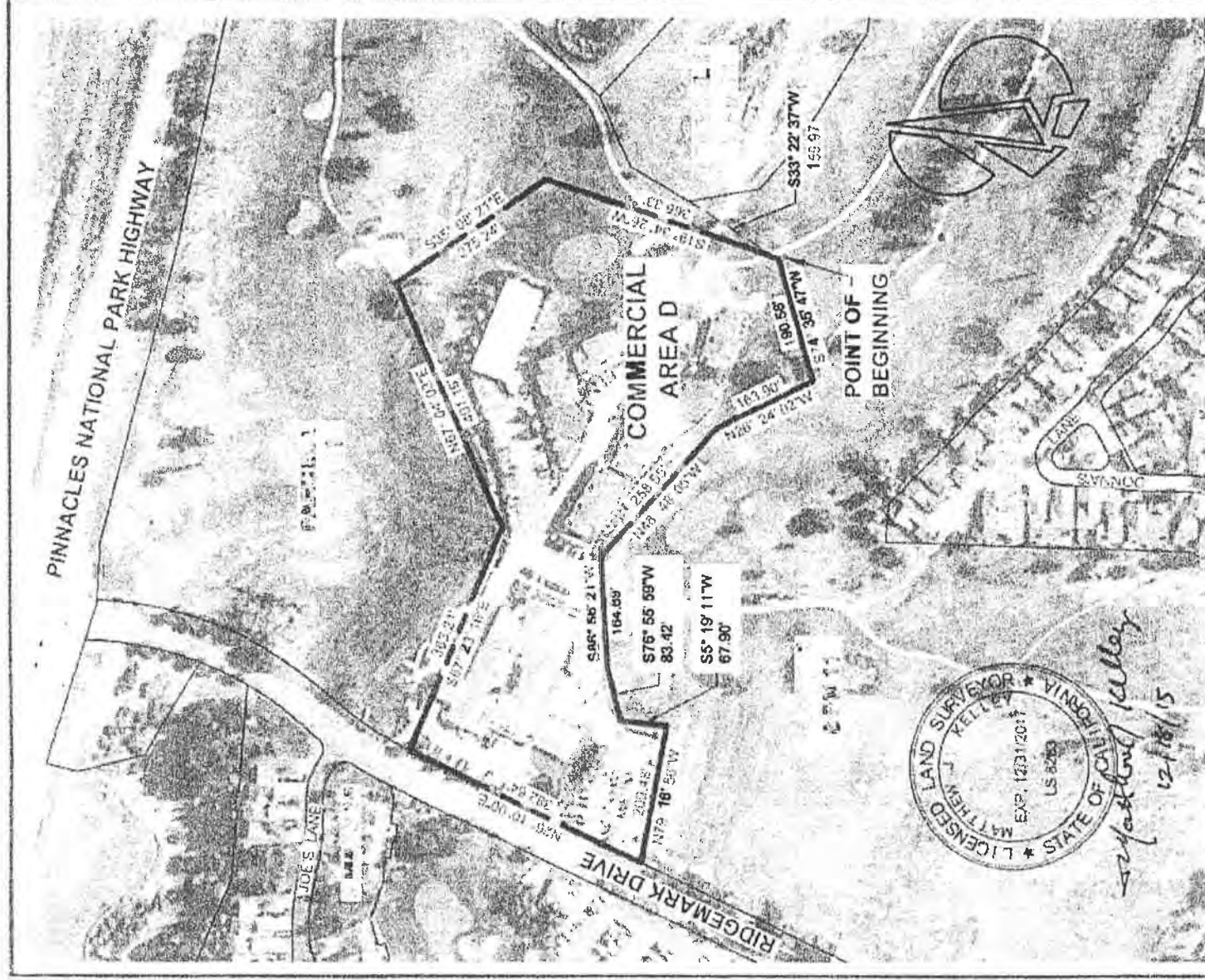
Thence South 19°34'26" West 366.33 feet to POINT OF BEGINNING;

Containing 7.43 acres more or less.



Matthew J. Kelley
12/18/15

3D



Matthew Kelley
12/18/15

KELLEY
ENGINEERING & SURVEYING
400 PARK CENTER DRIVE, SUITE #4
HOLLISTER, CA 95023
Office (931) 636-1104 Fax (931) 636-1837

PLAT TO ACCOMPANY LEGAL DESCRIPTION
COMMERCIAL AREA D
RIDGEMARK

| | |
|---------|------------|
| Job No. | 19013 |
| Des. by | MAN |
| Scale | 1" = 200' |
| Date | 12-18-2015 |
| Sheet | 1 |
| of | 1 |

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KELLEY
ENGINEERING & SURVEYING

400 PARK CENTER DRIVE, SUITE #4, HOLLISTER, CA 95023-2546
OFFICE: (831) 636-1104 FAX (831) 636-1837

LEGAL DESCRIPTION COMMERCIAL AREA E

All that certain property situate in San Benito County, State of California, lying within Section 7, Township 13 South, Range 6 East, Mount Diablo Base and Meridian and being a portion of Parcel 1 and a portion of Parcel 2 as said parcels are shown upon that certain Parcel Map filed in Book 8 of Parcel Maps at Page 11, San Benito County records and being more particularly described as follows:

Beginning at the northeast corner of Lot 696 as shown upon that certain map entitled "Tract No. 116 - Unit No. 11 Ridgemark Estates" filed in Book 11 of Maps at Page 98, San Benito County records;

Thence along the north line of said Lot, North 88°00'05" West 109.05 feet to the northwest corner of said lot and a point on the easterly right-of-way of Dan Drive;

Thence North 49°59'55" West 68.01 feet to a point on the westerly right-of-way of Dan Drive, said point also being the northeast corner of Lot 695 as shown on said map;

Thence along the northerly line of said Lot 695, North 84°35'55" West 180.54 feet to the northwest corner of said Lot;

Thence leaving said northerly line, North 70°28'15" West 46.71 feet;

Thence North 14°29'14" East 224.18 feet to a point on the southerly right-of-way of Pinnade National Park Highway formerly Airline Highway;

Thence along said right-of-way, South 78°21'00" East 197.41 feet;

Thence South 78°27'08" East 115.00 feet;

Thence northerly on the arc of a non-tangent curve to the right, concave to the south, the radius point of which bears South 13°47'43" West, said curve having a radius of 2924.00 feet, through a central angle of 09°04'38", for an arc length of 463.24 feet;

Thence leaving said southerly right-of-way, South 17°59'13" West 196.03 feet to the northeast corner of the parcel of land described in the Grant Deed filed under instrument number 2002-0002605 and recorded February 15, 2002, San Benito County records;

Thence along the northerly line of said parcel, North 83°48'15" West 108.56 feet to the northwest corner of said parcel, point also being the northeast corner of Lot 707 as shown the aforesaid map;

Thence along the northerly lines Lots 707 and 706 as shown upon said map, South 87°56'14" West 239.89 feet to the northeast corner of Lot 697 as shown upon said map;

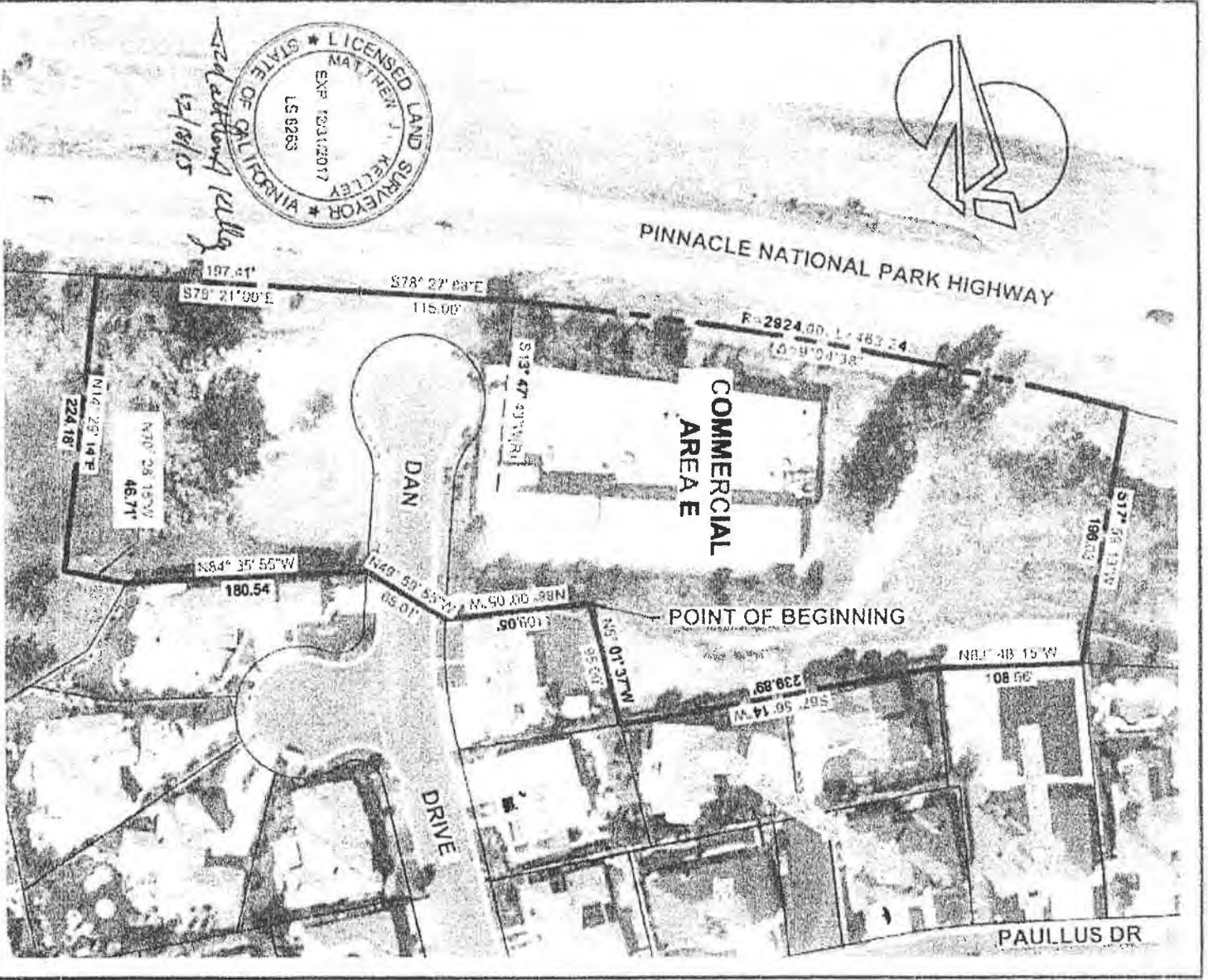
Thence along the easterly line of Lot 696, North 05°01'37" West 95.00 feet to POINT OF BEGINNING;

Containing 4.20 acres more or less.



Matthew J. Kelley
12/18/15

326



Matthew J. Kelley
12/15

KELLEY
ENGINEERING & SURVEYING
400 PARK CENTER DRIVE, SUITE #4
HOLLISTER, CA 95023
OFFICE (831) 636-1104 FAX (831) 636-1837

PLAT TO ACCOMPANY LEGAL DESCRIPTION
COMMERCIAL AREA E
RIDGEMARK

| | |
|-----------|------------|
| JOB No: | 15076 |
| Designed: | M.A. |
| Scale: | 1" = 100' |
| Date: | 12-18-2015 |
| Sheet: | 1 |
| of | 1 |

From: Michael Kelly
Sent: Wednesday, October 6, 2021 13:34
To: 'brinkerdana@aol.com'
Cc: Bob Tiffany
Subject: RE: Ridgemark Subdivision Project (SCH#2020109022) Revised EIR

Thank you for your comment. The comments we receive will help in preparing the environmental impact report that will follow this notice. Another opportunity for public comment will come when that report is distributed, with a response to those future comments to be included in the later finalized report.

Michael P. Kelly • Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy • Hollister, CA 95023-2513
mkelly@cosb.us • 831 902-2287 direct • 831 637-5313 office
cosb.us/departments/resource-management-agency/ • gis.cosb.us/gis/

From: brinkerdana@aol.com <brinkerdana@aol.com>
Sent: Friday, October 1, 2021 15:42
To: Michael Kelly <MKelly@cosb.us>; Bob Tiffany <supervisor_ffany@cosb.us>
Subject: Ridgemark Subdivision Project (SCH#2020109022) Revised EIR

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

My main concern for the addition of 190 single family homes AND two 38-unit "affordable housing" buildings is WHERE IS THE WATER COMING FROM??? In case no one has noticed, we've been in a serious drought since 2017. Has anyone looked at San Luis Reservoir lately? At approximately < 12% capacity. I'm wondering where water for flushing approximately 456 toilets (assuming 2 bathrooms in each home and one in each apartment unit), 166 dishwashers, not to mention washer, showers, landscape water is coming from. Do you know something no one else does?

That's just one of the environmental impacts I'd like to see explained.

Then there's the issue of sewer. Again, proposed housing will have a major impact! Current sewer system is already strained with the huge number of houses permitted by San Benito County. Let's not forget the county is only getting \$9,000 for annexation fees for new houses. Santa Clara County is getting almost \$38,000 per house, San Mateo gets over \$25,000. Who is going to pay to expand the county's sewer system for all these new homes, including the ones at Ridgemark? Sorry, I'll bury my shit in the back yard before I'll pay another nickel for sewer.

The proposed access road from South Side School poses another problem. Ridgemark is a GATED COMMUNITY! I have to assume that in order to maintain the security of Ridgemark that every resident will be required to get an electronic gate EIS. That's the only way you can keep other neighbors from using Ridgemark as a short cut to Southside. Also opens the door to the Lompo project which demands use of Ridgemark Roads that are already stressed.

Will Southside School be able to handle all the additional students? (Not environmental, but definitely has impact)

Let's look at the impact on current Ridgemark residents. I'm sure those whose homes back up to the golf courses paid a lot premium. Are there any restrictions on the number of stories for these new homes? They should be limited to single story residences of a certain square footage to maintain the exclusivity of Ridgemark. Otherwise they will devalue current properties.

The park on the plan will need to be maintained. Is that Wynn's responsibility or will the HOAs be forced to pay for it?

I've only been a resident of San Benito County since 2017. It seems to me that the big developers bring their big money and use it to sue the County and force them into permit grants that don't include new schools, expanding the Sheriff's department, fire departments, puts onus of City of Hollister, little to no money for road improvement to handle the increase in usage by residents of all these new houses, Ridgemark proposed development is just a fraction of this unprecedented rapid growth.

This study needs to look at the whole picture as every new home impacts the residents of Ridgemark, San Benito County and City of Hollister.

From: Bob Tiffany
Sent: Tuesday, October 5, 2021 14:22
To: John Ucovich
Cc: Michael Kelly
Subject: Re: EIR Preparation

Follow Up Flag: Follow up
Flag Status: Flagged

John-

Thanks for your input. I know that Michael has already responded with more details of the development and the EIR process, but I just wanted to specifically address a couple of comments that you made on the traffic at both intersections at Highway 25 and Enterprise and Union.

You are not the first person that has raised the issue of the Enterprise/Union intersection. It is a real concern of mine as well, especially with the Roberts Ranch development going in. It's already a dangerous intersection, and that's before we've seen the impact of Roberts Ranch residents. As part of my role as Supervisor, I am also on the COG (Council of Governments) board. COG deals with county-wide transportation issues, and because of this has regular interaction with CalTrans. I raised the issue of this intersection with the CalTrans person at our last meeting, and Mayor Velasquez, who also sits on the COG board, agreed that it was a dangerous intersection and should be addressed. Unfortunately, because it's a state highway, it may be a long process to get it dealt with, but I just wanted you to know that it's on the radar of both the City (the Roberts Ranch development is theirs) and the County, and I will continue to see what can be done to address it.

As for the intersection of Highway 25 and Fairview, that has previously been raised as a concern as well. Since the EIR process for the Ridgemark development is still in its early stages, I will wait to see whether and how that intersection is addressed.

Best Regards,
Bob Tiffany

From: John Ucovich <jnutau68@aol.com>
Sent: Monday, September 27, 2021 5:56 PM
To: Michael Kelly <MKelly@cosb.us>
Cc: Bob Tiffany <supervisor_bftiffany@cosb.us>
Subject: EIR Preparation

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Michael,

First of all thank you for the notice that you sent out regarding the EIR for the Ridgemark Subdivision Project. I live in the Quail Hollow Subdivision and am not against anyone who wants to develop property in San Benito County but I do have a couple of comments:

1. We've always had a water and waste management issue in our county. I have lived here for more than twenty years and have seen what has happened and have seen our Property Taxes escalate to address this problem. I believe that any new development must pay for the burden that this places on the rest of us who are on the County Tax role. Water, however, is a resource that has to be protected because it is not unlimited. Allowing for additional hook-ups, may jeopardize all of us. This has to be considered.
2. Transportation control and management is also a big concern and need. The Robert's Ranch Subdivision has already placed a large burden on the Highway 25/Enterprise Rd intersection. More left hand turns and increased traffic has made for unsafe vehicular travel/blocked views especially in peak hours. The same can be said for the Highway 25/Fairview intersection when these additional homes will be built. Traffic signals must be put in place as part of development costs. New home development in our County must strongly consider the impact it will have on the local traffic/road infrastructure. Since Highway 25 is under State control, it is important that San Benito County coordinate with them on this matter. In regards to the Robert's Ranch development, the new traffic light on Fairview Road may well be needed but Highway 25 should be the priority. It has more traffic.

Thank you for the opportunity to respond,
John Ucovich
1205 Quail View Drive
831-630-1898

Sep 23 9:38 a.m.:

Deryl Phy (pronounced "Darryl Fye"), Colusa resident and owner of 350 Donna's Lane, is concerned about lowered property value and wants his property's area to stay the same. He wants to see nothing that will destroy property value. He understands why other golf course holes are converting but doesn't want to lose this fairway. He says that with new development, especially commercial, traffic will be a mess and out of control and needs some way to get in/out that's better than what is there now. He also mentioned that Ridgemark has security issues with people driving around the gate without getting checked by the guard. His tenants in 350 Donna's are an older couple, and he expresses concern for the several older people living around there.

From: Michael Kelly
Sent: Wednesday, October 13, 2021 17:36
To: Diane Stambaugh
Subject: RE: Ridgemark Subdivision Project (SCH#2020109022) 38 Units, 3 stories on 0.9 acres (Planning file PLN170008) Notice of Prep (NOP) of an EIR (revised September 16, 2021)

Thank you for your comment. The comments will inform the content of the environmental impact report, and a later opportunity for comment will take place when the draft report is completed. Responses to comments will take place in the final report, which would then be followed by public hearing(s) for the project.

Michael P. Kelly • Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy • Hollister, CA 95023-2513
mkelly@cosb.us • 831 902-2287 direct • 831 637-5313 office
cosb.us/departments/resource-management-agency/ • gis.cosb.us/gis/

From: Diane Stambaugh <ddstambaugh@comcast.net>
Sent: Tuesday, October 12, 2021 08:23
To: Michael Kelly <MKelly@cosb.us>
Subject: Ridgemark Subdivision Project (SCH#2020109022) 38 Units, 3 stories on 0.9 acres (Planning file PLN170008) Notice of Prep (NOP) of an EIR (revised September 16, 2021)

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Mike,

I am providing this feedback on the above notated notice by the deadline of Friday, October 15th, 2021.

As a Ridgemark Estates resident and Ridgemark Homes Association member, I would like to express my strong opposition to the proposed 3 story, 38 unit, 3 story, high density housing complex, on 0.9 acres, inside Ridgemark Estates.

This plan does not conform nor elevate to the level of housing or density that the Ridgemark Estates community has been fighting for over the last several years. Since approx. 2014, the

Ridgemark Homeowners Association (RHA), has battled two lawsuits, both with some of the goals being that the proposed new housing be part of Ridgemark Homes Association, the lots to be a minimum of 10K SF, the homes to be single family, and the homes to be single story. After two, 2 year lawsuits, and several hundred thousand dollars in legal fees, the RHA prevailed. Our settlement agreements are very close to our desires. I understand this is outside the community gates but it is within the Ridgemark Estates footprint.

I understand and am aware of more dense housing that was built in Ridgemark Estates. Recently, 3 duplexes (three, 2 story, duplex units) were built inside RHA. Upon entering the single and only driveway, there are 6 two car garages. This can hold 12 cars. If you park two cars outside of each 2 car garage, you can add 12 more cars. That's a potential of 24 cars to enter and exit the one existing driveway. This increased density was done to save space. Can you imagine this? Well, it was allowed by SBC. Please don't ever let that happen again. The surrounding residents with their 10SF lot and single story home have both, people now looking down on them from the second story, and they struggle with home value due to the increased housing density and increased traffic congestion close by.

It comes with enormous surprise, although I appreciate the notice, to read about a "revised" proposal that would erase our substantial past efforts and eviscerate our community. I did not expect the county to propose such a high density, triple story, minimal footprint housing complex in Ridgemark Estates.

If you compare 38 homes in Ridgemark, at 10K SF lot size, the area is 380,000SF. An acre is 43,560SF. So, the area of 38 homes would encompass approx. 8.72 acres of land. We pride ourselves on having great views and a feeling of space in our

community. This high density building would project, at the entrance, a dense housing community of minimally sized apartment style homes. This is the exact opposite of what we want to portray to a visitor, golfer, event guest, or potential home buyer of Ridgemark Estates. 7.82 acres of land for 38 existing homes versus 0.9 acres for 38 new homes?

I can't believe I'm describing this but I can understand the push to build affordable housing in San Benito County (SBC). As much as it has been difficult for San Benito County (SBC) to actually build with the money that is placed in lieu of building at the site, my request is that the county do what it has been doing at least one more time and keep high density housing in higher density areas.

Thank you for taking my request under consideration for the future of Ridgemark Estates. Please don't ruin my community.

Thank you
Diane Stambaugh
Resident of Ridgemark Estates

From: Michael Kelly
Sent: Wednesday, October 13, 2021 17:18
To: Dan Valcazar
Subject: RE: Ridgemark INFILL 38 Units, 3 stories on 0.9 acres (Planning file PLN170008) Notice of Prep (NOP) of an EIR (revised September 16, 2021)

Dan,

This message is to note that we have your comment on the applicant's proposal as it currently stands, and the responses we receive on the Notice of Preparation will help shape the analysis that goes into the project's EIR. When the draft EIR is available, another comment period will take place, followed by a response to those future comments in the final EIR.

Technically as shown [here](#) at the State Clearinghouse the comment period's closing date is October 18. Sometimes the State delays the date a little because State process requires a little more time.

Michael P. Kelly • Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy • Hollister, CA 95023-2513
mkelly@cosb.us • 831 902-2287 direct • 831 637-5313 office
cosb.us/departments/resource-management-agency/ • gis.cosb.us/gis/

From: Dan Valcazar <dan.valcazar@gmail.com>
Sent: Friday, October 8, 2021 15:13
To: Michael Kelly <MKelly@cosb.us>
Subject: Ridgemark INFILL 38 Units, 3 stories on 0.9 acres (Planning file PLN170008) Notice of Prep (NOP) of an EIR (revised September 16, 2021)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Mike, I understand that you wanted feedback on this notice by the deadline of Friday, October 15th, 2021.

As a Ridgemark Estates resident and Ridgemark Homes Association member, I would like to express my strong opposition to the proposed 3 story, 38 unit, 3 story, high density housing complex, on 0.9 acres, inside Ridgemark Estates.

This plan does not conform nor elevate to the level of housing or density that the Ridgemark Estates community has been fighting for over the last several years.

Unfortunately, since approx. 2014, the Ridgemark Homeowners Association (RHA), has filed two lawsuits, both with some of the goals being that the proposed new housing be

part of Ridgemark Homes Association, the lots to be a minimum of 10K SF, the homes to be single family, and the homes to be single story. After two, 2 year lawsuits, and several hundred thousand dollars in legal fees, the RHA prevailed. Our settlement agreements are very close to our desires.

I understand and I am aware of more dense housing that was built in Ridgemark Estates. Recently, and to my dismay, 3 duplexes were built inside RHA. Upon entering the only driveway, there are 6 two car garages. This can hold 12 cars. If you park two cars outside of each 2 car garage, you can add 12 more cars. That's a potential of 24 cars to enter and exit the one existing driveway. This increased density was done to save space. Can you imagine this? Well, it was allowed by SBC. Please don't ever let that happen again. The surrounding residents with their 10SF lot and single story home have both, people now looking down on them from the second story, and struggle with home value due to the increased housing density and increased traffic congestion close by.


It comes with enormous surprise, although I appreciate the notice, to read about a proposal that would erase our substantial past efforts and eviscerate our community. I did not expect the county to propose such a high density, triple story, minimal footprint housing complex in Ridgemark Estates.

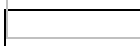
If you compare 38 homes in Ridgemark, at 10K SF lot size, the area is 380,000SF. An acre is 43,560SF. So, the area of 38 homes would encompass approx. 8.72 acres of land. We pride ourselves on having great views and a feeling of space in our community. This high density building would project, at the entrance, a dense housing community of minimally sized apartment style homes. This is the exact opposite of what we want to portray to a visitor, golfer, event guest, or potential home buyer of Ridgemark Estates. 7.82 acres of land for 38 existing homes versus 0.9 acres for 38 new homes?

I can't believe I'm describing this but I can understand the push to build affordable housing in San Benito County (SBC). As much as it has been difficult for San Benito County (SBC) to actually build with the money that is placed in lieu of building at the site, my request is that the county do what it has been doing at least one more time and keep high density housing in higher density areas.

I would be more than willing to discuss this further, but for the future of Ridgemark Estates, please don't ruin it.

All the best,

 Image
removed
by sender.



Dan Valcazar
Resident of Ridgemark Estates
(408) 607-1119
Dan.Valcazar@gmail.com

From: Dan Valcazar <danvalcazarhoa@gmail.com>
Sent: Sunday, October 10, 2021 10:37
To: Michael Kelly; Penny Be encourt; Lore a Kayser; Susan Fixsen; Jake Cousins; Dana Bernal; Kris e Ostoja
Subject: Ridgemark Estates affordable housing, 3 story, 38 homes, 0.9 acres

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi Mike, I'm writing to you as the President of Ridgemark Homes Association.

I am receiving a lot of negative feedback about this proposed 38 home development addition.

Since time is of the essence, I am requesting that a meeting is promptly scheduled to include you, Supervisor Bob Tiffany, Planning commissioner Robert Gibson, the Ridgemark Homes Association Board, and any other interested parties you deem appropriate. I don't want the input given from many of the residents and then find out later that it was overruled by a few.

I was just thinking again about 38 affordable homes being built on approx. 0.9 acres of land. Compare this to 38 existing homes in Ridgemark that cover almost 9 acres. This is one tenth the size of land for the same 38 homes. Not to mention affordable housing units tend to have extra cars. 2-3 cars means almost 90 cars in a small area.

Penny Be encourt and I were discussing our recent settlement agreements and I am wondering if those have been reviewed by the planning department.

Looking forward to our meeting.

All the Best,

Ridgemark Homes Association

President: Dan Valcazar 408.607.1119

Vice President: Vacant

Treasurer: Penny Be encourt

Secretary: Vacant

Board member: Lore a Kayser

Board member: Susan Fixsen

Board member: Jacob Cousins

Board member: Dana Bernal

Board member: Kris e Ostoja

From: Pat Mapelli <pmapelli@Graniterock.com>
Sent: Monday, October 11, 2021 13:36
To: Michael Kelly
Subject: Notice of EIR Preparation - Ridgemark Subdivision Project Comment Letter
Attachments: Ridgemark Subdivision NOP Comment Letter - October 11, 2021.pdf

Follow Up Flag: Follow up
Flag Status: Completed

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Good afternoon Mr. Kelly:

Attached is a comment letter for the above mentioned NOP on behalf of Graniterock. Please let me know if you have any questions.

Thank you,

Pat Mapelli
Land Use Manager/Bay Restoration Lead
Graniterock
5225 Hellyer Ave Suite 220
San Jose, CA 95138
(408) 574-1479 – office
(510) 386-0538 – cell



From: Michael Kelly
Sent: Wednesday, October 13, 2021 17:33
To: Pat Mapelli
Subject: RE: Notice of EIR Preparation - Ridgemark Subdivision Project Comment Letter

Thank you. We will take this into account in the EIR for the project, and further commenting opportunity will take place when the draft EIR is completed and available.

Michael P. Kelly • Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy • Hollister, CA 95023-2513
mkelly@cosb.us • 831 902-2287 direct • 831 637-5313 office
cosb.us/departments/resource-management-agency/ • gis.cosb.us/gis/

From: Pat Mapelli <pmapelli@Graniterock.com>
Sent: Monday, October 11, 2021 13:36
To: Michael Kelly <MKelly@cosb.us>
Subject: Notice of EIR Preparation - Ridgemark Subdivision Project Comment Letter

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good afternoon Mr. Kelly:

Attached is a comment letter for the above mentioned NOP on behalf of Graniterock. Please let me know if you have any questions.

Thank you,

Pat Mapelli
Land Use Manager/Bay Restoration Lead
Graniterock
5225 Hellyer Ave Suite 220
San Jose, CA 95138
(408) 574-1479 – office
(510) 386-0538 – cell





To: Michael Kelly, Associate Planner – RMA

From: Pat Mapelli, Land Use Manager – Graniterock

Date: October 11, 2021

Subject: Notice of EIR Preparation (Revised)
Project title: Ridgemark Subdivision Project (SCH#2020109022)

Dear Mr. Kelly:

Thank you for providing us the opportunity to comment on this NOP. We all know that housing is one of, if not the most, important challenges in our region if not the State. I want to assure you that Graniterock does not oppose this project, but rather would like to see the project include some additional data in the analysis that may have an impact on Graniterock's Southside Sand & Gravel operations just down the highway.

Figure 3 of the NOP should be expanded to include Graniterock's Southside Sand & Gravel facility as our driveway to our facility is only ¼ mile from S. Ridgemark Drive. This should also be reflected in Table 1.

Under the Potential Environmental Effects section, specifically Transportation, it fails to list Graniterock's driveway and State Route 25 as an intersection to be studied for roadway capacity LOS and traffic safety analysis. As a quarry operator, we have large trucks routinely entering and exiting the site. Some are coming loaded and some are leaving loaded, which effects their ability to accelerate and/or merge into traffic. There are also days in which the volume of traffic entering and exiting our quarry could be several hundred trucks per day, which should be included in the Transportation analysis.

Should you have any questions or would like to discuss, please feel free to contact me at (510) 386-0538 or alternative via email at pmapelli@graniterock.com.

Sincerely,

Pat Mapelli
Land Use Manager

From: S Hartzie <s_hartzie4@yahoo.com>
Sent: Sunday, October 17, 2021 19:12
To: Michael Kelly
Subject: Ridgemark Subdivision Project

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Mr. Kelly,
We received your correspondence and appreciate sending to us. We own the property located at 60 Marks Dr. in Ridgemark. Would like to know if the pond at corner of Ridgemark Dr. and Marks Dr. will be affected in the revised project plan. We like the pond and are hoping it will not be affected. It is difficult to tell on the aerial photograph we received regarding the proposed revision. Please keep us informed of future meetings.

Regards,
Sandie Hartzie and Douglas Law
s_hartzie4@yahoo.com
home ph 408-270-5363
Sandie - cell ph 408-772-5919

From: Michael Kelly
Sent: Thursday, September 23, 2021 10:14
To: Hanna Rodriguez
Subject: RE: Ridgemark Subdivision Project

You can view a more detailed project description [here](#). A clearer illustration of the project is on page 15 of the PDF, and project details are found elsewhere throughout that document. You can let me know if you have further concerns after reading this description, with a written comment specifying points of concerns being the most helpful response. The comments we receive will then help in preparing the environmental impact report that will follow this notice.

Michael P. Kelly • Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy • Hollister, CA 95023-2513
mkelly@cosb.us • 831 902-2287 direct • 831 637-5313 office
cosb.us/departments/resource-management-agency/ • gis.cosb.us/gis/

From: Hanna Rodriguez <hannarodriguez@gmail.com>
Sent: Wednesday, September 22, 2021 17:08
To: Michael Kelly <MKelly@cosb.us>
Subject: Ridgemark Subdivision Project

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Hi Mr. Kelly,
I received a copy of the Notice of EIR Preparation today in the mail today. After looking at it, I had a lot of questions regarding the impact of the project on my home/community. So, I was wondering if you could give me a more detailed layout plan that specifically shows where the 190 new single family homes will be built, where five new commercial/non-residential lots will be constructed, where nine buffer zone lots and six undeveloped lots will be kept, where the five golf course lots will be located (are they new or the current ones?), and one lot for a park (is that a new park or a current park?). I think when I know more about where the lots, homes, golf course etc are located, I'd know more on how my community will be impacted by traffic, noise, possible pollution, other congestion etc. If you could let me know when I'd receive a more detailed aerial photograph that specifically indicates what and where the new construction will take place, that would be great. Thanks!
Hanna

From: Michael Kelly
Sent: Thursday, September 23, 2021 10:14
To: Jenna
Subject: RE: Ridgemark development revised

The driving range is proposed to become a commercial area. You can view a more detailed project description [here](#), with a clearer illustration on page 15 of the PDF. The open lot by the gate is also proposed for commercial development, but that was approved earlier under different permits.

On the affordable housing, subdivision proposals require a certain amount of below-market-rate housing to be included. At the time of the earlier notice, the proposal was not compliant with that requirement, but the current design includes this requirement. This is one of the reasons this second Notice of Preparation was sent, to reflect that change. The revised plan also has access to the Promontory development and changes in the lot layout meant to respond better to environmental conditions.

I'm collecting comments made in response to this notice, including your separate concern on parking space availability and any future comments you might give, and the environmental impact report will address these concerns.

Michael P. Kelly • Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy • Hollister, CA 95023-2513
mkelly@cosb.us • 831 902-2287 direct • 831 637-5313 office
cosb.us/departments/resource-management-agency/ • gis.cosb.us/gis/

-----Original Message-----
From: Jenna <Rayderzz@hotmail.com>
Sent: Wednesday, September 22, 2021 15:08
To: Michael Kelly <MKelly@cosb.us>
Subject: Ridgemark development revised

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especially from unknown senders.

Hello,
From looking at the maps online it looks like you will be removing driving range? And putting homes there. Is that correct?
Also what exactly is going in the empty lot next to the guard station? I live in the condos right there, Villa Pacheco Court.
Lastly what can we do if anything about this revised plan with affordable housing? Why is this affordable housing coming up now and it wasn't in the original plan?

Thank you,

Jenna Allen
Villa Pacheco Court

From: Jenna <Rayderzz@hotmail.com>
Sent: Wednesday, September 22, 2021 16:10
To: Michael Kelly
Subject: Ridgemark

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello,

One more question. Where are Villa Pacheco Court residents and
Affordable Housing supposed to park if built?

Many residents don't have enough parking in Villa Pacheco and I would
guess affordable housing would bring a ton of cars as well.

Villa Pacheco residents have a small over flow lot but many use the
the big empty lot that will be shops .

Just wondering if there will be room for all the existing and new cars
that will be living here .

Thank you,

Jenna Allen
85 Villa Pacheco Court
408-205-9908

From: Michael Kelly
Sent: Wednesday, October 6, 2021 13:51
To: Jason Guerra
Cc: Ma hew Kelley; Lisa Guerra; Geary & Michelle Coats
Subject: RE: Ridgemark Subdivision

Jason,

In advance of a response by Geary, I wanted to acknowledge receipt of your message along with other responses we've received to the Notice of Preparation. These responses will be considered in the preparation of the environmental impact report and its content. And as a quick response to one of your questions, the 38 below-market-rate units are numerically separate from the 190 new lots.

Michael P. Kelly • Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy • Hollister, CA 95023-2513
mkelly@cosb.us • 831 902-2287 direct • 831 637-5313 office
cosb.us/departments/resource-management-agency/ • gis.cosb.us/gis/

From: Geary & Michelle Coats <coatsconsulting@gmail.com>
Sent: Tuesday, October 5, 2021 14:58
To: Jason Guerra <jason@symmetrydb.com>
Cc: Michael Kelly <MKelly@cosb.us>; Ma hew Kelley <ma_hew_kelley_engineering.com>; Lisa Guerra <lisa@symmetrydb.com>
Subject: Re: Ridgemark Subdivision

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Hi Jason;

Got your email, and I will respond tomorrow to your request.
Thanks for sending me your questions.

Cheers;
Geary

COATS CONSULTING
P 831.250.7192 | F 831.250.7193
PO Box 1356 Carmel, CA 93921

 Please consider the environment before printing any part of this email

On Mon, Oct 4, 2021 at 3:31 PM Jason Guerra <jason@symmetrydb.com> wrote:
| Hello Geary,

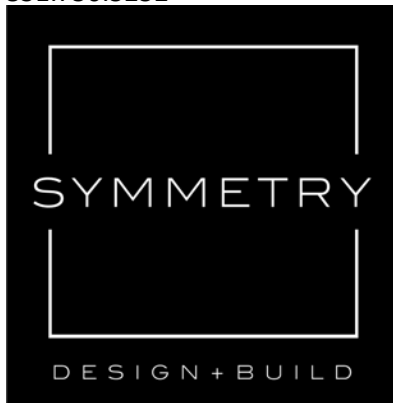
I have concerns about the changes to John Wynn's Ridgemark project. I just don't see the need to cram a few more lots in where the HOA agreed to only open space.. Particularly the newly drawn large lot #36. That lot would impact a lot of existing homes. I don't believe it has been on any previous plans that were shared with the public.

I realize Mr Wynn wants to make sure he gets all 190 lots, but if he only gets say 185 lots, the profit is still astronomical. This is not like other projects in that the cost savings by using existing streets and utilities, very limited off site improvements, etc is very high.

Please let me know as soon as possible if you are willing to remove these 3 proposed lots. See the attached sketch.

Also, am I reading the map correctly? It looks like the 38 affordable units are not included in the 190 lot total. Please advise.

Thank you,
Jason Guerra
Symmetry Design + Build
831.750.5252



From: Michael Kelly
Sent: Wednesday, October 6, 2021 13:43
To: 'jeff rosen'
Cc: Kollin Kosmicki; Supervisor Bea Gonzales; Bob Tiffany; Peter Hernandez
Subject: RE: Ridgemark (SCH#2020109022)

Thank you for your comment. The comments we receive will help in preparing the environmental impact report that will follow this notice, with the comments informing the topics that the report will need to address. Another opportunity for public comment will come when that report is distributed, with a response to those future comments to be included in the later finalized report. As a partial response to one of your points, building permits generally require builders to pay impact fees toward multiple public purposes, including schools, roads, fire and police services, and parks.

Michael P. Kelly ◦ Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy ◦ Hollister, CA 95023-2513
mkelly@cosb.us ◦ 831 902-2287 direct ◦ 831 637-5313 office
cosb.us/departments/resource-management-agency/ ◦ gis.cosb.us/gis/

From: jeff rosen <JeffRosenUIC@outlook.com>
Sent: Sunday, October 3, 2021 11:08
To: Michael Kelly <MKelly@cosb.us>; Kollin Kosmicki <supervisorkosmicki@cosb.us>; Supervisor Bea Gonzales <supervisororgonzales@cosb.us>; Bob Tiffany <supervisor_ffany@cosb.us>; Peter Hernandez <supervisorhernandez@cosb.us>
Subject: Ridgemark (SCH#2020109022)

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This project will affect San Benito County residents to their detriment.
I wonder what answers you have to the following issues.

Environmental Issues.

1. Water
2. Sewer
3. Runoff Water
4. Vehicle Pollution
5. Vehicle Noise.

Social Issues.

1. Additional Fire Department
2. Additional Police Protection
3. Parks
4. Schools

Economic Issues.

1. Road improvements to Highway 25, Fairview, Ridgemark Dr.

2. Costs of subsidizing lower income housing.
3. Reduction in value of existing homes when multi story homes block their view or sunlight.

It seems the local government is allowing unbridled expansion with no thought of environmental impact, social impact, economic impact, all to the benefit of land owners.

I am all in favor of free enterprise. The old time growers, land owners, should get maximum price when they sell.

However, it is the job of county planning, and county government, to find the money, In Advance, to pay for the services that the new residents will insist upon.

What do you think will happen when existing county residents are asked to pay increased taxes to pay for services for the new (last 5 years) homes.

Any county with real planning is charging the builder fees, for all the above, in advance, fees that are passed on to the end user, owner.

Jeff Rosen
Ridgemark Resident.
831-313-0004

From: Michael Kelly
Sent: Thursday, September 30, 2021 14:12
To: John Ucovich
Cc: Bob Tiffany
Subject: RE: EIR Preparation

Mr. Ucovich,

Thank you for your comments. You can view a more detailed project description [here](#). A clearer illustration of the project is on page 15 of the PDF, and project details are found elsewhere throughout that document.

You can let me know if you have further concerns on the description from the paper notice and on that from the more detailed online description, with a written comment specifying further points of concerns being the most helpful response. The comments we receive will then help in preparing the environmental impact report that will follow this notice. Another opportunity for public comment will come when that report is distributed, with a response to those future comments to be included in the later finalized report. This process will consider, describe, and potentially mitigate project effects such as those you mentioned on water availability and transportation management.

Michael P. Kelly • Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy • Hollister, CA 95023-2513
mkelly@cosb.us • 831 902-2287 direct • 831 637-5313 office
cosb.us/departments/resource-management-agency/ • gis.cosb.us/gis/

From: John Ucovich <jnutau68@aol.com>
Sent: Monday, September 27, 2021 17:56
To: Michael Kelly <MKelly@cosb.us>
Cc: Bob Tiffany <supervisor_btfany@cosb.us>
Subject: EIR Preparation

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Michael,

First of all thank you for the notice that you sent out regarding the EIR for the Ridgemark Subdivision Project. I live in the Quail Hollow Subdivision and am not against anyone who wants to develop property in San Benito County but I do have a couple of comments:

1. We've always had a water and waste management issue in our county. I have lived here for more than twenty years and have seen what has happened and have seen our Property Taxes escalate to address this problem. I believe that any new development must pay for the burden that this places on the rest of us who are on the County Tax role. Water, however, is a resource

that has to be protected because it is not unlimited. Allowing for additional hook-ups, may jeopardize all of us. This has to be considered.

2. Transportation control and management is also a big concern and need. The Robert's Ranch Subdivision has already placed a large burden on the Highway 25/Enterprise Rd intersection. More left-hand turns and increased traffic has made for unsafe vehicular travel/blocked views especially in peak hours. The same can be said for the Highway 25/Fairview intersection when these additional homes will be built. Traffic signals must be put in place as part of development costs. New home development in our County must strongly consider the impact it will have on the local traffic/road infrastructure. Since Highway 25 is under State control, it is important that San Benito County coordinate with them on this matter. In regards to the Robert's Ranch development, the new traffic light on Fairview Road may well be needed but Highway 25 should be the priority. It has more traffic.

Thank you for the opportunity to respond,
John Ucovich
1205 Quail View Drive
831-630-1898

Michael Kelly
San Benito County Resource Management Agency

Re : Ridgemark Subdivision Project (SCH#2020109022)

October 9, 2021

Dear Mr Kelly,

Thank you for the opportunity to comment on the proposed Ridgemark Subdivision Project (SCH#2020109022).

My wife and I retired from our careers in Silicon Valley and moved to Ridgemark in 2019. We love our community and view the proposed development as a mixed blessing. We are happy to see that the golf course will be retained in the development and we truly hope that it will be maintained in a better fashion moving forward. There are many unsightly dead trees on the golf course and it generally has a run-down appearance. Talking to our neighbors who have lived here for 20 years or more it is clear that the original golf course was in much better shape.

We are hopeful that the income generated by the sale of these new homes will be used to improve both the golf course and the surrounding common areas. But we also see one huge problem with the addition of 190+ new homes - and that is WATER. Nowhere in the proposal is there any mention of availability of additional water resources for these homes. The proposal actually mentions that lack of water was the reason for the removal of 18 holes at the golf course in 2014. We are in similar drought conditions at the moment, so if there isn't enough water for a golf course how can we sustain a development with 400+ more people?

We have lived in various places throughout Northern California over the last 50 years and both the water quality and the water cost here in San Benito County are the worst we have experienced. Not only is the water extremely hard, but we have very low water pressure in Ridgemark. Furthermore, the sewer rates from Sunnyslope Water District are astronomical compared to the Bay Area at \$200 as a base rate without using a single drop of water. Frankly, water cost and quality are the only downsides we have experienced moving to San Benito County. So of course our main concern over this new development is water. Will the addition of 190 new homes further impact the already extremely poor water quality and extremely high water cost?

Secondarily to the water issue is schools. The proposal mentions that the new homes will be sold to families with school age children, yet no mention is made of building new schools to meet the increased demand. From our understanding, the county schools are already impacted, and there are several other housing developments currently underway in the area.

So we summarize our concerns with this – lack of infrastructure resources. We sincerely hope the RMA is considering the impact that such a large development will have on our already strained county resources, primarily water and schools.

Thank you for the opportunity to share our concerns,



Andy Kellock & Michelle Sung
1292 Ridgemark Dr
Hollister, CA 95023



From: Michael Kelly
Sent: Wednesday, October 13, 2021 17:39
To: Kay Filice
Subject: RE: Ridgemark Infill 38 Units 3 Stories

Thank you for your comment on the latest proposal from the project applicant. We are using these comments to help shape the content of the EIR and identify topics of concern that need to be addressed. After the draft EIR is completed, an opportunity will take place to comment on the findings of the EIR.

Michael P. Kelly ◦ Associate Planner
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From: Kay Filice <kay@filicefarms.com>
Sent: Tuesday, October 12, 2021 09:13
To: Michael Kelly <MKelly@cosb.us>
Subject: Ridgemark Infill 38 Units 3 Stories

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Good Morning Michael,

Over the years I have worked on projects where you have been involved, and I always found you to be fair and reasonable. I also know you have a job to do and I realize the need for affordable housing in Hollister, however I think it should be part of a planned development not forced into a corner of a current well-established community. As a 40 plus year resident of Ridgemark I would like to share my thoughts regarding the current condition of Ridgemark.

I would like to express my strong opposition to the proposed 3 story, 38 unit, 3 story, high density housing complex, on 0.9 acres, inside Ridgemark Estates. We currently have limited ingress and egress and anticipate many many more cars with the new Lompa development and the additional homes to be built within Ridgemark.

This plan does not conform to the level of housing or density that the Ridgemark Estates community has been fighting for over the last several years. Since approx. 2014, the Ridgemark Homeowners Association (RHA), has battled two lawsuits, both with some of the goals being that the proposed new housing be part of Ridgemark Homes Association, the lots to be a minimum of 10K SF, the homes to be single family, and the homes to be single story. After two, 2-year lawsuits, and several

hundred thousand dollars in legal fees, the RHA prevailed. Our settlement agreements are very close to our desires. I understand this is outside the community gates, but it is within the Ridgemark Estates footprint.

This happened once before and has been an eyesore and a traffic hazard. Three, 2 story, duplex units were built inside RHA. Upon entering the single and only driveway, there are 6 two car garages. This can hold 12 cars. If you park two cars outside of each 2-car garage, you can add 12 more cars. That's a potential of 24 cars to enter and exit the one existing driveway. This increased density was done to save space and has caused increased traffic congestion.

Ridgemark has been, and could be again with the right ownership, a beautiful inviting San Benito County attraction. It would be a shame to wipe out the years of negotiation and compromise that the residents have worked so hard to achieve. with a high density, triple story, minimal footprint housing complex at the entrance of Ridgemark Estates. This is the exact opposite of what we want to portray to a visitor, golfer, event guest, or potential home buyer of Ridgemark Estates.

Please place the high-density developments in areas closer to walking and shopping. . Our downtown is finally starting to come alive and may be a better place for high density.

Thank you for your consideration,
Kay Filice

From: Michael Kelly
Sent: Thursday, September 30, 2021 13:53
To: Karen Fink
Subject: RE: Ridgemark

Thank you for your comment. You can view a more detailed project description [here](#). A clearer illustration of the project is on page 15 of the PDF, and project details are found elsewhere throughout that document. This project description shows which golf course land would be converted and which will remain as it is.

You can let me know if you have further concerns after reading the more detailed description, with a written comment specifying points of concerns being the most helpful response. The comments we receive will then help in preparing the environmental impact report that will follow this notice. Another opportunity for public comment will come when that report is distributed, with a response to those future comments to be included in the later finalized report.

Michael P. Kelly ◦ Associate Planner
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From: Karen Fink <karen.fink@compass.com>
Sent: Sunday, September 26, 2021 20:00
To: Michael Kelly <MKelly@cosb.us>
Subject: Ridgemark

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Hi
Is the golf course going away????

--
Delivering Award Winning Realty Services for Over 17 Years!
Karen Fink
Realtor®
01449854
karen.fink@compass.com
m: 408.461.1425



From: Michael Kelly
Sent: Thursday, September 30, 2021 13:54
To: Karen Fink
Subject: RE: Automa c reply: Ridgemark

As I mentioned in my prior message today, you can view a more detailed project description [here](#). This will illustrate which golf course lands are changing.

About the tennis courts, the ones by the main gate are technically outside this project's boundaries, but they are to be replaced by the commercial development that was approved in multiple steps in 2011, 2018, and 2019. The other courts to the southeast are not proposed to change as a result of this project.

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From: Karen Fink <karen.fink@compass.com>
Sent: Thursday, September 30, 2021 12:31
To: Michael Kelly <MKelly@cosb.us>
Subject: Re: Automa c reply: Ridgemark

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Hi Michael
Can you please tell me the status of both the golf course and the tennis courts going forward as it pertains to the new proposal distributed the past week?

On Sun, Sep 26, 2021, 8:00 PM Michael Kelly <MKelly@cosb.us> wrote:

Thank you for contacting me. I'm unavailable for now but will respond to your message on September 29.

Michael Kelly

From: Taven Kinison Brown
Sent: Monday, September 27, 2021 16:10
To: Kathy Gotschall
Cc: Michael Kelly; Geary Coats (coatsconsul ng@gmail.com); Stan Ketchum
Subject: RE: PROPOSED 38 LOW COST HOUSES
Attachments: Ridgemark AFH-082521.pdf; 15016 Wynn Ridgemark TM 02 T2 Colored Overall Site-1 of 1 (3).pdf


Follow Up Flag: Follow up
Flag Status: Flagged

Thank you, Kathy.

It was a pleasure speaking with you today. If you need to share my name, please include the full two word last name, Kinison Brown. I have attached additional information for you too.

Thank you,

***Taven M. Kinison Brown, Principal Planner
Resource Management Agency
Ph: (831) 902-2294***

 Description:
SBCo Logo

From: Kathy Gotschall <ottodog4444@gmail.com>
Sent: Monday, September 27, 2021 3:18 PM
To: Taven Kinison Brown <tkinisonbrown@cosb.us>
Subject: PROPOSED 38 LOW COST HOUSES

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Taven,
Nice talking with you! Please look this over and if you agree
I will send it out. Make any changes ya want!:)
Thanks,
Kathy

HI THERE! Talked to Taven Brown re: WHERE the 38 low cost units were going to be.
It's proposed that they (royal blue area) are going to be after Joe's Lane and BEFORE
the guard shack. It's the area where the old golf cart shed was. Supposedly, the architecture
is going to fit in with the scheme of things up here. The white/black area (old tennis court area)
is going to have commercial shops. He said perhaps a nice ice cream shop, a sandwich shop, a dress
shop, a custom coffee shop. The area after (white and brown) already exists.
He did say that there was talk about 86ing the clubhouse and cottages and
putting in a HOTEL. What? We will still have a driving range. So, I am thinking
that these 38 units will NOT be using our streets and shouldn't mess up our cha cha
at the gate. We can ask this question at the next meeting. Taven said to give out his number, too,
if there are any questions/concerns/input RE: the above. (831) 801-1150 He's very nice and easy going.
That's it for now!:)~:~)



From: Michael Kelly
Sent: Thursday, September 23, 2021 10:15
To: Kelly Steadman
Subject: RE: Ridgemark Development

Thank you for your comment. I am receiving comments in response to the Notice of Preparation and will collect them to inform the preparation of the environmental impact report. If you have additional or more specific concerns, you are welcome to give those in a subsequent message, preferably a written statement.

You can view a more detailed project description [here](#). A clearer illustration of the project is on page 15 of the PDF, and project details are found elsewhere throughout that document.

Michael P. Kelly ◦ Associate Planner
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From: Kelly Steadman <kelly_steadman@yahoo.com>
Sent: Wednesday, September 22, 2021 20:05
To: Michael Kelly <MKelly@cosb.us>
Subject: Ridgemark Development

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Dear Mr. Kelly

As a resident of Ridgemark, I oppose the revised development proposal. The revised plan would have a negative impact on our community. This plan would cause an increase in traffic, crime and noise to our peaceful neighborhood.

Regards,
Kelly Steadman
408-507-5843

From: Michael Kelly
Sent: Thursday, September 30, 2021 13:16
To: Lori Gibbs
Subject: RE: Notice of EIR Preparation

Thank you for your comment. You can view a more detailed project description [here](#). A clearer illustration of the project is on page 15 of the PDF, and project details are found elsewhere throughout that document.

You can let me know if you have further concerns after reading this description, with a written comment specifying points of concerns being the most helpful response. The comments we receive will then help in preparing the environmental impact report that will follow this notice. Another opportunity for public comment will come when that report is distributed, with a response to those future comments to be included in the later finalized report.

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From: Lori Gibbs <lboydgibbs@aol.com>
Sent: Sunday, September 26, 2021 11:13
To: Michael Kelly <MKelly@cosb.us>
Subject: Notice of EIR Preparation

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Mr. Kelly,

I received the EIR notice this past week and I have great concerns. I have lived in Hollister since 1996 and I understand the growth. However, at one time it took me less than an hour to get to SJ now takes over 2 hours. I find myself sitting on 25th as there is no route except San Juan Bautista. The roads are a big problem and it has not supported the growth in this town. I have great concerns about additional buildings and the potential for obstruction of my beautiful views and enjoyment in the community where I reside. I can't tell from the map where the plan is to build all of these homes. My home is on Donald Dr. and I have a beautiful open space behind me. Please let me know where these homes are planning to be built? My vote on this subdivision is an absolute NO!!!

Cordially,

Lori A. Boyd-Gibbs

From: Michael Kelly
Sent: Friday, October 1, 2021 09:53
To: ludmila hasan
Subject: RE: 38 units

Thank you for your comment. It sounds like you might have viewed the more detailed project description, but, if not, you can find it [here](#) on the County website. The comments we receive will help in preparing the environmental impact report that will follow this notice. Another opportunity for public comment will come when that report is distributed, with a response to those future comments to be included in the later finalized report.

Michael P. Kelly ◦ Associate Planner
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From: ludmila hasan <ludmilahasan@yahoo.com>
Sent: Thursday, September 30, 2021 22:44
To: Michael Kelly <MKelly@cosb.us>
Subject: 38 units

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Hi Michael.

My name is Ludmila Hasan. I am an owner of 220 Villa Pacheco Ct, in Ridgemark.

Responding to this letter I received, on Notice of EIR Preparation, revised.

Who wants affordable housing near their homes, I do not think you do.

This is not ok. I am not ok, living in an affordable housing project, we did pay too much money to live in a good and safe neighborhood. Why this has to happen on a golf course? Also this where our houses value will go down, I am sure you would not like that.

Thank you.

ludmilahasan@yahoo.com

Sent from [Mail](#) for Windows

From: Michael Kelly
Sent: Wednesday, October 13, 2021 17:01
To: Peggy Kelly
Subject: RE: Ridgemark Subdivision Project (SCH #2020109022)

Yes, we will add your name and contact information to a notification list.

Michael P. Kelly ◦ Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy ◦ Hollister, CA 95023-2513
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From: Peggy Kelly <peggymkelly@hotmail.com>
Sent: Monday, October 4, 2021 11:43
To: Michael Kelly <MKelly@cosb.us>
Subject: Ridgemark Subdivision Project (SCH #2020109022)

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Hello Michael,

I'm a resident of Ridgemark Estates and received the Notice of EIR Preparation for the Ridgemark Subdivision project.

Would you kindly add me to the contact list so that I receive notification of future meetings on this project?

Thank you,
Peggy Kelly-Sung
peggymkelly@hotmail.com

Sent from my smartphone

From: Michael Kelly
Sent: Wednesday, October 13, 2021 17:41
To: Robert A. Carpenter
Subject: RE: Housing

Thank you for your reply to the Notice of Preparation. We are receiving several comments on the document and will use these to consider what the coming environmental impact report will need to analyze. When the report is done, another comment period will take place to allow the community to give its views on the report's findings.

Michael P. Kelly ◦ Associate Planner
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From: Robert A. Carpenter <itsblc@aol.com>
Sent: Tuesday, October 12, 2021 09:25
To: Michael Kelly <MKelly@cosb.us>
Cc: dan.valcazar@gmail.com
Subject: Housing

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Mike,

I wholeheartedly support Dan's comments. Encroachment of housing units that detract from the current Ridgemark Community standards will certainly have a negative impact on the home values of the Ridgemark owners. We do not need lower standards within the Ridgemark boundaries. We ask your support to make sure that will not be the case in our community.

Sincerely,
Bob Carpenter

From: Michael Kelly
Sent: Thursday, September 23, 2021 14:55
To: randy steadman
Subject: RE: Ridgemark Development Proposal...revised plan

It is correct that this plan has changed since the last public notice, with the addition of the affordable housing, the access to the Promontory development, and relocating of some of the new lots from what the earlier plan showed. It sounds like you have the current information, but for reference the current full notice is [here](#).

The entrance is proposed to remain gated with Villa Pacheco still inside the gate. The gate might be moved closer to Villa Pacheco to allow easier outside access to the commercial components, however. Eventually the new commercial uses will need to meet the parking requirements found in our zoning regulations. However, what do you currently identify as the Villa Pacheco guest parking spaces? Where are they located?

Although business consequences of the project such as HOA and golf course revenues are outside the scope of this environmental document, environmental issues such as those related to increased use of recreational facilities and converting open land to buildings are within the scope.

I'm collecting comments from the public and from public agencies in response to this notice, and these comments will inform the environmental impact report. You can give me further concerns if you like, and they will be considered in the future steps of the project.

Michael P. Kelly ◦ Associate Planner
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From: randy steadman <rasman25@yahoo.com>
Sent: Thursday, September 23, 2021 12:04
To: Michael Kelly <MKelly@cosb.us>
Subject: Ridgemark Development Proposal...revised plan

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Hello Michael,

Please note that this plan has some big changes from the original one that we saw just a couple months ago. They are not good changes.

I oppose the design of the "revised" plan.

We live in a gated "secure" community and I do not see any plans on keeping it that way. The Apartment site is directly across from where I currently reside and will definitely be a eyesore to the homes and townhouses we currently have in our area. The rise in crime will be an impact on property values and other investments of Ridgemark.

Where are the proposed Guest Parking lots for Villa Pacheco? or The Golf shop and course?

Ridgemark used to be a destination for Golfers and a quiet community. With the additional homes there seems to be only be one course? This will decrease revenue for the golf course even more by elimination of the Driving Range and additional Courses.

Most of our HOA payments go to paying for Security and Road Maintenance, the Apartment dwellers will need to pay their share of the HOA too, correct? Will we even have Security anymore?

Thank you for your time and please note, **I oppose the updated development plans.**

Randy Steadman

408-507-8394

10/14/21

Michael Kelly, Associate Planner
San Benito County Planning Dept.
2301 Technology Parkway
Hollister, CA 95023

RE: Ridgemark Subdivision Project (SCH#2020109022),
Angels Company, LLC/Mr. John Wynn

Dear Mr. Kelly:

This letter concerns the Angels Company revised Ridgemark Subdivision Project. It required voter approval of the Ridgemark Homes Association (RHA) members before final approval could occur. When I voted several years ago, I understood that due to the future housing units at the existing driving range, the driving range would be relocated to the area adjacent to the Joe's Lane Condominiums. Today, after voter approval, in the revised plan there is no driving range at all and is being replaced with a 3 story 38-unit affordable housing complex.

I don't have a problem with the Affordable Housing Requirement that was part of the package I voted in favor of because of the Angels Company original presentations. However, I do have a problem with the new location of the 3 story 38-unit affordable housing complex and the removal of the driving range. This location for the affordable housing complex will adversely affect:

1. The main entrance of Ridgemark Drive due to the cumulative traffic.
2. The Golf Course due to the cumulative effects on parking and not having a driving range for everyday practice and pre-tournament practice.
3. Individuals using the Ridgemark Clubhouse for meals, parties, gatherings, meetings due to cumulative effects on parking.
4. Ingress and egress of existing and future residents of Ridgemark, Joe's Lane, golfers, tennis players and users of the Clubhouse's facilities. I am concerned this will lead to a reduction in the numbers of people utilizing Ridgemark's current and future improved facilities and commercial ventures.
5. The views and proximity to the condominiums on Joe's Lane next to the complex.

This revised affordable housing project with all 38 units at one proposed site on Ridgemark Drive, will be the straw that broke the camel's back regarding traffic entering Ridgemark and the surrounding parking. Even with the widening of Ridgemark Drive by at least one lane, possibly two more lanes in areas where sufficient property exists, the level of service (LOS) from the entrance from Hwy 25 and along Ridgemark Drive to Marks Drive (and beyond) will deteriorate due to the following existing and future projects at Ridgemark:

1. The approved small commercial project on the old tennis courts and existing parking lot.
2. The approved major commercial projects on the east side of the Ridgemark Drive entrance.
3. The existing 1,048 homes in Ridgemark Estates (includes Joe's Lane outside the gate).
4. The proposed 190 homes for the Angels Company.
5. The proposed 90 homes for the Lompa property.
6. The outside traffic using the Ridgemark Clubhouse, golfing, tennis, maintenance/repair, residents' visitors, etc.

Have there been any LOS or traffic studies covering the effects of the above 6 sources of traffic on the internal streets and major intersections in Ridgemark Estates? After all, Ridgemark's interior private roads will be affected in the very same manner as the external public roads that are required to be studied.

While there may have been past traffic studies and future traffic studies that are planned on the approximate 19 public streets/roadways affected by this revised project, I cannot locate any LOS, completed or proposed traffic studies on any of the major internal private streets or intersections in Ridgemark Estates such as:

1. Ridgemark Drive from Hwy 25 to at least Helen Drive.
2. South Ridgemark Drive from the Y of Ridgemark Drive to the Rear Gate.
3. The intersection of Joe's Lane/Ridgemark Drive.
4. The intersections of Donald Drive/Ridgemark Drive, Marks Drive/Ridgemark Drive, Lanini Drive/Ridgemark Drive, Helen Drive/Ridgemark Drive.

Will the required EIR for the project cover LOS and traffic studies for any of the internal roads of Ridgemark Estates and if so, which ones?

I am confused as to why this study contains a map of the Lompa Property and the improvements for a new road and entrance from Southside Road. What is the relationship between these improvements for the Lompa property and the Angels Company revised project? Are traffic studies for the Lompa Property being used for this project and if so, why?

Could the following possible options for the Angels Company regarding the affordable housing requirement be true?

1. Not building the affordable housing units on-site and paying an in-lieu fee.
2. Building the affordable housing units off-site.
3. Building 4 affordable housing units per acre on a site agreeable to the Angels Company, RHA and the County (this was originally mentioned as a possibility by the Angels Company).
4. Building the 3 story 38-unit complex on the extreme west end of Joe's Lane with its own, separate entrance to Hwy 25, and no access to Joe's Lane.
5. Building the 3 story 38-unit complex on the lower, north side of Joe's Lane, behind the row of condos facing Hwy 25.
6. Incorporate the 38 required affordable housing units as granny units into 38 different locations of the proposed 190 units. This would result in a reduction to 152 single family units with 38 having a granny unit for a total of 190 units.
7. It appears that building the affordable housing on the proposed site cannot occur since the property is not zoned residential and some of the commercial area previously approved by both the County and the RHA membership for the commercial development, will be used for a housing complex instead of commercial and a driving range.

There are likely other options, but I think Option #6 above would be the best choice for all parties involved given that it would prevent having to hold another vote of the RHA membership because of the "post-vote revisions". Additionally, Option #6:

1. Follows Section 2 on Page 5 of the Agreement between the RHA and Angels Company.
2. Would save a great deal of time and money by not having to hold another vote of the RHA membership.
3. Will help keep the golf course viable by keeping the driving range and reducing the impact on the limited parking spaces available for future shoppers, golfers, employees along the entrance to Ridgemark.
4. Help reduce the cumulative effects on traffic and parking deficiencies on Ridgemark Drive by spreading out the affordable housing throughout the area using granny units like Golf XI utilized in their development.

Thank you for the opportunity to provide comments on this project.

Regards,

Stephen J. Rosati

Stephen J. Rosati
381 Donald Drive
Hollister, CA 95023

From: sjrosa @aol.com
Sent: Saturday, October 16, 2021 18:11
To: Michael Kelly
Subject: Re: Letter to SBC Planning Dept Regarding Revised Angels Company Ridgemark Project.

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Thank you for getting back to me and your explanations regarding several of my concerns. I realize that completed projects and recently approved new projects cannot be changed regarding their cumulative impacts on the entrance to Ridgemark at Hwy 25, Ridgemark Drive and the major street intersections along Ridgemark Drive. However, anymore new projects should not be considered given the fact that Ridgemark Drive will not be able to be widened to four lanes from Hwy 25 to at least Lanini or Duffin Drive. Unfortunately, only parts of Ridgemark Drive will be able to be widened to four lanes, but it appears that three lanes is possible. It would seem at this point, that we should know which parts of Ridgemark Drive will be four lanes, and I am concerned that we will be left with only three lanes. This is why the EIR on the new 3 story 38-unit project needs to provide us with all the traffic information related to this traffic dilemma facing the entrance to Ridgemark at Hwy 25 and all the intersections to at least Lanini or Duffin Dr if it was only widened to three lanes that includes all the other proposed projects in Ridgemark. Much appreciated. Steve

-----Original Message-----

From: Michael Kelly <MKelly@cosb.us>
To: sjrosati@aol.com <sjrosati@aol.com>
Sent: Fri, Oct 15, 2021 11:02 am
Subject: RE: Letter to SBC Planning Dept Regarding Revised Angels Company Ridgemark Project.

Good morning—I have your comments. These and the other comments we're receiving will shape the content of the EIR, and a further comment period will take place for the public to respond to the EIR when it's finished.

As a few thoughts in response to some of your letter:

- Further traffic analysis will take place as part of the EIR.
- The Lompa property is shown for context and also for the fact that its road circulation affects Ridgemark road circulation, including access outward toward Southside Road.
- Most of the affordable-housing options in your letter are possibilities, and the 38-unit below-market-rate housing building happens to be the current proposal from the applicant. The one option that I'd say is unlikely is number 6, to add accessory dwellings. This could be considered inadequate under our Affordable Housing Regulations (County Code Chapter 21.03), in part because accessory dwellings could be built regardless of this project and would not amount to the level of additional housing availability as in either dedicating 15 percent of the 190 lots to below-market-rate or substituting that with a separate development, such as this 38-unit development. In addition, the current central proposal is 190 lots, rather than 190 dwellings, so accessory dwellings would not count toward the 190 number unless the applicant changes the proposal.

- The Neighborhood Commercial (C2) zoning allows mixed use with residences by use permit, which is part of the basis for locating the 38 below-market-rate units on that earlier approved C2 site.

Michael P. Kelly ◦ Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy ◦ Hollister, CA 95023-2513
mkelly@cosb.us ◦ 831 902-2287 direct ◦ 831 637-5313 office
cosb.us/departments/resource-management-agency/ ◦ gis.cosb.us/gis/

From: sjrosati@aol.com <sjrosati@aol.com>

Sent: Thursday, October 14, 2021 23:34

To: Michael Kelly <MKelly@cosb.us>

Subject: Letter to SBC Planning Dept Regarding Revised Angels Company Ridgemark Project.

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Good morning Michael -- I have provided my comments regarding the Angels Company revised Ridgemark Project in the above folder. Could you please email me Friday morning that you have received it. Many thanks. Steve

From: Michael Kelly
Sent: Friday, October 1, 2021 09:57
To: Steve Rosen
Subject: RE: Ridgemark Subdivision EIR

Only the Notice of Preparation is available at the moment. The EIR is under preparation and will be available at a later time, although I don't have a date to give yet. At that time the EIR's availability will be announced and will be accompanied by another public comment period.

Michael P. Kelly • Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy • Hollister, CA 95023-2513
mkelly@cosb.us • 831 902-2287 direct • 831 637-5313 office
cosb.us/departments/resource-management-agency/ • gis.cosb.us/gis/

From: Steve Rosen <stevenbrinkerhoffrosen@gmail.com>
Sent: Friday, October 1, 2021 09:27
To: Michael Kelly <MKelly@cosb.us>
Subject: Ridgemark Subdivision EIR

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good morning.

I'm trying to find the Ridgemark Subdivision EIR on the Clearinghouse's webpage, but I can only find the NOP.

Has the draft EIR been circulated yet? Could you tell me where to find it?

Thanks.

Steve Rosen

From: Tarasa Bettencourt <bettenc15@charter.net>
Sent: Saturday, October 9, 2021 19:09
To: Michael Kelly; John Wynn
Cc: Clinton Thelander; 'Dana Bernal'; Danvalcazar@yahoo.com; Jack Cousins; Kris Ostojka; Lore Kayser; Susan Fixsen
Subject: RE: Ridgemark INFILL 38 Units, 3 stories on 0.9 acres (Planning file PLN170008) Notice of Prep (NOP) of an EIR (revised September 16, 2021)
Attachments: RHA RGCC Recorded Grant of Easement (highlighted per Oct 2021 proposal).pdf

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Michael and John,

Per the attached agreement, Angels does not have an easement to build such a project on the prior RG&CC properties. As a quick reference to the issue, I have highlighted sections directly related to the lack of easement for such use. There is much more in the document to consider for any future project. Angels must approach Ridgemark Homes Association prior to any proposal for development.

Thank you,
Tarasa (Penny) Bettencourt

From: Dan Valcazar [<mailto:danvalcazarhoa@gmail.com>]
Sent: Friday, October 08, 2021 4:04 PM
To: Dan Valcazar
Subject: Fwd: Ridgemark INFILL 38 Units, 3 stories on 0.9 acres (Planning file PLN170008) Notice of Prep (NOP) of an EIR (revised September 16, 2021)

Hello all, FYI, below is the email I just sent to SBC associate planner Michael Kelly. I sent it as a Ridgemark Estates resident from my personal gmail account. Please share with anyone who may oppose the high density housing and all are more than welcome to cut and paste for their response to save time with the deadline of Friday, October 15th.
Michael Kelly's email is in blue highlight below.

----- Forwarded message -----

From: **Dan Valcazar** <dan.valcazar@gmail.com>
Date: Fri, Oct 8, 2021 at 3:13 PM

Subject: Ridgemark INFILL 38 Units, 3 stories on 0.9 acres (Planning file PLN170008)
Notice of Prep (NOP) of an EIR (revised September 16, 2021)
To: <mkelly@cosb.us>

Hi Mike, I understand that you wanted feedback on this notice by the deadline of Friday, October 15th, 2021.

As a Ridgemark Estates resident and Ridgemark Homes Association member, I would like to express my strong opposition to the proposed 3 story, 38 unit, 3 story, high density housing complex, on 0.9 acres, inside Ridgemark Estates.

This plan does not conform nor elevate to the level of housing or density that the Ridgemark Estates community has been fighting for over the last several years.

Unfortunately, since approx. 2014, the Ridgemark Homeowners Association (RHA), has battled two lawsuits, both with some of the goals being that the proposed new housing be part of Ridgemark Homes Association, the lots to be a minimum of 10K SF, the homes to be single family, and the homes to be single story. After two, 2 year lawsuits, and several hundred thousand dollars in legal fees, the RHA prevailed. Our settlement agreements are very close to our desires. I understand this is outside the community gates but it is within the Ridgemark Estates footprint.

I understand and I am aware of more dense housing that was built in Ridgemark Estates. Recently, 3 duplexes (three, 2 story, duplex units) were built inside RHA. Upon entering the single and only driveway, there are 6 two car garages. This can hold 12 cars. If you park two cars outside of each 2 car garage, you can add 12 more cars. That's a potential of 24 cars to enter and exit the one existing driveway. This increased density was done to save space. Can you imagine this? Well, it was allowed by SBC. Please don't ever let that happen again. The surrounding residents with their 10SF lot and single story home have both, people now looking down on them from the second story, and they struggle with home value due to the increased housing density and increased traffic congestion close by.

It comes with enormous surprise, although I appreciate the notice, to read about a proposal that would erase our substantial past efforts and eviscerate our community. I did not expect the county to propose such a high density, triple story, minimal footprint housing complex in Ridgemark Estates.

If you compare 38 homes in Ridgemark, at 10K SF lot size, the area is 380,000SF. An acre is 43,560SF. So, the area of 38 homes would encompass approx. 8.72 acres of land. We pride ourselves on having great views and a feeling of space in our community. This high density building would project, at the entrance, a dense housing community of minimally sized apartment style homes. This is the exact opposite of what we want to portray to a visitor, golfer, event guest, or potential home buyer of Ridgemark Estates. 7.82 acres of land for 38 existing homes versus 0.9 acres for 38 new homes?

I can't believe I'm describing this but I can understand the push to build affordable housing in San Benito County (SBC). As much as it has been difficult for San Benito County (SBC) to actually build with the money that is placed in lieu of building at the site, my request is that the county do what it has been doing at least one more time and keep high density housing in higher density areas.

I would be more than willing to discuss this further, but for the future of Ridgemark Estates, please don't ruin it.

All the best,



Dan Valcazar
Resident of Ridgemark Estates
(408) 607-1119
Dan.Valcazar@gmail.com



2016-0003436

RECORDING REQUESTED BY:
Ridgemark Homes Association

When Recorded Mail Document and
Tax Statements to:
Clinton Thelander
Thelander Management Group
P.O. Box 1531
Salinas, CA 93902-1531

Recorded | REC FEE 123.00
Official Records |
County of | ADDITIONAL 3.00
County of San Benito | CONFORMED C 2.00
JOE PAUL GONZALEZ |
Clerk-Auditor-Recorder |
12:13PM 08-Apr-2016 | JS
Page 1 of 32

Grant of Easement and Conditions, Covenants and Restrictions

This Grant of Easement and Conditions, Covenants and Restrictions ("Grant of Easement") is entered into as of March 3, 2016 between Ridgemark Homes Association and Angels Company, LLC, a Texas limited liability company.

RECITALS:

- 1) Ridgemark Homes Association ("RHA") is a California non-profit mutual benefit corporation doing business in San Benito County. RHA is organized for the purpose of representing the interests of its 664 members, all of whom own title to individual parcels of property in what is commonly known as the Ridgemark Estates in unincorporated San Benito County (the "Ridgemark Estates").
- 2) Ridgemark Estates includes but is not limited to the following properties:
 - a. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 1 as found recorded May 2, 1972 in Book 8 of Maps, page 1, San Benito County Records.
 - b. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 2 as found recorded February 27, 1973 in Book 8 of Maps, pages 14 A-E, San Benito County Records.
 - c. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 3 as found recorded April 29, 1976 in Book 8 of Maps, page 48, San Benito County Records.
 - d. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 4 as found recorded July 12, 1977 in Book 8 of Maps, page 61, San Benito County Records.
 - e. All parcels depicted on the Map of Ridgemark Estates, Unit No. 5, Ridgemark Greens as found recorded on December 21, 1978 in Book 8 of Maps, page 79, San Benito County Records.
 - f. All parcels and other property depicted on the Map of Ridgemark Villages, Unit No. 6 as found recorded on April 29, 1981 in Book 9 of Maps, page 16, San Benito County Records.

- g. All parcels and other property depicted on the Map of Ridgemark Estates, Unit No. 7 as found recorded April 12, 1985 in Book 9 of Maps, page 81, San Benito County Records.
 - h. All parcels and other property depicted on the Map of Ridgemark Bluffs, Unit No. 8 Phase I as found recorded November 20, 1985 in Book 9 of Maps, page 87, San Benito County.
 - i. All parcels and other property depicted on the Map of Ridgemark Bluffs Unit No 8 Phase II as found recorded April 8, 1987 in Book 10 of Maps, page 12, San Benito County Records.
 - j. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 9 as found recorded May 19, 1987 in Book 10 of Maps, page 17.
 - k. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 10 as found recorded September 22, 1988 in Book 10 of Maps, page 43, San Benito County Records.
 - l. All parcels and other property depicted on Parcel Map No. 1004-90 as found recorded July 30, 1990 in Book 8 of Maps, page 11, San Benito County Records.
 - m. All parcels and other property depicted on Parcel Map No. 1005-90 as found recorded July 30, 1990 in Book 8 of Maps, page 12, Recorder's File No. 9006574, San Benito County Records.
 - n. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 10, Phase 2 as found recorded June 12, 1991 in Book 11 of Maps, page 8, San Benito County Records.
 - o. All parcels and other property depicted on the Map of Ridgemark Estates Unit No. 10, Phase 3, as found recorded April 16, 1992, in Book 11 of Maps, page 28, San Benito County Records
 - p. All parcels and other property depicted on the Map of Ridgemark Estates, Unit No. 11 as found recorded July 11, 1996 in Book 11 of Maps, page 98, San Benito County.
 - q. All parcels and other property depicted on Parcel Map No. 1099-98 as found recorded on November 25, 1998 in Book 9 of Maps, page 23, San Benito County Records.
 - r. All parcels and other property depicted on Parcel Map No. 1003-90 as found recorded on October 31, 1991 in Book 8 of Parcel Maps at page 46, including those parcels depicted as being owned by S.S.C.W.D.
- 3) RHA is and has been since January 1, 2004 the fee owner of the following private roadways and streets located in Ridgemark Estates:
- a. All those roads as shown on the Map of Ridgemark Estates Unit No. 1 as found recorded May 2, 1972 in Book 8 of Maps, page 1, San Benito County Records, more particularly Ridgemark Drive, Donald Drive and Ray Circle.
 - b. All those roads as shown on the Map of Ridgemark Estates Unit No. 2 as found recorded February 27, 1973 in Book 8 of Maps, pages 14 A-E, San

Benito County Records, more particularly Ridgemark Drive, Marks Drive, Dots Circle, Florence Court, Terry Court and Barbara's Court.

- c. All those roads as shown on the Map of Ridgemark Estates Unit No. 3 as found recorded April 29, 1976 in Book 8 of Maps, page 48, San Benito County Records, more particularly Marks Drive, Bernice Court, Donald Drive, Bricks Way, Carol Ann's Ct., Caryl Court, and Georges Drive.
- d. All those roads as shown on the Map of Ridgemark Estates Unit No. 4 as found recorded July 12, 1977 in Book 8 of Maps, page 61, San Benito County Records, more particularly Everest Drive, Franks Drive, David Drive, Georges Drive, Ray Circle, Ralphs Drive and Ridgemark Drive.
- e. All those roads as shown on the Map of Ridgemark Estates Unit No. 7 as found recorded April 12, 1985 in Book 9 of Maps, page 81, San Benito County Records, more particularly Lanini Drive, South Ridgemark Drive, Duffin Drive, Fred's Way and Sonny's Way.
- f. That portion of Sonny's Way as shown on the Map of Ridgemark Bluffs Unit No 8 Phase II as found recorded April 8, 1987 in Book 10 of Maps, page 12, San Benito County Records.
- g. All those roads as shown on the Map of Ridgemark Estates Unit No. 9 as found recorded May 19, 1987 in Book 10 of Maps, page 17, San Benito County Records, more particularly Fred's Way, Louise Circle, Bruce Court, Doris Circle and Lois Circle.
- h. All those roads as shown on the Map of Ridgemark Estates Unit No. 10 as found recorded September 22, 1988 in Book 10 of Maps, page 43, San Benito County Records, more particularly Sonny's Way, Sue Lane (now Bonnie Lane), Janets Court, Linda Drive, Bobby's Lane, Diane Court, Cheri Court, and Randy's Circle.
- i. All those roads as shown on the Map of Ridgemark Estates Unit No. 10, Phase 2 as found recorded June 12, 1991 in Book 11 of Maps, page 8, San Benito County Records, more particularly Sonny's Way.
- j. All those roads as shown on the Map of Ridgemark Estates Unit No. 10, Phase 3, as found recorded April 16, 1992, in Book 11 of Maps, page 28, San Benito County Records, more particularly Sonny's Way, Schmidt Court, and Randy's Circle. And
- k. All that portion of Ralph's Drive shown on the Parcel Map (P.M. No. 1099-98) filed November 25, 1998 in Book 9 of Parcel Maps, at page 23, San Benito County Records.

Said roads and streets shall hereafter be collectively referred to as the "Ridgemark Roads."

- 4) As the owner of the Ridgemark Roads, RHA has performed all maintenance, repair and upkeep of same since acquiring the Ridgemark Roads in December 2003.
- 5) Angels Company, LLC ("Angels") is a Texas limited liability company that is the owner of the property described in Exhibit A attached hereto on which it operates the Ridgemark Golf and Country Club, including a members-only tennis facility, a restaurant and banquet facilities, and a lodging facility (the "RG&CC Property"). The RG&CC Property is located within Ridgemark Estates and is included within the definition of Ridgemark Estates as used herein. Angels Company, LLC acquired the RG&CC Property with knowledge of the Legal Action described below. Hereinafter, Angels Company, LLC, its assignees and/or its successor-in-interest shall be collectively referred to as "Angels". Hereinafter, RHA and Angels shall sometimes be referred to collectively as the "Parties" and sometimes individually as "Party."
- 6) Angels acquired the RG&CC Property with the intention of developing a portion of it into residential and commercial development while continuing to operate the remainder as the Ridgemark Golf & Country Club.
- 7) In July 1990, Ridgemark Corporation, the predecessor-in-interest to RHA with respect to ownership of the Ridgemark Roads sold the RG&CC Property to RG&CC, Inc., Angels's predecessor-in-interest. Included in that transfer was "such rights of access over the roads owned by Grantor [the Ridgemark Roads] as are reasonably required for the operation of Ridgemark Golf & Country Club." It is RHA's position that based on the language contained in this grant deed, the access easement to the RG&CC Property over the Ridgemark Roads is limited to such access as is reasonably required for the operation of the Ridgemark Golf and Country Club, and by definition that use would not include the construction of commercial project and/or residential development on the RG&CC Property and that those uses would put the easement to an excessive use or to a use that is incompatible with its purpose or extent.
- 8) It is Angels' position that as the owner of the RG&CC Property it has an unrestricted access easement over the Ridgemark Roads for multiple reasons, including that there is a public right-of-way over the Ridgemark Roads. RHA disagrees with Angels' assertions as to why it has an unrestricted access easement in the Ridgemark Roads and specifically denies that there is any public right of way in the Ridgemark Roads.
- 9) There are currently two vehicular entrance points to Ridgemark Estates: one at Ridgemark Drive off of Airline Highway and one at South Ridgemark Drive off of Airline Highway. With the permission of the County of San Benito, guard shack

and gates have been installed at these two entrance points. The current gate located on Ridgemark Drive shall be referred to hereinafter as the "Ridgemark Drive Gate" and the gate located on South Ridgemark Drive shall be referred to hereinafter as the "South Ridgemark Drive Gate." Hereinafter the existing gates and any replacement gates placed at the entrances points to Ridgemark Estates shall be referred to as the "Gates."

- 10) On October 18, 2011, the County Board of Supervisors approved a C-District Review (CDR 67-10) to construct a 19,500 square foot shopping center (the "Commercial Project") on APN 020-330-042 subject to various conditions including that the owner of this property was "required to possess and maintain a legal right of access for the use(s) allowed under this C-District Review at all times."

AS SUCH THE PARTIES HEREBY AGREE AS FOLLOWS

1. **ACKNOWLEDGMENT THAT EXISTING EASEMENT IS LIMITED.** Angels acknowledges and agrees on behalf of itself, its assignees and successors-in-interest that prior to the granting of this Grant of Easement that the only access easement that exists over the Ridgemark Roads benefiting the RG&CC Property is an access easement limited to operation of a country club and golf course, including a members-only tennis facility, a restaurant and banquet facilities, and lodging facilities related to the operation of the golf and country club.
2. **GRANTING OF EASEMENT.** In consideration of the promises and conditions set forth herein, RHA will grant to Angels an easement appurtenant to the RG&CC Property over the Ridgemark Roads for the purpose of building no more than 190 homes (including any affordable housing), and the Commercial Project (defined below), access for the 190 homes and the Commercial Project, continued operation of the Ridgemark Golf and Country Club, including possible enhancement and/or relocation of the tennis facility (subject to the terms of this Grant of Easement), and construction of additional guest cottages to be built in the vicinity of the current guest cottages. The easement will be strictly limited to access for 190 homes, the Commercial Project, the continued operation of the Ridgemark Golf and Country Club (including possible expansion of the current guest cottages in the vicinity of the existing guest cottages) and no other use. In addition, an easement will be granted over that portion of Ridgemark Drive between Airline Highway and the Ridgemark Drive Gate that is owned by RHA for purposes of possible construction of a hotel Outside the Gates as set forth in Section 8 below.
3. **NO RIGHT TO DEVELOP MORE THAN 190 HOMES AND COMMERCIAL PROJECT.** Angels expressly agrees that it shall have no right to use the Ridgemark Roads for construction of or ingress and egress to more than 190 homes on the RG&CC Property, and the other uses and purposes described in Paragraph 2 above, nor for the purpose of construction of or ingress and egress

to and from any commercial or retail development on any portion of the RG&CC Property other than APN 020-330-042, nor for ingress and egress to any other property Angels or any affiliated entity (including Lucky Investment and Redevelopment Consultants, a California limited liability company) may acquire within the Ridgemark Estates.

4. **REMAINDER OF PROPERTY TO REMAIN GOLF AND COUNTRY CLUB.** In consideration of the Grant of the Easement, it is hereby agreed that other than the portion of the RG&CC Property that is developed into no more than 190 homes, APN 020-330-042 on which the Commercial Project may be built, and the other uses and purposes described in Paragraph 2 above, the rest of the RG&CC Property is to remain a golf course/country club which shall be well maintained at all times. If for any reason, Angels ceases to operate any portion of the remaining RG&CC Property as a golf or country club, then it shall maintain same as open space or such other recreational or other use as may be mutually agreed to between and among RHA, Angels and the County of San Benito. Nothing contained herein shall preclude Angels from constructing agreed upon buffer zones between new development and existing homes or neighborhood parks.
5. **ROADS TO REMAIN PRIVATE.**
 - a. **RELINQUISHMENT OF ANY RIGHTS.** Angels on behalf of itself, its assignees and its successors-in-interests acknowledge and agree that all roads currently existing within the Ridgemark Estates are private roads and that there is no public right-of-way easement or right to use same. Angels on behalf of itself, its assignees and its successors-in-interest acknowledge and agree in consideration for the Grant of Easement, that it relinquishes any and all other ingress/egress rights it may have in the Ridgemark Roads, including any claim that there is a public easement in the roadways, except the right to use the Ridgemark Roads for the operation of a country club and golf course.
 - b. **AGREE TO COOPERATE.** Angels agrees on behalf of itself, its assignees and its successors-in-interest that at all times in the future it will cooperate with RHA to ensure that the Ridgemark Roads remain private and that Ridgemark Estates remains a gated community. Such agreement includes Angels' agreement on behalf of itself, its assignees and its successors-in-interest not to seek to have the Ridgemark Roads declared public roads, not to seek to have it declared that the public has any interest in the Ridgemark Roads, nor to seek to have the Gates removed.
 - c. **FUTURE ROADS.** Angels on behalf of itself, its assignees and successors-in-interest agrees that any roads which it develops to service any residential development will remain private and shall be deeded to RHA at no cost upon substantial completion of the subdivision or section

of development in which the road is incorporated. The placement of the roads and intersections shall be approved by RHA in advance of construction, which approval shall not be unreasonably withheld.

- d. **IMPROVEMENT OF EXISTING ROADS.** Angels on behalf of itself, its assignees, and its successors-in-interest agrees that if the County requires that any of the Ridgemark Roads be improved as a condition of approval of any development of the RG&CC Property, it will be responsible for all such costs. Upon satisfactory completion of such improvements, they shall be deeded at no cost to RHA. In addition, Angels shall be required to repair any damage to the Ridgemark Roads caused by the development of the RG&CC Property or by Angels or its contractors, agents or employees' use of the Ridgemark Roads. This provision is not intended to nor shall it have any effect on that certain Settlement Agreement entered into between JMK Golf, LLC and Lompa regarding cost sharing in connection with any governmentally mandated mitigation measures.
- e. **LANDSCAPING.** Angels on behalf of itself, its assignees and/or its successors-in-interest acknowledges that the current Ridgemark Roads are not built to their full widths and agree at no cost to RHA to landscape and keep well maintained all unimproved portions of the roadways which are immediately adjacent to the RG&CC Property.

6. **RESIDENTIAL DEVELOPMENT**

- a. **SINGLE FAMILY HOMES.** Angels agrees that the 190 homes it constructs shall consist solely of single family homes on lots of not less than 10,000 square feet in keeping with the character of Ridgemark Estates. Where clusters of single family detached housing are proposed, lots may vary in size, but shall be limited to no more than four units per acre. Such clusters shall be formed as a sub association under RHA so their specific common areas are maintained by and within that cluster. Angels shall not construct any condominiums, townhouses, duplexes, four-plexes, apartments or other non-detached homes on the RG&CC Property or on any other property acquired by Angels within the Ridgemark Estates, other than the possible expansion of the guest cottages as described in Paragraph 2 above. All residential development shall be constructed Inside the Gates (meaning that to access such development a vehicle must pass through the Gates) and shall be subject to the RHA CC&R's and Bylaws. In the event that the County or other governmental agency requires Angels to construct affordable housing at Ridgemark Estates as part of any development, Angels will have the right to construct any government mandated affordable housing Inside the Gates on lots smaller than 10,000 square feet in a manner and location agreeable to Angels, RHA and the County. Any such affordable housing

built within Ridgemark Estates shall be included in the 190 home limit provided hereby. In other words, each affordable housing unit built within the Ridgemark Estates shall count as one home.

b. **DEVELOPMENT APPLICATIONS.** No application for additional residential development, including but not limited to any application for a tentative map, preliminary map, final map, master subdivision plan, master development plan, CEQA review, or any other application for further residential development (collectively "Development Application"), not including a possible hotel development Outside the Gates of Ridgemark Estates, shall be submitted by Angels to the County for approval until such time as the plans for same have been approved by a majority of the voting members of RHA.

c. **ANNEXATION OF HOMES INTO RHA.** No homes shall be developed on any portion of the RG&CC Property unless and until such time as RHA has approved annexation of the homes into the RHA by an affirmative vote of its voting members in conformance with the Bylaws and CC&R's of RHA. When a subdivided lot is sold or otherwise transferred, regardless of whether it is developed or not, the new lot owner shall become a member of RHA subject to all requirements of the CC&R's including the immediate obligation to pay dues. In addition, the owner of any lot that is developed and occupied without title being transferred shall also become a member of the RHA by no later than the date of occupancy of the home built thereon.

7. **COMMERCIAL PROJECT.** Angels on behalf of itself, its assignees and successors-in-interest agrees that the Commercial Project and any additional guest cottages shall blend in with the existing facilities and community in general and shall include buffers between the development and the existing homes. Development of the Commercial Project shall provide adequate on-site parking and traffic flow into and out of the Commercial Project directing such traffic away from the existing Ridgemark Estates residential development. The placement of the Commercial Project, its design, parking requirements, traffic flow and the buffers are to be mutually agreed upon by Angels, RHA and the County in advance of any construction. Notwithstanding anything to the contrary set forth herein, Angels shall only be required to make changes to the previously approved Commercial Project plans to the extent such changes can be made pursuant to an over-the-counter approval of the San Benito County Planning Department.

8. **POSSIBLE DEVELOPMENT OF HOTEL.** Pursuant to the terms hereof, RHA grants Angels an easement over that portion of Ridgemark Drive that is owned by RHA that lies between Airline Highway and the Ridgemark Drive Gate for possible construction of a hotel Outside the Gates. Outside the Gates as used herein refers to the properties described in Exhibit B attached hereto. Any such

hotel shall be set back sufficiently from any existing homes so as to not interfere with their privacy, view, access or security. Any such hotel development shall comply with all County codes, including the general plan, and zoning code, and be built pursuant to all necessary governmental approvals.

9. **WIDENING OF RIDGEMARK DRIVE.** Angels on behalf of itself, its assignees, and its successors-in-interest agrees to widen Ridgemark Drive to a minimum of four lanes from the intersection of Airline Highway to Donald Drive if sufficient property exists to accommodate such expansion. Where sufficient property does not exist, then Angels on behalf of itself, its assignees, and its successors-in-interest, agrees to widen Ridgemark Drive to a minimum of three lanes with a center turn lane. The road shall be constructed to County standards and any portion constructed on the RG&CC Property shall be grant deeded to RHA at no cost to RHA upon satisfactory completion. The widening of the road shall be completed prior to the earlier of the opening of any portion of the agreed upon Commercial Project or the completion of any new homes on the RG&CC Property.
10. **GUARD SHACKS AND GATES.**
- a. Angels has quitclaimed any interest it may have in the Gates and existing guard shacks to RHA. This quitclaim shall be deposited with RHA's attorney Bradley Matteoni to be recorded at the same time as the Grant of Easement. RHA and the other homeowner associations within Ridgemark Estates shall be responsible for the utilities servicing the Gates and guard shacks. By executing this Grant of Easement, Angels on behalf of itself, its assignees and/or successors-in-interest agrees that Ridgemark Estates shall remain a gated community.
 - b. Angels on behalf of itself, its assignees, and its successors-in-interest agrees that it will replace the current guard shack at the entrance of Ridgemark Drive with a guard house consistent with the overall redesign of the RG&CC Property, and subsequently deed said guard house to RHA at no cost to RHA. Construction of the guard house shall be completed prior to the earlier of the opening of any portion of the agreed upon Commercial Project or the completion of any new homes on the RG&CC Property. It shall be built to OSHA and County standards.
 - c. Angels agrees on behalf of itself, its assignees and its successors-in-interest that it will construct a new guard house at the south entrance to Ridgemark Estates on South Ridgemark Drive in the immediate vicinity of the current guard shack to support the need to have guards positioned at both Gates given the increased development. Upon completion this guard house shall be deeded to RHA at no cost to RHA. Construction of the guard house shall be completed before the completion of the construction

of any homes off of South Ridgemark Drive, Sonny's Way, Paullus Drive, or Diane Court. It shall be built to OSHA and County standards.

11. **TENNIS CENTER.** Angels on behalf of itself, its assignees and successors-in-interest agrees to maintain and continue to operate the members-only tennis center currently located on APN 020-650-013. Angels, its assignees and successors-in-interest shall not construct any residential units on APN 020-650-013 unless and until a replacement tennis center substantially similar in size and scope to the existing tennis center is constructed either outside the Gates or upon a mutually agreed upon site Inside the Gates. Angels reserves the right to enhance and expand the members-only tennis center, whether in the same location or in alternative site, to include fitness and swimming facilities so long as such additional uses are limited to residents of Ridgemark Estates. Tennis club membership will remain open to the public, but shall not include any rights to the resident exclusive fitness/pool center. If such expanded tennis center is built Outside the Gates, then no such restriction upon the use of same shall be imposed.
12. **PARKS.** Upon completion of any development on the RG&CC Property, Angels, its assignees and/or successors-in-interest shall construct at least one two to four acre park on a site Inside the Gates mutually agreed upon between and among RHA, the County, and Angels or its assignee or successor-in-interest. The park shall be deeded upon completion to RHA at no cost to RHA. If as a condition of developing the RG&CC Property, the County requires the dedication and/or construction of additional parks Inside the Gates, then title to these parks shall be deeded to RHA upon completion at no cost to RHA. Design and location of any such parks, shall be mutually agreed upon by RHA, Angels, and the County. It is further agreed and understood that, in the event RHA abandons the park, the land shall be deeded back to Angels or its assignees.
13. **BUFFER ZONES.** As a condition of developing up to 190 homes and the Commercial Project, Angels on behalf of itself, its assignees, and/or its successors-in-interest agrees to include **buffer zones** such as walking trails **between any existing homes and any new development.** Such buffer zones shall be completed as soon as reasonably possible after construction of any new development. Angels and RHA shall work with the County to develop these buffer zones and determine the exact location of same. Upon completion of the construction of the buffer zone, title to same will be transferred to RHA at no costs to RHA and RHA will assume responsibility for the maintenance of the buffer zones. It is further agreed and understood that, in the event RHA abandons the buffer zones, the land shall be deeded back to Angels or its assignees.
14. **ADDITIONAL PROPERTY BOUND BY TERMS HEREOF.** If Angels, any member of Angels, or any affiliated entity, their assignees and/or successors-in-interest acquire any additional property within Ridgemark Estates, they agree

that any development thereon shall comply with the terms of this Grant of Easement.

15. **ROAD MAINTENANCE COSTS.** Angels, its assignees and successors-in-interest shall not be responsible for paying for any repairs or maintenance of the Ridgemark Roads Inside the Gates unless they damage the Ridgemark Roads. As new homes are developed, they will be annexed into RHA and thus will pay for road maintenance through their RHA dues. Angels will be responsible for paying its proportion share of the repair and maintenance cost of Ridgemark Drive from the intersection of Airline Highway to the Ridgemark Drive Gate. Its share of said costs shall be in proportion to its use of this section of Ridgemark Drive as established by traffic counters. Six months after completion of the Commercial Project, a new traffic count will be undertaken by traffic counters placed after Joe's Lane and before the Ridgemark Drive guard shack. RHA and Angels shall share equally in the costs of same. Every five years thereafter, a new traffic count will be undertaken by RHA with traffic counters placed after Joe's Lane and before the guard shack and the proportionate share of the repair and maintenance to be paid by Angels, its assignees or successors-in-interest shall be based on the results thereof. The cost of the traffic count shall be shared equally between RHA and Angels. When work is performed, Angels, its assignee and/or successor-in-interest shall be invoiced for its portion of the costs.
16. **GOVERNMENTAL APPROVALS AND COMPLIANCE WITH APPLICABLE LAWS.** All development and construction undertaken by Angels, its assignees, and/or its successors-in-interest shall be undertaken with all necessary governmental approvals and permits. Any development and construction must be pursuant to the applicable San Benito County Codes and other applicable laws.
17. **OTHER PARTY HOLDING AN INTEREST IN RG&CC PROPERTY.** In the event that prior to the recording of the Grant of Easement, Angels assigns any interest in the RG&CC Property to any other person or entity or any other person or entity otherwise obtains any interest in the RG&CC Property, including any party holding a grant deed or mortgage on the RG&CC Property, then Angels agrees to obtain that person or entity's consent signature on the Grant of Easement prior to the recording of same.
18. **COVENANTS RUNNING WITH THE LAND.** The easements, conditions, covenants and restrictions set forth herein, shall run with the land and be binding on the successors-in-interest to the parties hereto.
19. **ATTORNEY'S FEES.** Should any party hereto commence legal action against another party hereto arising out of the terms of this Grant of Easement, the prevailing party shall be entitled to recover attorney's fees from the losing party.

20. **SPECIFIC PERFORMANCE.** The parties agree that any party hereto shall be entitled to the equitable remedy of specific performance in the event of any breach or anticipatory breach of this Grant of Easement or any provision hereof in addition to being entitled to recover damages.
21. **FURTHER ASSURANCES.** The parties agree to execute such other documents and to take such further actions as may be reasonably necessary to further the purposes of this Grant of Easement. Notwithstanding same, nothing contained herein shall require the RHA members to approve any future Development Plans or annexation requests. All Development Plans and annexation requests shall be submitted at a later date for approval by the RHA membership as set forth in paragraphs 6(b) and (c). Such approval shall be within the sole discretion of the RHA membership.
22. **AUTHORITY AND CAPACITY.** Each Party represents and warrants to every other Party it has the legal authority and capacity to enter into this Grant of Easement.
23. **GOVERNING LAW.** This Grant of Easement shall be governed by, construed and enforced in accordance with the laws of the State of California.
24. **CONSTRUCTION.** All parties and their counsel have reviewed and revised this Grant of Easement and the normal rules of construction providing that any ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this document. Should any provision of this Grant of Easement be declared or be determined by any court of competent jurisdiction to be illegal, invalid, or unenforceable, the legality, validity, and enforceability of the remaining parts, terms, or provisions shall not be affected thereby and said illegal, unenforceable or invalid part, term or provision shall be deemed not to be a part of this Grant of Easement.
25. **TRANSFER TAXES.** The parties do not anticipate that any transfer taxes will be imposed upon any transactions contemplated herein or if transfer taxes are imposed, they will be for a minimal amount. However, if transfer taxes are imposed for any easement granted herein, Angels will be responsible for the payment of any transfer tax imposed for same. In addition, if transfer taxes are imposed on the transfer of any street, Gates, guard sheds, guard houses, buffer zones, park or any other property from Angels to RHA, then Angels shall pay the transfer tax.
26. **HEADINGS.** Paragraph headings or captions contained in this Grant of Easement are used for reference only and shall not be deemed to govern, limit or extend the terms of this document.
27. **WAIVER AND AMENDMENT.** No breach of any provision hereof can be waived unless done so expressly and in writing. Express waiver of any breach shall not

be deemed a waiver of any other breach of the same or any other provision hereof. The Grant of Easement may only be amended or modified by written agreement executed by all Parties hereto.

28. **TIME IS OF THE ESSENCE.** Time is of the essence with respect to this Agreement.

RIDGEMARK HOMES ASSOCIATION

Dated: 2/18/16

By: Tarasa Bettencourt
Tarasa Bettencourt
President

Dated: 2/18/16

By: C. W. Kayser
Charles W. Kayser
Vice-President

Dated: 2/18/16

By: Barbara A. Lee
Barbara Lee
Secretary

Dated: 2/18/2016

By: Mel Tungate
Mel Tungate
Treasurer

Dated: 2-18-16

By: Dan Valcazar
Dan Valcazar
Board Member

Dated: 2-18-16

By: Jack Murphy
Jack Murphy
Board Member

Dated: 2-18-16

By: John Grewohl
John Grewohl
Board Member

ANGELS COMPANY, LLC

A Texas limited liability company

Dated:

By: Signed in counterpart

Its: _____

CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of SAN BENITO

On FEBRUARY 18, 2016 before me, CAROL N. VILLAR, Notary Public, personally appeared MEL TUNGATE, DAN VALCAR, JACK MURPHY, JOHN GRENWOLD, TARASA BETTENCOURT, CHARLES W. KAUSER, BARBARA LEE who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) ~~is~~/are subscribed to the within instrument and acknowledged to me that ~~he~~/she/they executed the same in his/~~her~~/their authorized capacity(ies), and that by his/~~her~~/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under **PENALTY OF PERJURY** under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Carol N. Villar
Signature of Notary Public



OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

GRANT OF EASEMENT AND
(Title or description of attached document)

CONDITIONS, COVENANTS AND RESTRICTIONS
(Title or description of attached document continued)

Number of Pages 13 Document Date 2/18/16

(additional information)

be deemed a waiver of any other breach of the same or any other provision hereof. The Grant of Easement may only be amended or modified by written agreement executed by all Parties hereto.

28. **TIME IS OF THE ESSENCE.** Time is of the essence with respect to this Agreement.

RIDGEMARK HOMES ASSOCIATION

Dated: 2/18/16

By: Tarasa Bettencourt
Tarasa Bettencourt
President

Dated: 2/18/16

By: Charles W. Kayser
Charles W. Kayser
Vice-President

Dated: 2/18/16

By: Barbara A. Lee
Barbara Lee
Secretary

Dated: 2/18/2016

By: Mel Tungate
Mel Tungate
Treasurer

Dated: 2-18-16

By: Dan Valcazar
Dan Valcazar
Board Member

Dated: 2-18-16

By: Jack Murphy
Jack Murphy
Board Member

Dated: 2-18-16

By: John Grewohl
John Grewohl
Board Member

ANGELS COMPANY, LLC

A Texas limited liability company

Dated: 3-3-2016

By: John Wynn
John Wynn
Its: Vice president

14

Attached to:
Grant of Easement and Conditions, Covenants and restrictions

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

ss.

COUNTY OF Santa Clara

On March 3, 2016, before me, Shelley C. Barajas, Notary Public, personally appeared John Wynn-Nguyen, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Shelley C. Barajas (Seal)
(Signature)



EXHIBIT A

18

ORDER NO. : 0616011864-SL

EXHIBIT A

The land referred to is situated in the unincorporated area of the County of San Benito, State of California, and is described as follows:

Being a portion of Section 12, Township 13 South, Range 5 East and Sections 7 and 18, Township 13 South, Range 6 East, Mount Diablo Base and Meridian and being more particularly described as follows:

PARCEL ONE

Parcels 1 and 2 as shown on that certain Parcel Map recorded July 30, 1990 in Book 8 of Parcel Maps at Page 12, Recorder's File No. 9006574, San Benito County Records, State of California.

Together with that portion of land granted and described in that certain Grant Deed recorded December 28, 1995 as Instrument No. 9511032 Official Records of San Benito County, State of California.

EXCEPTING THEREFROM that portion of land described and granted in those certain Grant Deed, recorded December 28, 1995 as Instrument Nos. 9511033 and 9511034, Official Records of San Benito County, State of California.

ALSO EXCEPTING THEREFROM, Lots 1 and 2 as shown on that certain Parcel Map recorded July 26, 2007 in Book 10 of Parcel Maps, at Page 46, as Instrument No. 2007-0009430, Official Records of San Benito County, State of California.

APN: 020-650-010
020-650-013
020-650-014
020-650-016
020-650-017
020-650-021
020-650-023 through 026

PARCEL TWO

That portion of land shown as "Lot 3 Remainder" in that certain Parcel Map recorded on July 26, 2007 in Book 10 of Parcel Maps, at Page 46, as Instrument No. 2007-0009430, Official Records of San Benito County, State of California.

APN: 020-650-027

PARCEL THREE

19

Parcels 1 and 4 as shown on that certain Parcel Map recorded July 30, 1990 in Book 8 of Parcel Maps, at Page 11 Recorder's File No. 9006574, Official Records of San Benito County, State of California.

Together with the land described and granted in that certain Grant Deed recorded December 17, 1996 as Instrument No. 9611910, Official Records of San Benito County, State of California.

EXCEPTING THEREFROM that certain portion of land described and granted in that certain Grant Deed, recorded October 25, 2005 as Instrument No. 2005-0018990, Official Records of San Benito County, State of California.

ALSO EXCEPTING THEREFROM that certain portion of land described and granted in that certain Grant Deed, recorded March 18, 1999 as Instrument No. 9904297, Official Records of San Benito County, State of California.

FURTHER EXCEPTING THEREFROM that certain portion of land described and granted in that certain Grant Deed, recorded 13, 1995 as Instrument No. 9510659, Official Records of San Benito County, State of California.

FURTHER EXCEPTING THEREFROM that certain portion of land described and granted in that certain Grant Deed, recorded December 17, 1996 as Instrument No. 9611909, Official Records of San Benito County, State of California.

FURTHER EXCEPTING THEREFROM that certain portion of land described and granted in that certain Grant Deed, recorded May 10, 2001 as Instrument No. 2001-0007462, Official Records of San Benito County, State of California.

APN: 020-330-044
020-330-065
020-330-041
020-330-042
020-330-046
020-330-056
020-330-055
020-550-015
020-330-058

PARCEL FOUR

Being a portion of Section 12, Township 13 South, Range 5 East, Mount Diablo Base and Meridian and being bounded by a line particularly described as follows:

Beginning at a point in the Southerly line of Ridgemark Drive according to the Map thereof filed February 27, 1973 in Book 8 of Maps, at Page 14 A-E, San Benito County Records, said point being the following three courses and distances from the centerline intersection of Ridgemark Drive and Mark's Drive South 33° 15' 00" East, 235.27 feet; thence South 56° 45' 00" West, 30.00 feet; thence along a tangent curve to the left with a radius of 185.00 feet through a central angle of 10° 12' 36", for a distance of 32.97 feet to the true point of beginning; thence running along said Southerly line of Ridgemark Drive along a curve to the left with a radius of

185.00 feet from a tangent which bears South 43° 27' 36" West through a central angle of 21° 23' 12" for a distance of 69.06 feet; thence leaving said Southerly line of Ridgemark Drive North 89° 47' 20" West 122.32 feet; thence North 00° 12' 40" East 40.00 feet; thence South 89° 47' 20" East 66.52 feet to the point of beginning.

APN: 020-410-014

PARCEL FIVE

Pond Lot as shown on that certain map entitled "Tract No. 116 - Unit 11, Ridgemark Estates" which map was filed for record in the Office of the San Benito County Recorder, July 11, 1996, in Book 11 of Maps, at Page 98.

EXCEPTING THEREFROM an undivided one-half (1/2) interest in and to all of the oil, gas and other hydrocarbons under and which may be produced therefrom, together with the right of ingress and egress at all times for the purposes of mining, drilling and exploring said land for oil or gas or other hydrocarbons and producing, storing, treating, handling, marketing and removing the same therefrom, as reserved in Deed from Western United Company, a California limited partnership, to Eugene S. Salvage and Jeanne Salvage, his wife, dated August 31, 1954 and recorded December 28, 1954, in Vol. 210 of Official Records, at Page 146, San Benito County Records.

EXCEPTING THEREFROM, the following reserved in Deed from Bushmont Company, a California Corporation to Ridgemark Corporation, a California Corporation, recorded February 14, 1985, Recorder's File No. 8500849, San Benito Records.

1. Subject to the following restrictions, Grantor hereby reserves an undivided one-half (1/2) interest in and to all oil, gas and other hydrocarbon substances under and which may be produced from the land herein conveyed below a depth 500 feet below the surface of said land. Grantor expressly waives and excludes all rights to enter, or permit any third person to enter, upon the surface of said land or in the subsurface of said land above a depth of 500 feet below the surface of said land, for the purpose of exploring or drilling or operating for, or producing, storing, handling or removing, oil, gas and other hydrocarbon substances, or any one or more of them.
2. Subject to the following restrictions, Grantor hereby reserves all commercial deposits or sand and/or gravel in place below a depth of one foot (1') below the surface of the land herein conveyed. Grantee shall not have any right to mine, or permit any third person to mine, sand/or gravel from said land for sale or use of said land; provided, however that Grantee shall have the right to use within the land herein conveyed in the development and improvement of said land such quantities of unprocessed bank run sand and gravel therefrom as Grantee shall deem necessary, but no sand, gravel, concrete or asphalt processing plant or production facilities shall be located on said land. Nor shall the unprocessed bank run sand and gravel for use by Grantee be removed from said land for such processing and/or production of concrete or asphaltic concrete.

Grantor expressly waives and excludes all rights to enter, or permit any third person to enter upon the surface or in the subsurface of said land for the purpose of mining or otherwise removing any of such deposits therefrom.

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It is the intention of the Grantor that except only for the limited use of sand and/or gravel by Grantee permitted above, such deposits thereof as exists in the land herein conveyed shall not be mined or removed for any commercial purposes.

TOGETHER WITH A NON-EXCLUSIVE easement for ingress, egress, general utility and the right to maintain signage where existing Ridgemark Realty signs are located over Ridgemark Drive and South Ridgemark Drive, as shown on the map of Ridgemark Estates Unit No. 1, filed May 2, 1972 in Book 8 of Maps at Page 1, San Benito County Records, and Ridgemark Estates Unit No. 2, as filed February 27, 1973 in Book 8 of Maps at Page 14, San Benito County Records and Ridgemark Estates Unit No. 4, as filed July 12, 1977 in Book 8 of Maps at Page 71, San Benito County Records and Ridgemark Estates Unit No. 7, as filed April 12, 1985 in Book 9 of Maps at Page 81, San Benito County Records. Said easements and rights are to be appurtenant to that certain parcel of land conveyed to Kenneth A. Bettencourt and Janice M. Bettencourt, dated March 6, 1995 and recorded March 8, 1995, Recorder's File No. 9501991, San Benito County Records.

APN: 020-850-001

EXHIBIT B

23

KELLEY
ENGINEERING & SURVEYING

400 PARK CENTER DRIVE, SUITE #4, HOLLISTER, CA 95023-2546
OFFICE: (831) 636-1104 FAX (831) 636-1837

LEGAL DESCRIPTION COMMERCIAL AREA A

All that certain property situate in San Benito County, State of California, lying within Section 12, Township 13 South, Range 5 East, Mount Diablo Base and Meridian, and being a portion of Parcel 1 as shown on that certain Parcel Map filed in Book 8 of Parcel Maps at Page 11, San Benito County records and being more particularly described as:

Beginning at northern most corner of Parcel 2 as shown on that certain Parcel Map filed in Book 1 of Parcel Maps at Page 102, San Benito County records;

Thence from said POINT OF BEGINNING North 42°44'15" East 501.35 feet;

Thence South 89°31'35" East 185.28 feet;

Thence South 83°42'17" East 85.82 feet to a point on the westerly right-of-way of Ridgemark Drive;

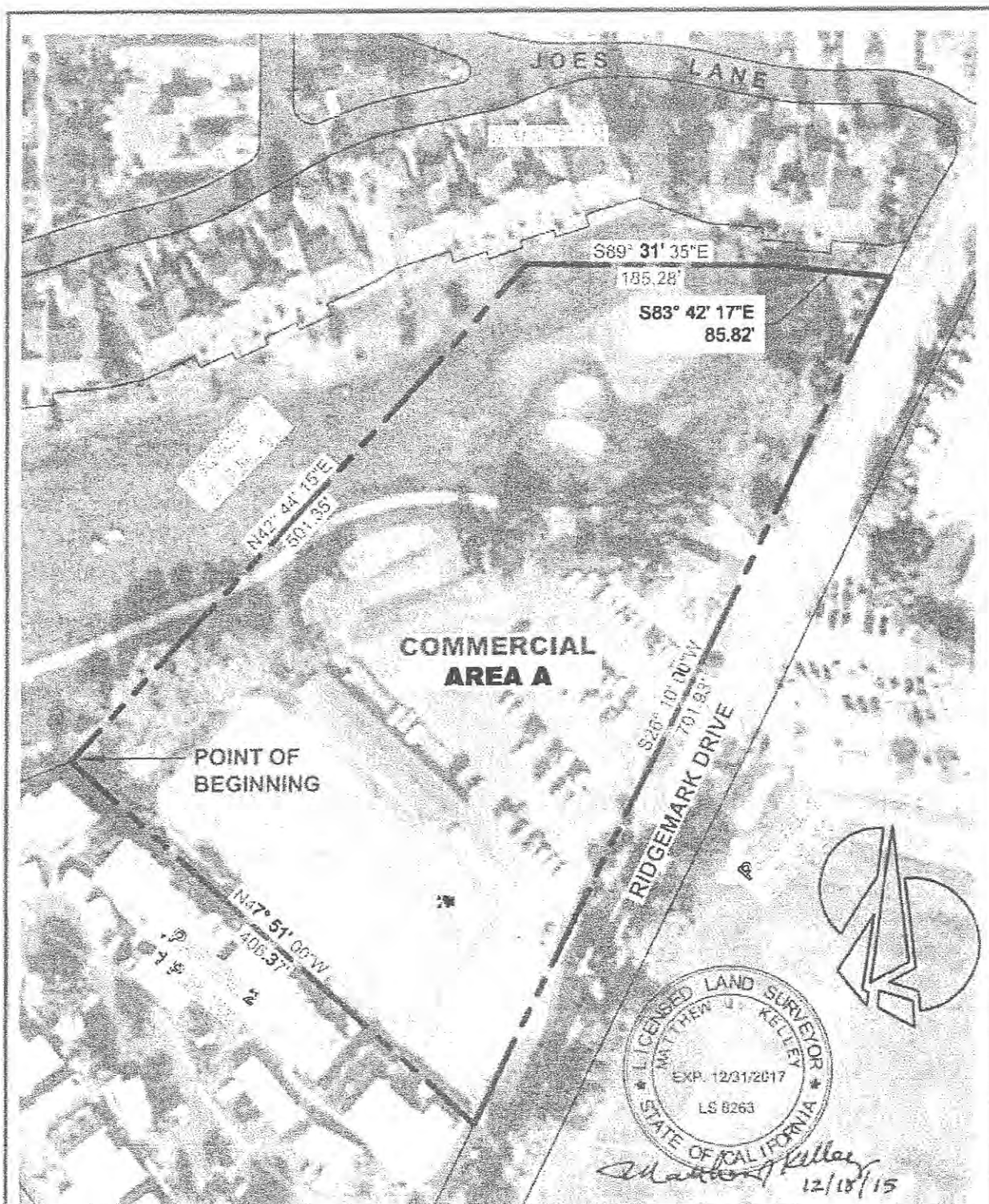
Thence along said right-of-way South 26°10'00" West 701.93 feet;

Thence leaving said right-of-way and along the northerly boundary of the aforesaid Parcel 2 North 47°51'00" West 406.37 feet to POINT OF BEGINNING;

Containing 4.35 acres more or less.



Matthew J. Kelley
12/18/15



**KELLEY
ENGINEERING & SURVEYING**

400 PARK CENTER DRIVE, SUITE #4
HOLLISTER, CA 95023
OFFICE (831) 636-1104 FAX (831) 636-1837

**PLAT TO ACCOMPANY LEGAL DESCRIPTION
COMMERCIAL AREA A
RIDGEMARK**

| | |
|----------|------------|
| Job No. | 15010 |
| Designed | MJK |
| Scale | 1" = 100' |
| Date | 12-18-2015 |
| Sheet | 1 |
| of | 1 |

25

KELLEY
ENGINEERING & SURVEYING

400 PARK CENTER DRIVE, SUITE #4, HOLLISTER, CA 95023-2546
OFFICE: (831) 636-1104 FAX (831) 636-1837

LEGAL DESCRIPTION COMMERCIAL AREA B

All that certain property situate in San Benito County, State of California, lying within Section 12, Township 13 South, Range 5 East and Section 7, Township 13 South, Range 6 East, both of Mount Diablo Base and Meridian and being a portion of Parcel 1 as shown on that certain Parcel Map filed in Book 8 of Parcel Maps at Page 11, San Benito County records and being more particularly described as:

Beginning at the intersection of the easterly right-of-way of Ridgemark Drive with the southerly right-of-way of Pinnacles National Park Highway, formerly Airline Highway;

Thence from said of POINT OF BEGINNING, along said southerly right-of-way, South $87^{\circ}04'41''$ East 85.07 feet;

Thence South $75^{\circ}27'07''$ East 308.16 feet;

Thence leaving said southerly right-of-way South $27^{\circ}40'16''$ West 351.73 feet;

Thence North $65^{\circ}48'10''$ West 174.24 feet;

Thence South $36^{\circ}42'45''$ West 256.35 feet;

Thence North $63^{\circ}50'00''$ West 147.92 feet to a point on the easterly right-of-way of Ridgemark Drive;

Thence along said easterly right-of-way of Ridgemark Drive, northeasterly on the arc of a non-tangent curve to the right, concave to the southeast, the radius point of which bears South $63^{\circ}50'00''$ East, said curve having a radius of 470.00 feet, through a central angle of $15^{\circ}00'00''$, for an arc length of 123.05 feet;

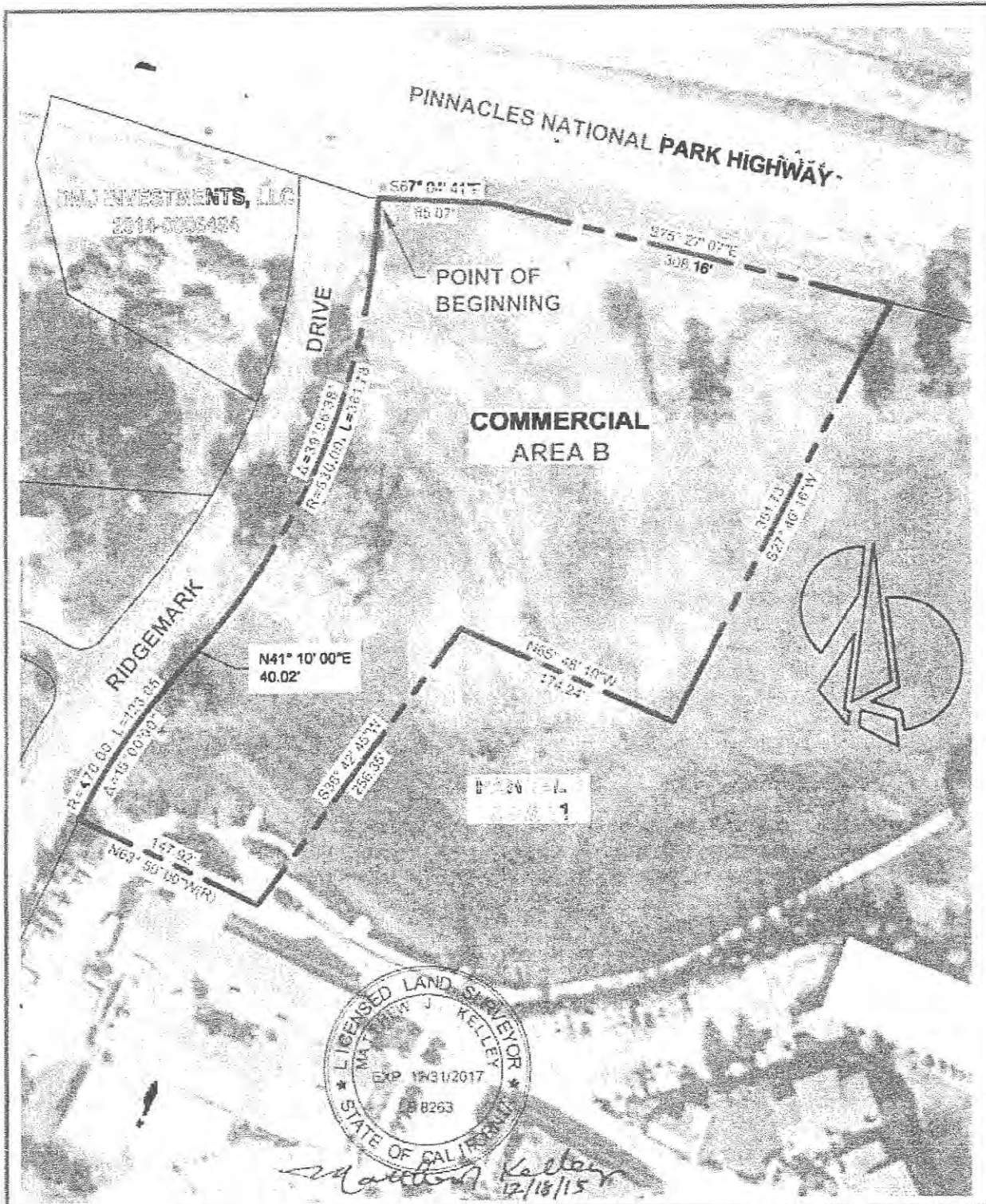
Thence North $41^{\circ}10'00''$ East 40.02 feet;

Thence northwesterly on the arc of a curve to the left, concave to the northwest, said curve having a radius of 530.00 feet, through a central angle of $39^{\circ}06'38''$, for an arc length of 361.78 feet to the POINT OF BEGINNING;

Containing 3.39 acres more or less.



Matthew J. Kelley
12/18/15



Matthew J. Kelley
12/18/15

| | | |
|--|---|---|
| <p>KELLEY ENGINEERING & SURVEYING 400 PARK CENTER DRIVE, SUITE #4 HOLLISTER, CA 95023 OFFICE (831) 636-1104 FAX (831) 636-1837</p> | <p>PLAT TO ACCOMPANY LEGAL DESCRIPTION COMMERCIAL AREA B RIDGEMARK</p> | <p>Job No: 15016 Designed: MJK Scale: 1"=100' Date: 12-18-2015 Sheet: 1 of: 1</p> |
| | | |

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KELLEY
ENGINEERING & SURVEYING

400 PARK CENTER DRIVE, SUITE #4, HOLLISTER, CA 95023-2546
OFFICE: (831) 636-1104 FAX (831) 636-1837

LEGAL DESCRIPTION COMMERCIAL AREA C

All that certain property situate in San Benito County, State of California, lying within Section 12, Township 13 South, Range 5 East, Mount Diablo Base and Meridian and being a portion of Parcel 1 as shown on that certain Parcel Map filed in Book 8 of Parcel Maps at Page 11, San Benito County records and being more particularly described as follows:

Beginning at a point in the easterly right-of-way of Ridgemark Drive that bears North 45°12'02" East from the easterly most corner of Parcel 2 as shown upon that certain Parcel Map filed in Book 1 of Parcel Maps at Page 102, San Benito County Records;

Thence from said POINT OF BEGINNING along said right-of-way North 26°10'00" East 174.67 feet;

Thence leaving said right-of-way South 79°16'56" East 209.48 feet;

Thence North 05°19'11" East 67.90 feet;

Thence North 76°55'59" East 83.42 feet;

Thence North 89°59'23" East 72.16 feet;

Thence South 06°39'46" East 67.85 feet;

Thence South 04°49'04" West 95.54 feet;

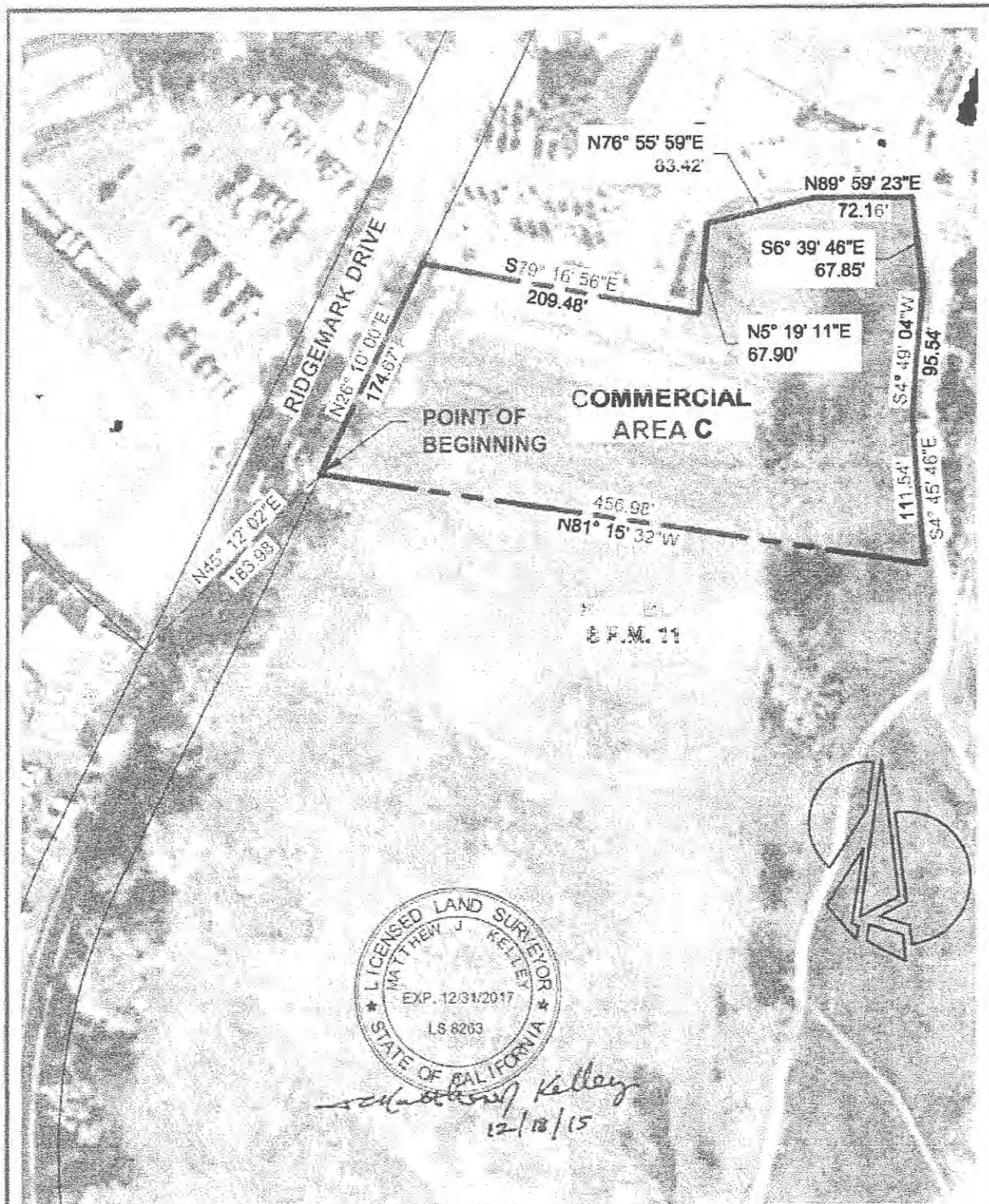
Thence South 04°45'46" East 111.54 feet;

Thence North 81°15'32" West 456.98 feet to POINT OF BEGINNING;

Containing 1.88 acres more or less.



Matthew J. Kelley
12/18/15



Matthew J. Kelley
12/18/15

| | | |
|--|---|---|
| <p>KELLEY ENGINEERING & SURVEYING 400 PARK CENTER DRIVE, SUITE #4 HOLLISTER, CA 95023 OFFICE (831) 636-1104 FAX (831) 636-1837</p> | <p>PLAT TO ACCOMPANY LEGAL DESCRIPTION COMMERCIAL AREA C RIDGEMARK</p> | <p>Job No.: 15016 Designer: MJA Scale: 1" = 100' Date: 12-18-2015 Sheet: 1 of 1</p> |
| | | |

29

KELLEY
ENGINEERING & SURVEYING

400 PARK CENTER DRIVE, SUITE #4, HOLLISTER, CA 95023-2546
OFFICE: (831) 636-1104 FAX (831) 636-1837

LEGAL DESCRIPTION COMMERCIAL AREA D

All that certain property situate in San Benito County, State of California, lying within Section 12, Township 13 South, Range 5 East and Section 7, Township 13 South, Range 6 East, both of Mount Diablo Base and Meridian and being a portion of Parcel 1 as shown on that certain Parcel Map filed in Book 8 of Parcel Maps at Page 11, San Benito County records and being more particularly described as follows:

Beginning at a point that bears South 33°22'37" West 159.97 feet from the westerly most corner of Parcel 4 as shown upon that certain Parcel Map filed in Book 8 of Parcel Maps at Page 11:

Thence from said POINT OF BEGINNING South 74°35'47" West 190.58 feet;

Thence North 26°24'02" West 163.90 feet;

Thence North 48°48'05" West 258.55 feet;

Thence South 86°56'21" West 164.89 feet;

Thence South 76°55'59" West 83.42 feet;

Thence South 05°19'11" West 67.90 feet;

Thence North 79°16'56" West 209.48 feet to a point on the easterly right-of-way of Ridgemark Drive;

Thence along said right-of-way North 26°10'00" East 382.64 feet;

Thence leaving said right-of-way South 67°23'16" East 363.21 feet;

Thence North 67°04'03" East 401.16 feet;

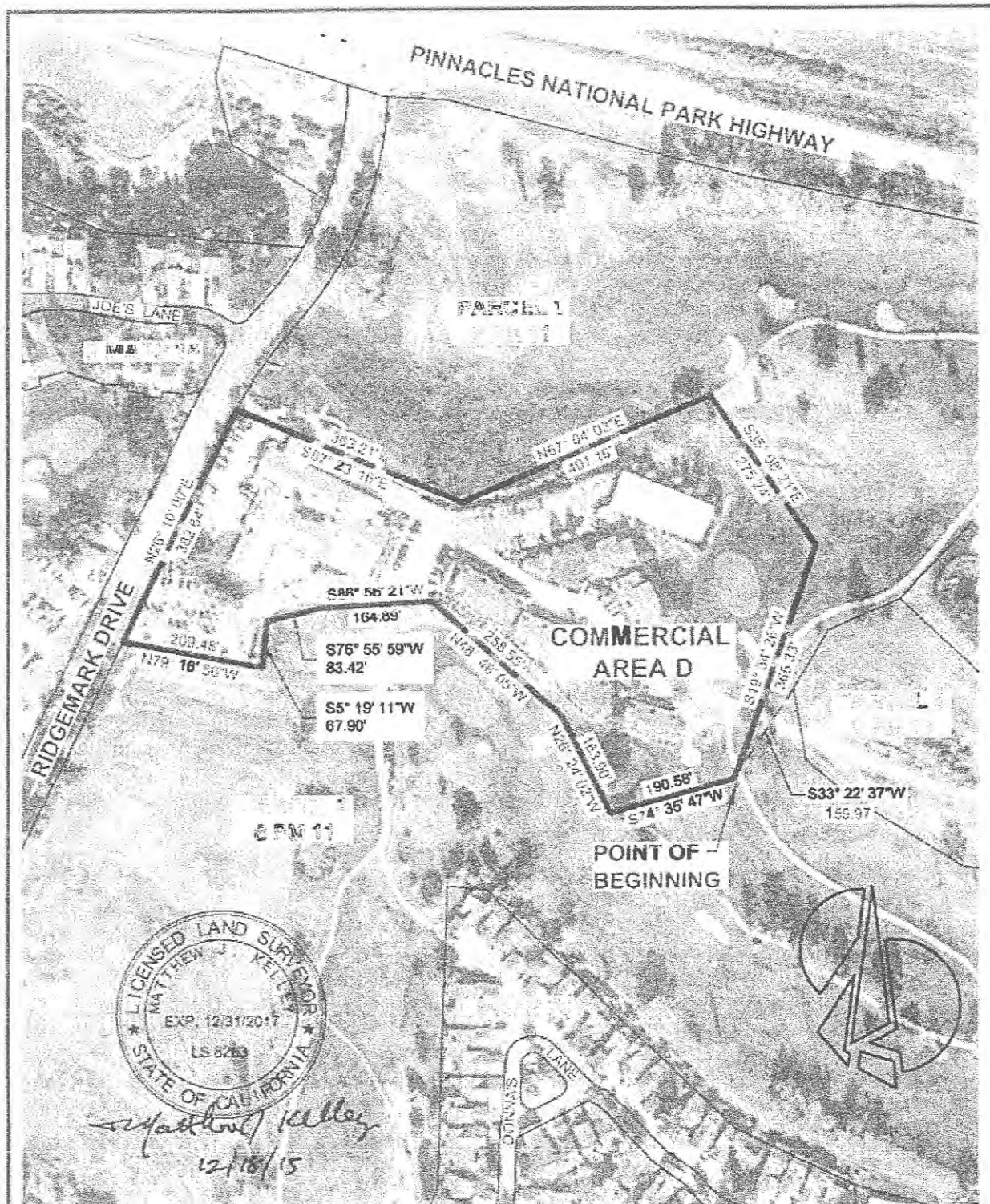
Thence South 35°08'21" East 275.24 feet;

Thence South 19°34'26" West 366.33 feet to POINT OF BEGINNING;

Containing 7.43 acres more or less.



Matthew J. Kelley
12/18/15



Matthew J. Kelley
12/16/15

**KELLEY
ENGINEERING & SURVEYING**

400 PARK CENTER DRIVE, SUITE #4
HOLLISTER, CA 95023
OFFICE (831) 636-1104 FAX (831) 636-1837

**PLAT TO ACCOMPANY LEGAL DESCRIPTION
COMMERCIAL AREA D
RIDGEMARK**

| | |
|----------|------------|
| Job No. | 15018 |
| Designed | MJK |
| Scale | 1" = 200' |
| Date | 12-18-2015 |
| Sheet | 1 |
| of | 1 |

31

**KELLEY
ENGINEERING & SURVEYING**

**400 PARK CENTER DRIVE, SUITE #4. HOLLISTER, CA 95023-2546
OFFICE: (831) 636-1104 FAX (831) 636-1837**

LEGAL DESCRIPTION COMMERCIAL AREA E

All that certain property situate in San Benito County, State of California, lying within Section 7, Township 13 South, Range 6 East, Mount Diablo Base and Meridian and being a portion of Parcel 1 and a portion of Parcel 2 as said parcels are shown upon that certain Parcel Map filed in Book 8 of Parcel Maps at Page 11, San Benito County records and being more particularly described as follows:

Beginning at the northeast corner of Lot 696 as shown upon that certain map entitled "Tract No. 116 - Unit No. 11 Ridgemark Estates" filed in Book 11 of Maps at Page 98, San Benito County records;

Thence along the north line of said Lot, North 88°00'05" West 109.05 feet to the northwest corner of said lot and a point on the easterly right-of-way of Dan Drive;

Thence North 49°59'55" West 68.01 feet to a point on the westerly right-of-way of Dan Drive, said point also being the northeast corner of Lot 695 as shown on said map;

Thence along the northerly line of said Lot 695, North 84°35'55" West 180.54 feet to the northwest corner of said Lot;

Thence leaving said northerly line, North 70°28'15" West 46.71 feet;

Thence North 14°29'14" East 224.18 feet to a point on the southerly right-of-way of Pinnacle National Park Highway formerly Airline Highway;

Thence along said right-of-way, South 78°21'00" East 197.41 feet;

Thence South 78°27'08" East 115.00 feet;

Thence northerly on the arc of a non-tangent curve to the right, concave to the south, the radius point of which bears South 13°47'43" West, said curve having a radius of 2924.00 feet, through a central angle of 09°04'38", for an arc length of 463.24 feet;

Thence leaving said southerly right-of-way, South 17°59'13" West 196.03 feet to the northeast corner of the parcel of land described in the Grant Deed filed under instrument number 2002-0002605 and recorded February 15, 2002, San Benito County records;

Thence along the northerly line of said parcel, North 83°48'15" West 108.56 feet to the northwest corner of said parcel, point also being the northeast corner of Lot 707 as shown the aforesaid map;

Thence along the northerly lines Lots 707 and 706 as shown upon said map, South 87°56'14" West 239.89 feet to the northeast corner of Lot 697 as shown upon said map;

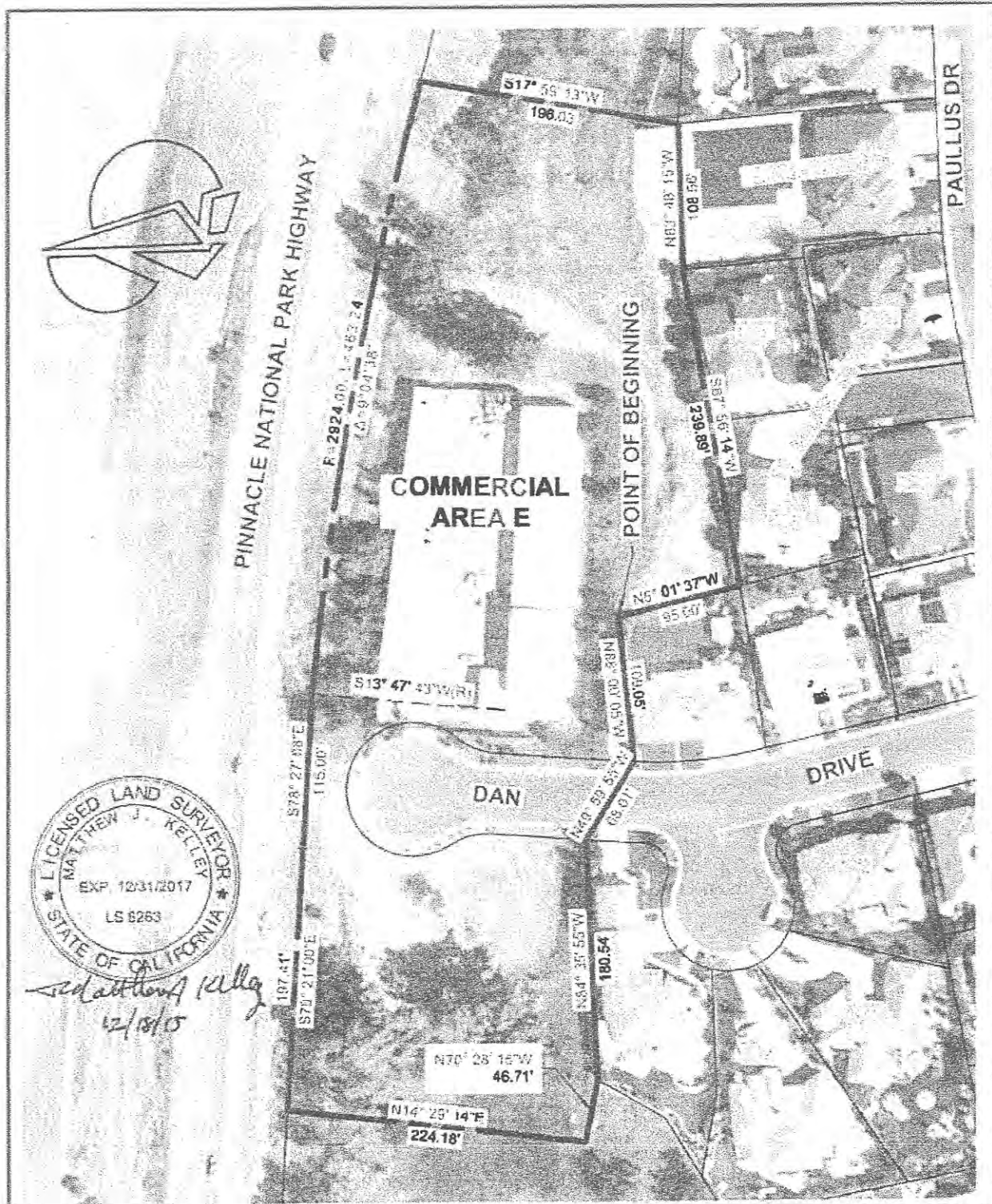
Thence along the easterly line of Lot 696, North 05°01'37" West 95.00 feet to POINT OF BEGINNING;

Containing 4.20 acres more or less.



Matthew J. Kelley
12/18/15

32E



**KELLEY
ENGINEERING & SURVEYING**

400 PARK CENTER DRIVE, SUITE #4
HOLLISTER, CA 95023
OFFICE (831) 636-1104 FAX (831) 636-1837

**PLAT TO ACCOMPANY LEGAL DESCRIPTION
COMMERCIAL AREA E
RIDGEMARK**

| | |
|-----------|------------|
| Job No : | 1501E |
| Designed: | MJK |
| Scale: | 1" = 100' |
| Date: | 12-18-2015 |
| Sheet | 1 |
| of | 1 |

From: Pat Johns <johns721@hotmail.com>
Sent: Friday, October 15, 2021 10:47
To: Michael Kelly
Subject: Re: Ridgemark EIR

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Thank you. The email I sent with the attachment was rejected your email server. I wanted to be sure that you at least received my brothers concerns by the deadline.

Get [Outlook for iOS](#)

From: Michael Kelly <MKelly@cosb.us>
Sent: Friday, October 15, 2021 9:46:29 AM
To: Pat Johns <johns721@hotmail.com>
Subject: RE: Ridgemark EIR

Thank you for your comment. In case it might be useful, if you have further comment or others you know also have comment, the comment period's closing date is October 18 as shown [here](#) at the State Clearinghouse. Communication with the State sometimes adds a few days to the comment period timeline.

Your message mentioned an attachment, but none was there, so you might try sending it again. That said, the current stage is more about determining the environmental effects of the development proposal, and the legal questions on the deed and other property rights would be a separate task.

Michael P. Kelly ◦ Associate Planner
San Benito County Resource Management Agency
2301 Technology Pkwy ◦ Hollister, CA 95023-2513
mkelly@cosb.us ◦ 831 902-2287 direct ◦ 831 637-5313 office
cosb.us/departments/resource-management-agency/ ◦ gis.cosb.us/gis/

From: Pat Johns <johns721@hotmail.com>
Sent: Friday, October 15, 2021 08:56
To: Michael Kelly <MKelly@cosb.us>
Subject: Ridgemark EIR

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Michael,

I am concerned about this project because the developer and the county may be taking property rights from Ridgemark homeowners without representation or compensation. I know the owner of Ridgemark has a deed to the property but it might not be legal based on my research.

When Ridgemark was developed the land was placed in open space for the benefit of the development. My research says that once land is placed in open space a court has to determine what entity owns the property as there is no evidence that the property was removed from open space. I do not think the deed to the land is valid. I think the homeowners own the land.

As a homeowner and land owner in Ridgemark I believe it in the best interest of everybody that the law on this subject be followed. I have attached a document from the state of Delaware. There are other examples on the web, but I thought this was the best written one explaining how to vacate an easement. It sets up a court precedent. Please pay attention to sections 6202 and 6205.0

I have shared this information with many in county government and I worked closely with the planning department when I was doing my research. Unfortunately I had a stroke 3 years ago and I have not been able to continue my work.

If you have any questions please feel free to contact me.

Tim Johns
831.245.6929
Tmjohs54@gmail.com
Get [Outlook for iOS](#)

Vesting Tentative Map

C
APPENDIX

Abbreviations:

| | | | |
|------|-----------------------------------|------|---------------------------|
| AB | aggregate base | PUE | public utility easement |
| AC | asphalt concrete or acres | PVC | polyvinyl chloride |
| ACP | asbestos cement pipe | R | radius |
| AE | access easement | REC | record |
| APN | assessors parcel number | ROW | right of way |
| CB | catch basin | RW | retaining wall |
| CL | centerline | S | slope |
| Δ | delta | SD | storm drain |
| EVAE | emergency vehicle access easement | SDE | storm drain easement |
| EX | existing | SDMH | storm drain manhole |
| IEE | ingress & egress easement | SF | square feet |
| INV | invert | SS | sanitary sewer |
| L | length | SSE | sanitary sewer easement |
| LF | linear feet | SSFM | sanitary sewer force main |
| NO. | number | SSMH | sanitary sewer manhole |
| OR | official records | TC | top of curb |
| PG | page | WLE | water line easement |
| P/L | property line | WTR | water |

Legend:

| Existing | Proposed |
|----------------------------------|----------|
| | |
| Project Boundary | |
| | |
| Property Line | |
| | |
| Centerline | |
| | |
| Sanitary Sewer Line | |
| | |
| Storm Drain Line | |
| | |
| Water Line | |
| | |
| Retaining Wall | |
| | |
| Sound Wall | |
| | |
| | |
| Storm Drain Manhole | |
| | |
| Clean out | |
| | |
| Curb Inlet | |
| | |
| Sanitary Sewer Manhole | |
| | |
| | |
| Sewer Service Lateral | |
| | |
| | |
| Fire Hydrant | |
| | |
| | |
| Water Service | |
| | |
| | |
| Street Light | |
| | |
| | |
| Utility Pole | |
| | |
| | |
| Electrical Service | |
| | |
| | |
| 100 Year Storm Overland Path | |
| | |
| | |
| Non-building Area (Slopes > 30%) | |
| | |
| Golf Hole | |
| | |

Notes

- The property lines depicted hereon are based on record information only and do not constitute a survey of the land. Said record information provided by: Old Republic Title Company order number 0616013972-SL dated April 28, 2016.
- The types, locations, sizes and/or depths of existing underground utilities as shown on this plan are approximate and were obtained from sources of varying reliability. Only actual excavation will reveal the types, extent, sizes, locations and depths of such underground utilities. A reasonable effort has been made to locate and delineate all known underground utilities. However, the engineer can assume no responsibility for the completeness or accuracy of its delineation of such underground utilities which may be encountered, shown or not shown on this plan.
- FLOOD ZONE: All portions of this project site lie outside the 0.2% annual chance flood plain according to FIRMs 06069C0185D, 06069C0205D, 06069C0195D, & 06069C0215D. Maps Revised 4/16/2009.
- SEISMIC ZONE: According to the Alquist Priolo Special Studies Zone Map, Hollister Quadrangle, dated 1/1/1982 portions of this project do lie within a special studies zone area around a concealed fault trace. Some buildings are proposed within the special studies zone.
- In accordance with the Subdivision Map Act, Article 4, Section 66456.1 notice is hereby given that it is the subdivider's intention to file multiple final maps for this project. Said Map Act section stipulates that the subdivider shall not be required to define the number or configuration of the proposed multiple final maps.
- The source of contours and planimetric data is an aerial topographic map prepared by Aerial Photomapping Services dated 8/30/2007 and 4/30/2008.
- The storm drain facilities, including the retention pond, will be accepted and maintained by the Ridgemark Homeowners Association.

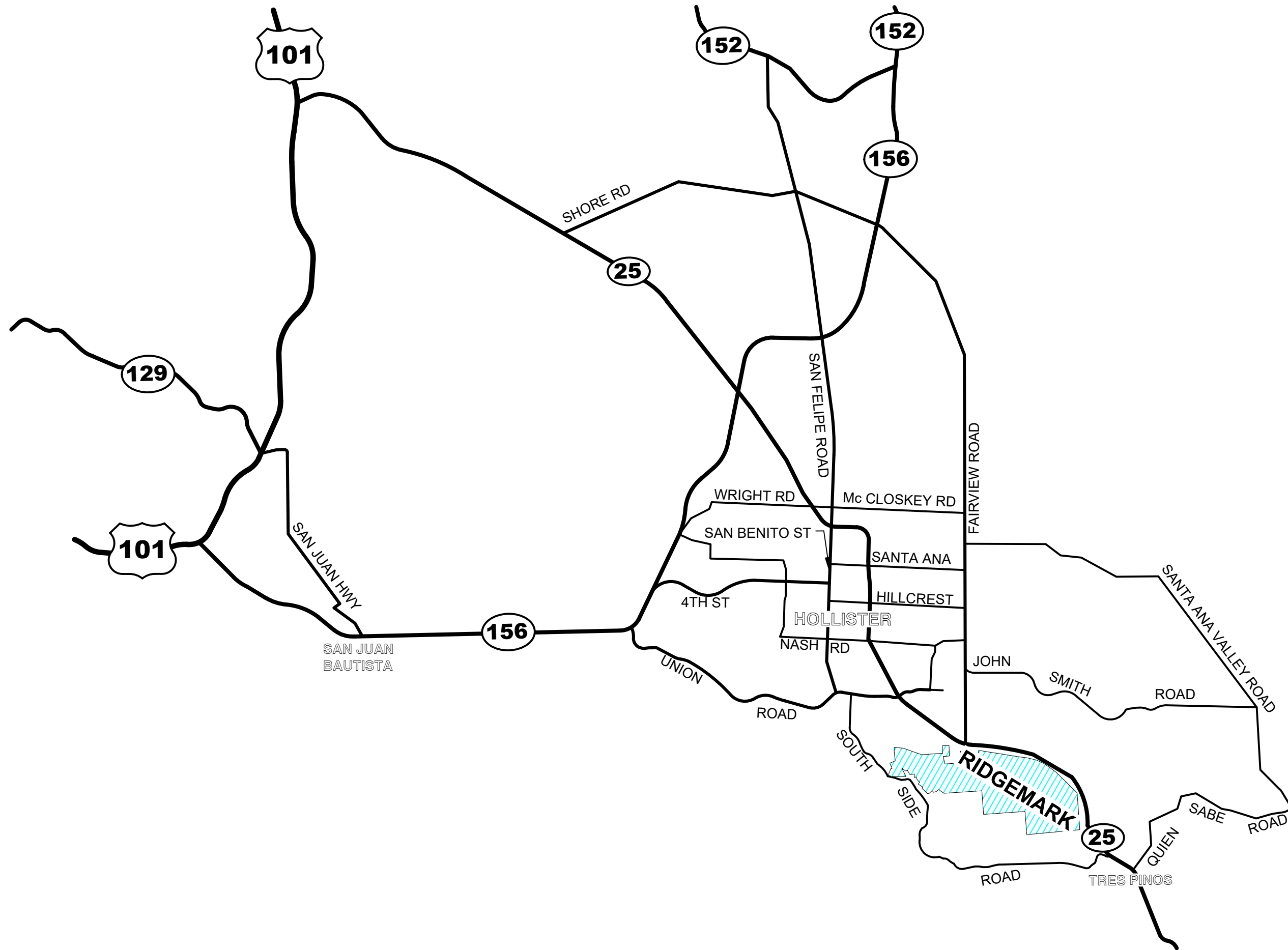
Benchmark

TOP OF BRASS DISK IN MONUMENT WELL LOCATED AT THE INTERSECTION OF PAULLUS DRIVE AND JESS CT.
ELEVATION = 496.76 FEET
DATUM: NAVD 88

Underground Utility Note

THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. **ONLY ACTUAL EXCAVATION** WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS, AND DEPTHS OF SUCH UNDERGROUND UTILITIES. A **PRELIMINARY** EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES. CONSEQUENTIALLY, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, SHOWN OR NOT SHOWN ON THIS PLAN. A **REASONABLE** EFFORT WILL BE MADE FOR IMPROVEMENT PLANS.

Vesting Tentative Map Ridgemark



VICINITY MAP
NTS

Project Information

| | |
|----------------------|---|
| Owner: | Angels' Company LLC 478 E. Santa Clara Street, Ste 258 San Jose, CA 95112 (408) 888-3675 |
| Applicant: | John Wynn 478 E. Santa Clara Street, Ste 258 San Jose, CA 95112 (408) 888-3675 |
| Planning Consultant: | Coats Consulting PO Box 1356 Carmel, CA 93921 (831) 250-7192 Contact: Gary Coats |
| Engineer: | Kelley Engineering & Surveying 400 Park Center Drive Suite #4 Hollister, CA 95023 (831) 636-1104 |
| Contact: | Matthew J. Kelley, RCE 62098, PLS 8263 |

| | |
|----------------------------|-------------|
| Assessor's Parcel Numbers: | |
| 020-330-041 | 020-650-010 |
| 020-330-042 | 020-650-013 |
| 020-330-044 | 020-650-014 |
| 020-330-046 | 020-650-016 |
| 020-330-055 | 020-650-017 |
| 020-330-056 | 020-650-021 |
| 020-330-058 | 020-650-023 |
| 020-330-065 | 020-650-024 |
| 020-410-014 | 020-650-025 |
| 020-550-058 | 020-650-026 |
| 020-650-010 | |

| | |
|--|--|
| Number of lots/parcels: 201 | |
| 175 residential lots (190 residential units) | |
| 3 commercial parcels | |
| 2 non-residential support parcels | |
| 9 buffer zone parcels | |
| 6 undeveloped parcels | |
| 5 golf course parcels | |
| 1 park parcel | |

| | |
|--------------------------|---------------|
| Total area: | 253.629 acres |
| Right of way: | 13.102 acres |
| Buffer Zone Parcels: | 19.857 acres |
| Park: | 4.000 acres |
| Undeveloped Parcels: | 12.756 acres |
| Golf course: | 115.838 acres |
| Commercial space: | 14.049 acres |
| Non-residential support: | 3.793 acres |
| Residential lots: | 70.234 acres |

| | |
|-------------------------------|--------------------------------------|
| Average residential lot size: | 17482 sf |
| Median residential lot size: | 10659 sf |
| Minimum residential lot size: | 10,000 sf |
| Maximum residential lot size: | 14,050 acres |
| Density: | 2.70 units/acre of residential space |

| | |
|--------------------|--|
| Existing Land Use: | Commercial, Golf Course, Vacant |
| Proposed Land Use: | Single Family Residential, Commercial, Golf Course, and Vacant |

| | |
|------------------------|--|
| Existing General Plan: | RM (Residential Mixed + Commercial) |
| Proposed General Plan: | RM (Residential Mixed + Commercial) |
| Existing Zoning: | Contract Zone per Rec File No. 8403420 |
| Proposed Zoning: | Amended Contract Zone |

Project Specific Notes:

- PER "SETTLEMENT AGREEMENT AND MUTUAL RELEASE" UPON COMPLETION OF ANY CONSTRUCTION ON THE PARCELS IDENTIFIED ON THIS TENTATIVE MAP AS "BUFFER ZONE", TITLE TO THE SAME WILL BE TRANSFERRED TO RIDGEMARK HOMEOWNER'S ASSOCIATION (RHA) AT NO COSTS TO RHA AND RHA WILL ASSUME RESPONSIBILITY FOR THE MAINTENANCE OF THE BUFFER ZONES. IN THE EVENT THAT RHA ABANDONS THE BUFFER ZONES, THE LAND SHALL BE DEEDED BACK TO THE DEVELOPER OR ITS ASSIGNS.

| | | | | |
|--|------|-----------|------|--|
| | | | | |
| | | | | |
| | | | | |
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| | | | | |
| | | | | |
| | | | | |
| | | | | |
| In accordance with section 6735 (a) of the Professional Engineer's Act these plans are PRELIMINARY and therefore do not bear the signature and seal of a registered civil engineer. | | | | |
| BY | DATE | REVISIONS | APPR | |

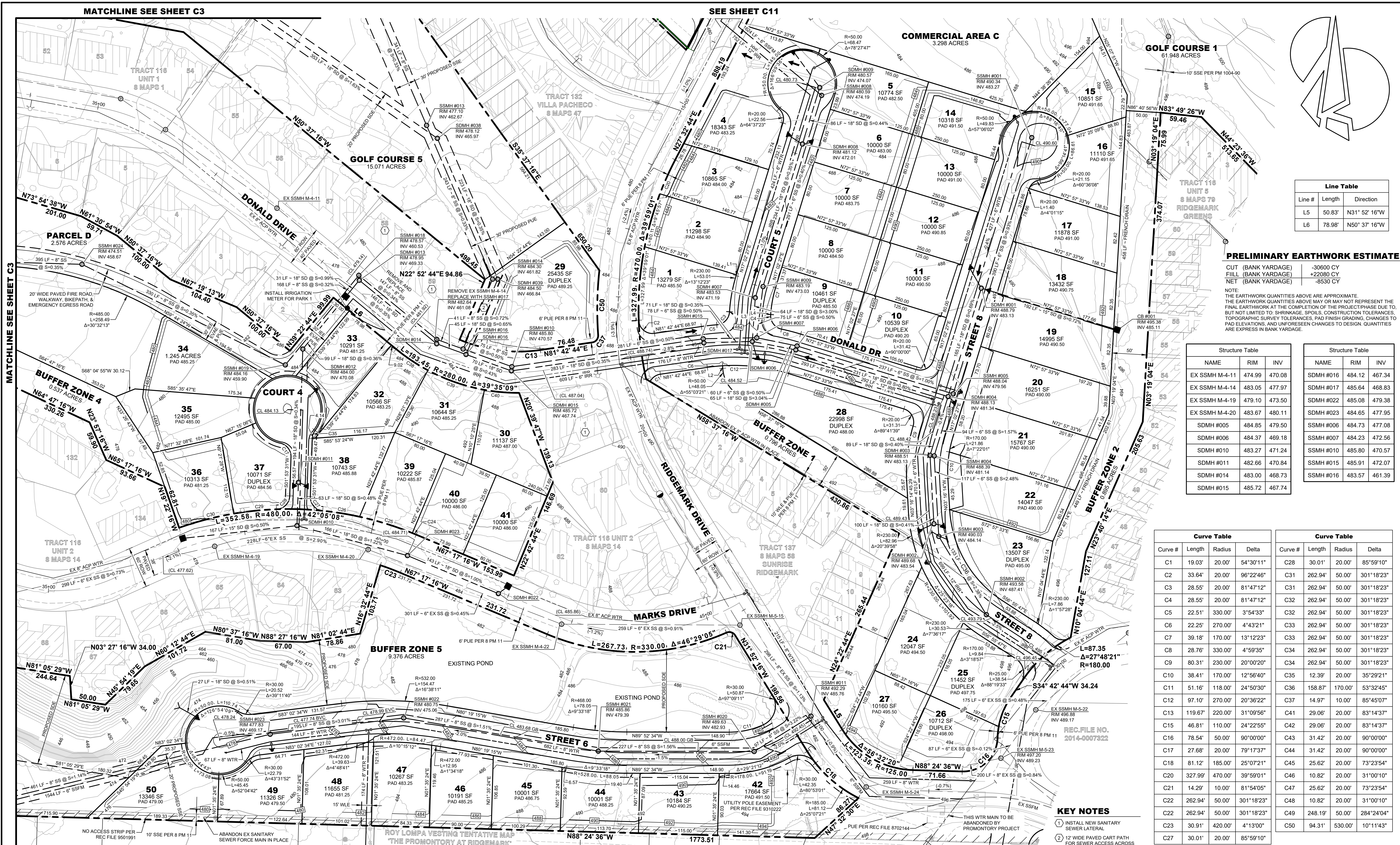
KELLEY
ENGINEERING & SURVEYING
400 PARK CENTER DRIVE, SUITE #4
HOLLISTER, CA 95023
OFFICE (831) 636-1104 FAX (831) 636-1837

| | |
|-----------|--------------|
| DATE: | APRIL 2023 |
| SCALE: | NOT TO SCALE |
| DESIGNED: | MJK, TJK |
| DRAWN: | MJK, TJK |
| JOB NO.: | 15016 |

TITLE SHEET

RIDGEMARK

SHEET
T1
OF 2



| Line Table | | |
|------------|--------|---------------|
| Line # | Length | Direction |
| L5 | 50.83' | N31° 52' 16"W |
| L6 | 78.98' | N50° 37' 16"W |

PRELIMINARY EARTHWORK ESTIMATE

| | |
|---------------------|-----------|
| CUT (BANK YARDAGE) | -30600 CY |
| FILL (BANK YARDAGE) | +22080 CY |
| NET (BANK YARDAGE) | -8520 CY |

NOTE:
THE EARTHWORK QUANTITIES ABOVE ARE APPROXIMATE.
THE EARTHWORK QUANTITIES ABOVE MAY OR MAY NOT REPRESENT THE
FINAL EARTHWORK AT THE COMPLETION OF THE PROJECT PHASE DUE TO,
BUT NOT LIMITED TO, SHRINKAGE, SPOILS, CONSTRUCTION TOLERANCES,
TOPOGRAPHIC SURVEY TOLERANCES, PAD FINISH GRADING, CHANGES TO
PAD ELEVATIONS, AND UNFORESEEN CHANGES TO DESIGN. QUANTITIES
ARE EXPRESSED IN BANK YARDAGE.

| Structure Table | | |
|-----------------|--------|--------|
| NAME | RIM | INV |
| EX SSMH M-4-11 | 474.99 | 470.08 |
| EX SSMH M-4-14 | 483.05 | 477.97 |
| EX SSMH M-4-19 | 479.10 | 473.50 |
| EX SSMH M-4-20 | 483.67 | 480.11 |
| SDMH #005 | 484.85 | 479.50 |
| SDMH #006 | 484.37 | 469.18 |
| SDMH #010 | 483.27 | 471.24 |
| SDMH #011 | 482.66 | 470.84 |
| SDMH #014 | 483.00 | 468.73 |
| SDMH #015 | 485.72 | 467.74 |

| Structure Table | | |
|-----------------|--------|--------|
| NAME | RIM | INV |
| SDMH #016 | 484.12 | 467.34 |
| SDMH #017 | 485.64 | 468.83 |
| SDMH #022 | 485.08 | 479.38 |
| SDMH #023 | 484.65 | 477.95 |
| SDMH #006 | 484.73 | 477.08 |
| SDMH #007 | 484.23 | 472.56 |
| SDMH #010 | 485.80 | 470.57 |
| SDMH #015 | 485.91 | 472.07 |
| SDMH #016 | 483.57 | 461.39 |

| Curve Table | | | |
|-------------|---------|---------|------------|
| Curve # | Length | Radius | Delta |
| C1 | 19.03' | 20.00' | 54°30'11" |
| C2 | 33.64' | 20.00' | 96°22'46" |
| C3 | 28.55' | 20.00' | 81°47'12" |
| C4 | 28.55' | 20.00' | 81°47'12" |
| C5 | 22.51' | 330.00' | 3°54'33" |
| C6 | 22.25' | 270.00' | 4°43'21" |
| C7 | 39.18' | 170.00' | 13°12'23" |
| C8 | 28.76' | 330.00' | 4°59'35" |
| C9 | 80.31' | 230.00' | 20°00'20" |
| C10 | 38.41' | 170.00' | 12°56'40" |
| C11 | 51.16' | 118.00' | 24°50'30" |
| C12 | 97.10' | 270.00' | 20°36'22" |
| C13 | 119.67' | 220.00' | 31°09'56" |
| C15 | 46.81' | 110.00' | 24°22'55" |
| C16 | 78.54' | 50.00' | 90°00'00" |
| C17 | 27.68' | 20.00' | 79°17'37" |
| C18 | 81.12' | 185.00' | 25°07'21" |
| C20 | 327.99' | 470.00' | 39°59'01" |
| C21 | 14.29' | 10.00' | 81°54'05" |
| C22 | 262.94' | 50.00' | 301°18'23" |
| C22 | 262.94' | 50.00' | 301°18'23" |
| C23 | 30.91' | 420.00' | 4°13'00" |
| C27 | 30.01' | 20.00' | 85°59'10" |

| Curve Table | | | |
|-------------|---------|---------|------------|
| Curve # | Length | Radius | Delta |
| C28 | 30.01' | 20.00' | 85°59'10" |
| C31 | 262.94' | 50.00' | 301°18'23" |
| C31 | 262.94' | 50.00' | 301°18'23" |
| C32 | 262.94' | 50.00' | 301°18'23" |
| C32 | 262.94' | 50.00' | 301°18'23" |
| C33 | 262.94' | 50.00' | 301°18'23" |
| C33 | 262.94' | 50.00' | 301°18'23" |
| C34 | 262.94' | 50.00' | 301°18'23" |
| C34 | 262.94' | 50.00' | 301°18'23" |
| C35 | 12.39' | 20.00' | 35°29'21" |
| C36 | 158.87' | 170.00' | 53°32'45" |
| C37 | 14.97' | 10.00' | 85°45'07" |
| C41 | 29.06' | 20.00' | 83°14'37" |
| C42 | 29.06' | 20.00' | 83°14'37" |
| C43 | 31.42' | 20.00' | 90°00'00" |
| C44 | 31.42' | 20.00' | 90°00'00" |
| C45 | 25.62' | 20.00' | 73°23'54" |
| C46 | 10.82' | 20.00' | 31°00'10" |
| C47 | 25.62' | 20.00' | 73°23'54" |
| C48 | 10.82' | 20.00' | 31°00'10" |
| C49 | 248.19' | 50.00' | 284°24'04" |
| C50 | 94.31' | 530.00' | 10°11'43" |

KEY NOTES

- INSTALL NEW SANITARY SEWER LATERAL
- 12' WIDE PAVED CART PATH FOR SEWER ACCESS ACROSS LOT 29

BY DATE REVISIONS APPR

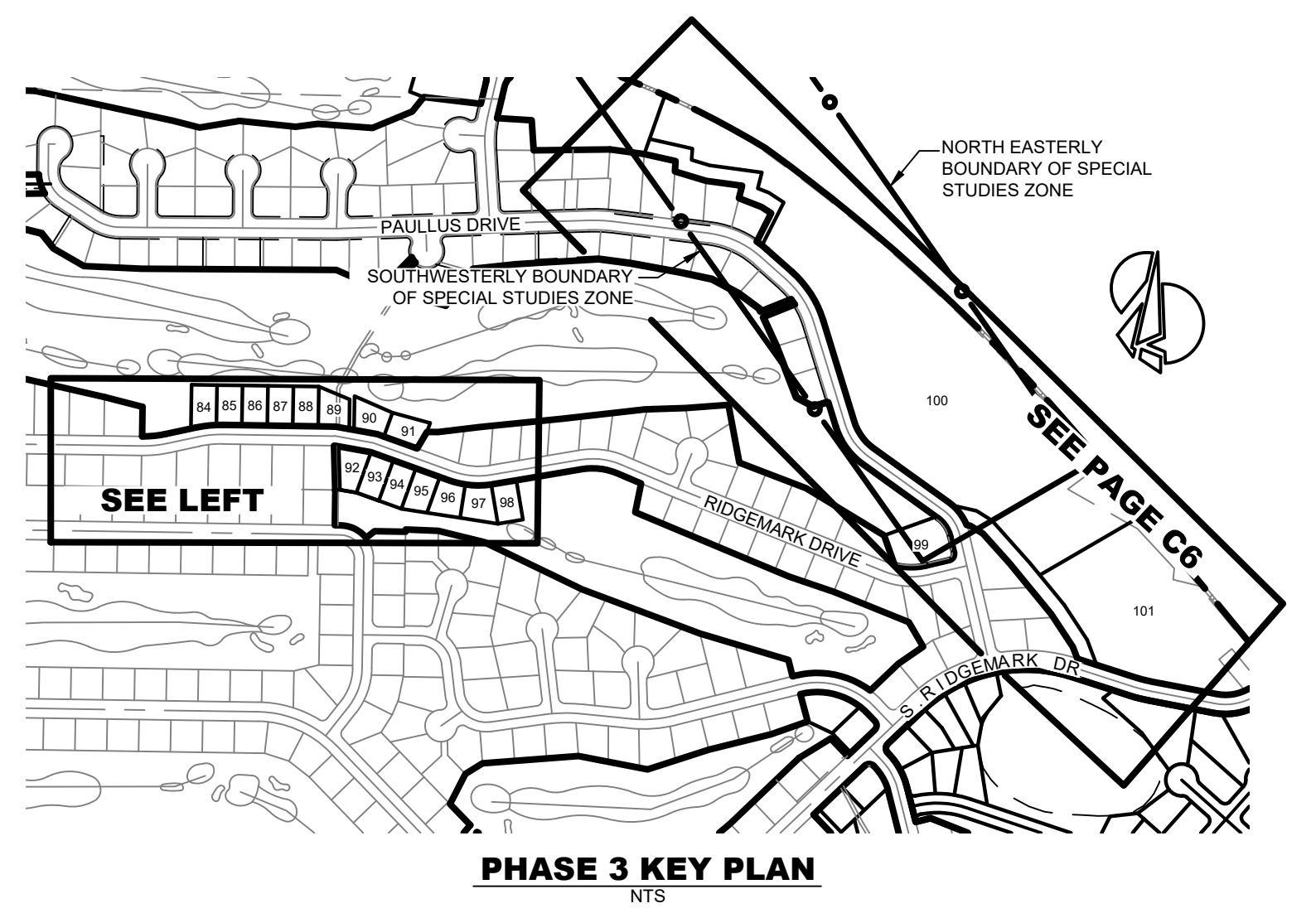
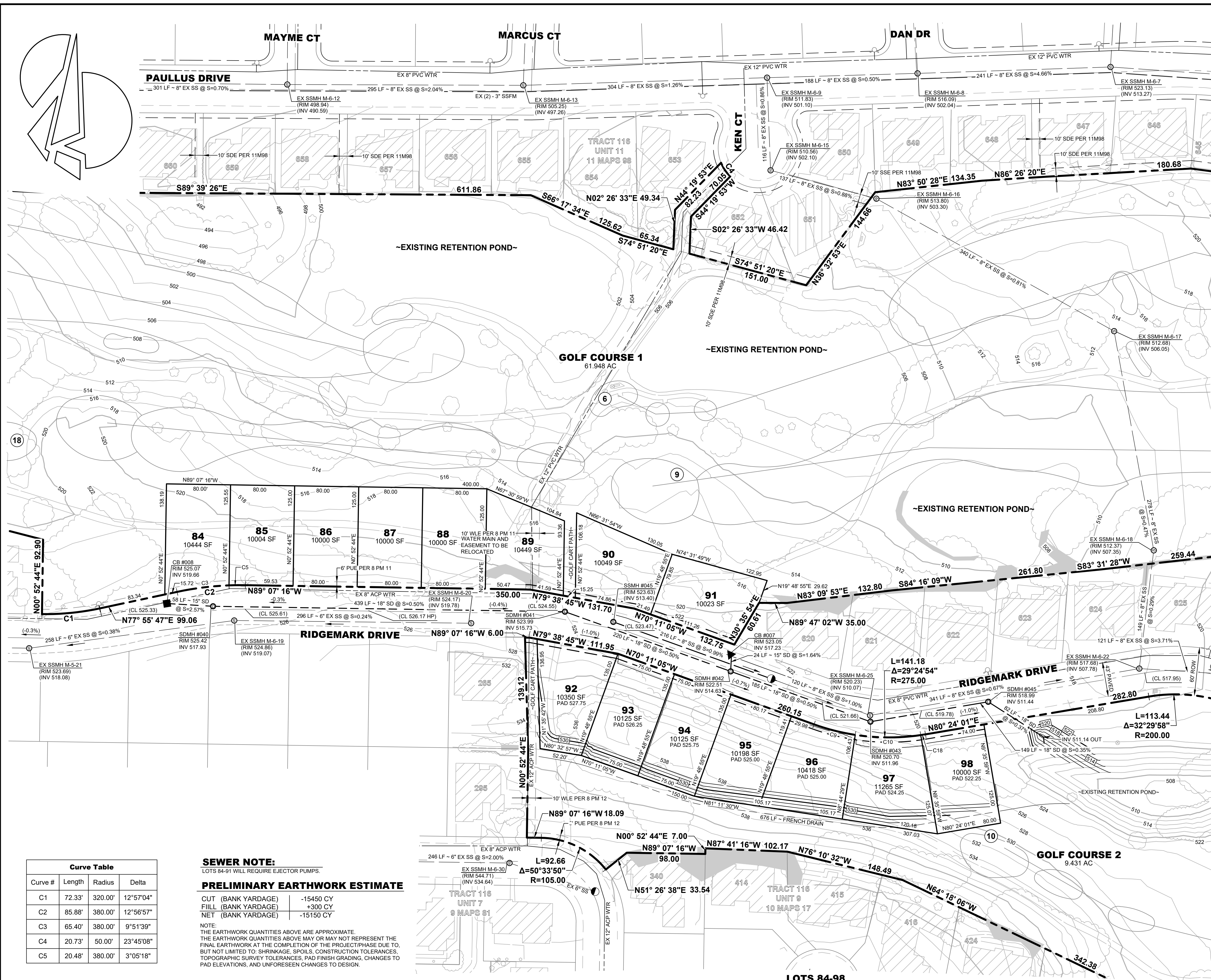
In accordance with section 6735 (a) of the Professional Engineer's Act these plans are
PRELIMINARY
and therefore do not bear the signature and seal of a registered civil engineer.

KELLEY
ENGINEERING & SURVEYING
400 PARK CENTER DRIVE, SUITE #4
HOLLISTER, CA 95023
OFFICE (831) 636-1104 FAX (831) 636-1837

DATE: APRIL 2023
SCALE: 1" = 60'
DESIGNED: MJK, TJK
DRAWN: MJK, TJK
JOB NO.: 15016

PRELIMINARY SITE, GRADING & UTILITY PLAN
PHASE 1
RIDGEMARK, CA

SHEET
C2
OF 14



| Curve Table | | | |
|-------------|--------|---------|-----------|
| Curve # | Length | Radius | Delta |
| C1 | 72.33' | 320.00' | 12°57'04" |
| C2 | 85.88' | 380.00' | 12°56'57" |
| C3 | 65.40' | 380.00' | 9°51'39" |
| C4 | 20.73' | 50.00' | 23°45'08" |
| C5 | 20.48' | 380.00' | 3°05'18" |

SEWER NOTE:
LOTS 84-91 WILL REQUIRE EJECTOR PUMPS.

PRELIMINARY EARTHWORK ESTIMATE

| | |
|---------------------|-----------|
| CUT (BANK YARDAGE) | -15450 CY |
| FILL (BANK YARDAGE) | +300 CY |
| NET (BANK YARDAGE) | -15150 CY |

NOTE:
THE EARTHWORK QUANTITIES ABOVE ARE APPROXIMATE.
THE EARTHWORK QUANTITIES ABOVE MAY OR MAY NOT REPRESENT THE
FINAL EARTHWORK AT THE COMPLETION OF THE PROJECT/PHASE DUE TO,
BUT NOT LIMITED TO: SHRINKAGE, SPOILS, CONSTRUCTION TOLERANCES,
TOPOGRAPHIC SURVEY TOLERANCES, PAD FINISH GRADING, CHANGES TO
PAD ELEVATIONS, AND UNFORESEEN CHANGES TO DESIGN.

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In accordance with section 6735 (a) of the Professional Engineer's Act these plans are

PRELIMINARY

and therefore do not bear the signature and seal of a registered civil engineer.

BY

DATE

REVISIONS

APPR

KELLEY

ENGINEERING & SURVEYING

400 PARK CENTER DRIVE, SUITE #4

HOLLISTER, CA 95023

OFFICE (831) 636-1104 FAX (831) 636-1837

DATE: APRIL 2023

SCALE: 1" = 60'

DESIGNED: MJK, TJK

DRAWN: MJK, TJK

JOB NO.: 15016

PRELIMINARY SITE, GRADING & UTILITY PLAN

PHASE 3

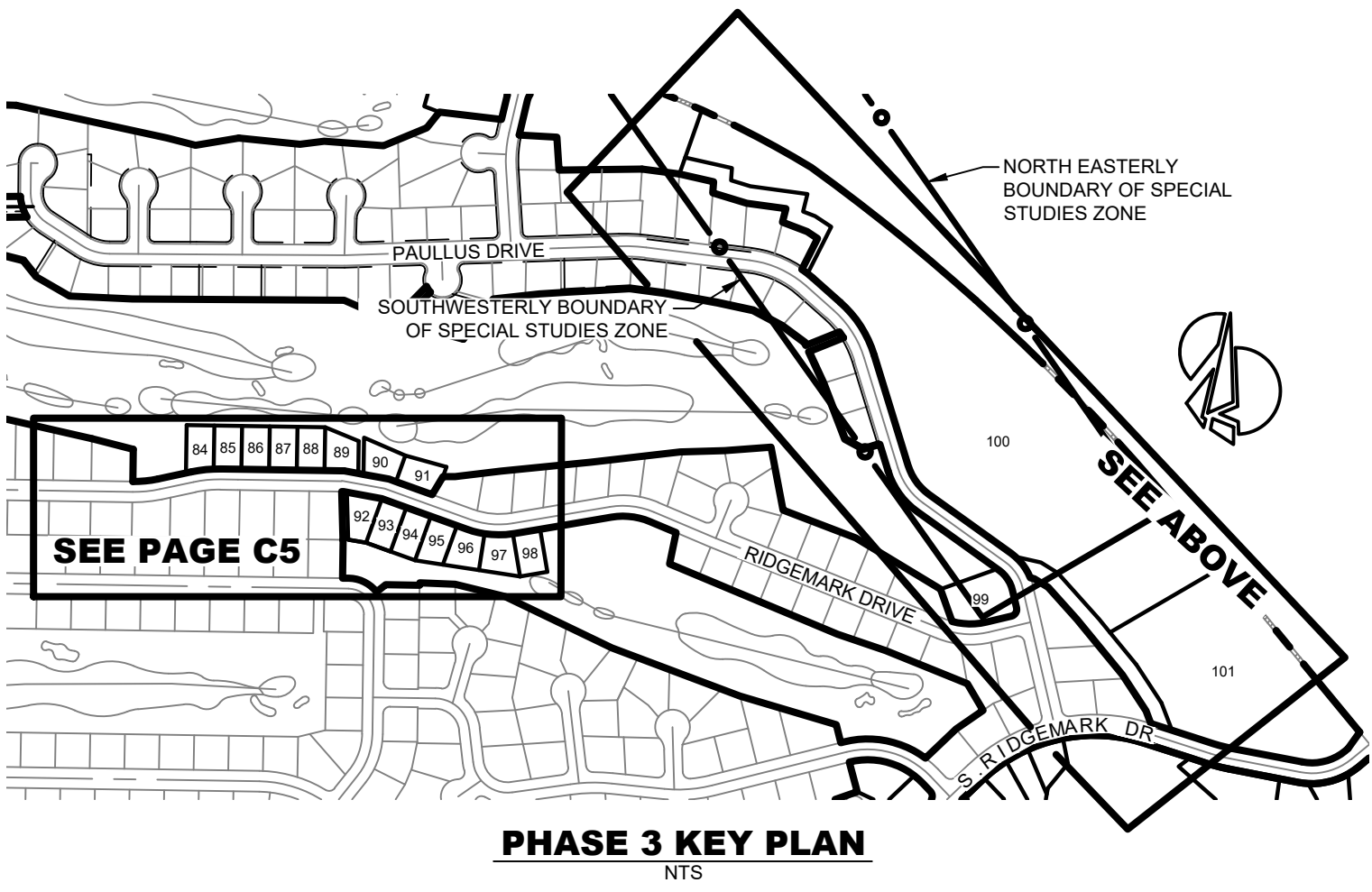
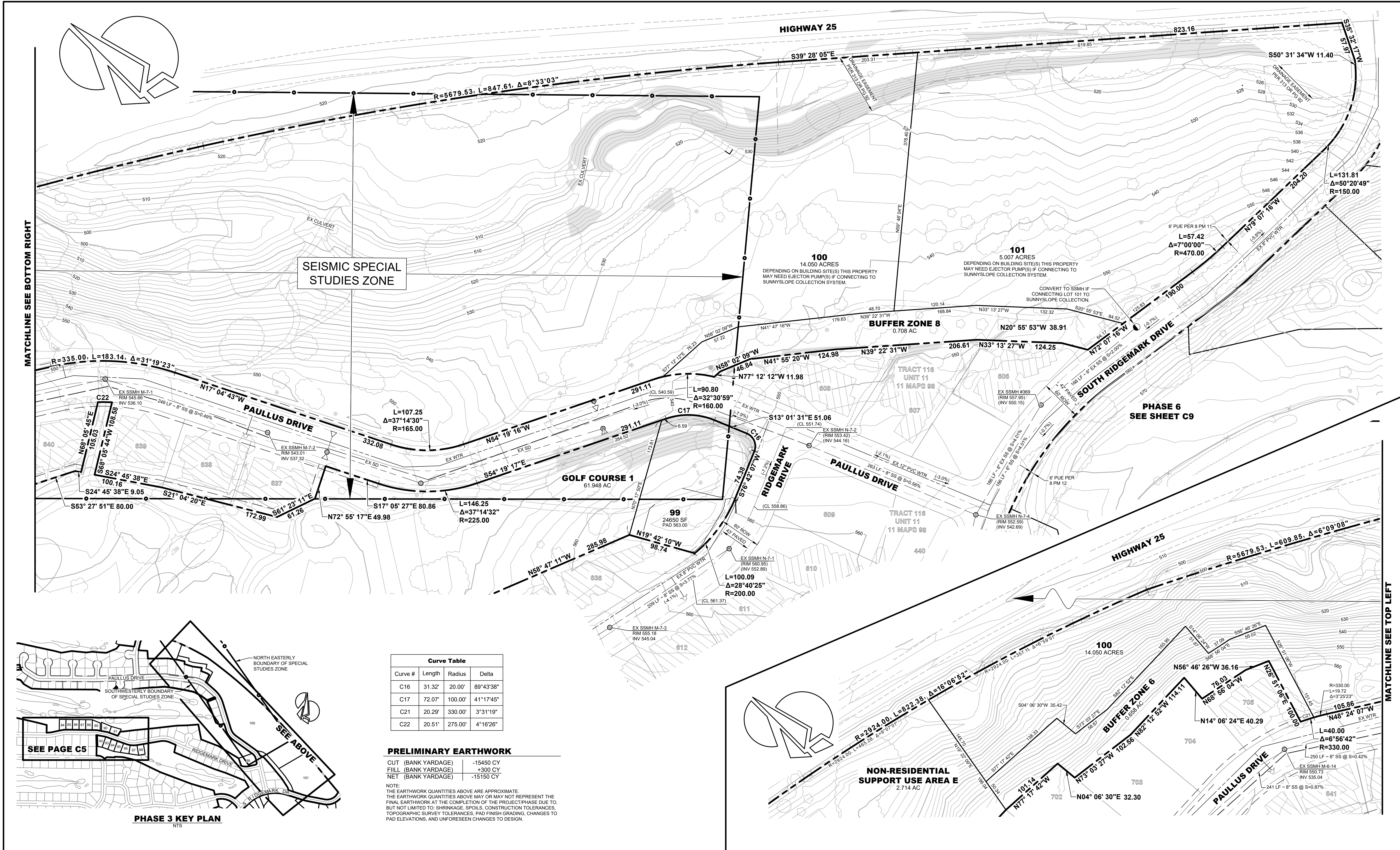
RIDGEMARK

SHEET

C5

OF 14

* FILE NAME: C:\Users\TJK\Engineering\Projects\15016 Wym Rydgemark\15016 Wym Rydgemark.dwg * Plotted on: Friday, 07 April 2023 at 12:06pm by: TJK



| Curve Table | | | |
|-------------|--------|---------|-----------|
| Curve # | Length | Radius | Delta |
| C16 | 31.32' | 20.00' | 89°43'38" |
| C17 | 72.07' | 100.00' | 41°17'45" |
| C21 | 20.29' | 330.00' | 3°31'19" |
| C22 | 20.51' | 275.00' | 4°16'26" |

PRELIMINARY EARTHWORK

| | |
|---------------------|-----------|
| CUT (BANK YARDAGE) | -15450 CY |
| FILL (BANK YARDAGE) | +300 CY |
| NET (BANK YARDAGE) | -15150 CY |

NOTE:
THE EARTHWORK QUANTITIES ABOVE ARE APPROXIMATE.
THE EARTHWORK QUANTITIES ABOVE MAY OR MAY NOT REPRESENT THE FINAL EARTHWORK AT THE COMPLETION OF THE PROJECT PHASE DUE TO, BUT NOT LIMITED TO: SHRINKAGE, SPOILS, CONSTRUCTION TOLERANCES, TOPOGRAPHIC SURVEY TOLERANCES, PAD FINISH GRADING, CHANGES TO PAD ELEVATIONS, AND UNFORESEEN CHANGES TO DESIGN.

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In accordance with section 6735 (a) of the Professional Engineer's Act these plans are

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BY

DATE

REVISIONS

APPR

KELLEY
ENGINEERING & SURVEYING
400 PARK CENTER DRIVE, SUITE #4
HOLLISTER, CA 95023
OFFICE (831) 636-1104 FAX (831) 636-1837

DATE: APRIL 2023

SCALE: 1" = 60'

DESIGNED: MJK, TJK

DRAWN: MJK, TJK

JOB NO.: 15016

PRELIMINARY SITE, GRADING AND UTILITY PLAN

PHASE 3

RIDGEMARK

SHEET

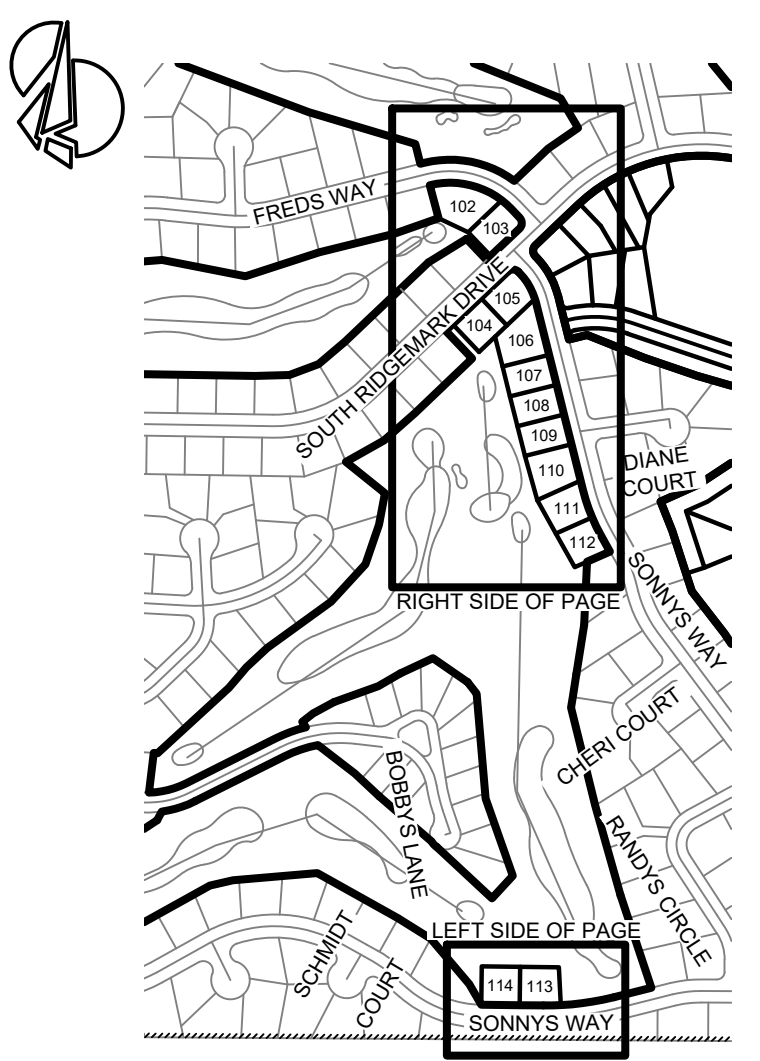
C6

OF 14

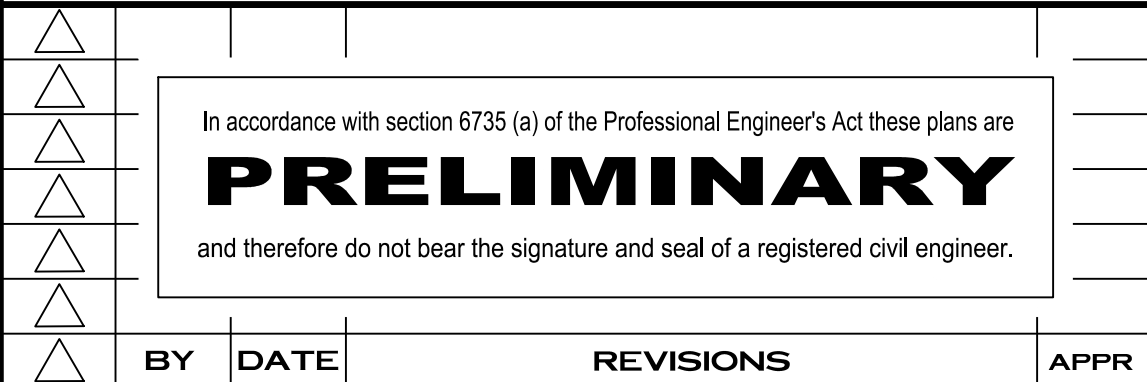
* FILE NAME: C:\Users\TJK\Engineering\Projects\Projects 2015\15016 - John Wynn - Ridgemark\dwg\15016 Wynn Ridgemark TM 08 C6 Phase 3 Site Grading Utility Plan.dwg * Plotted on: Friday, 07 April 2023 at 12:06pm by: TJK

| | |
|----------------------|-----------|
| CUT (BANK YARDAGE) | -2100 CY |
| FIILL (BANK YARDAGE) | +10400 CY |
| NET (BANK YARDAGE) | +8300 CY |

| Line Table | | |
|------------|--------|---------------|
| Line # | Length | Direction |
| L1 | 75.73' | S43° 37' 16"E |
| L2 | 25.00' | N46° 22' 44"E |

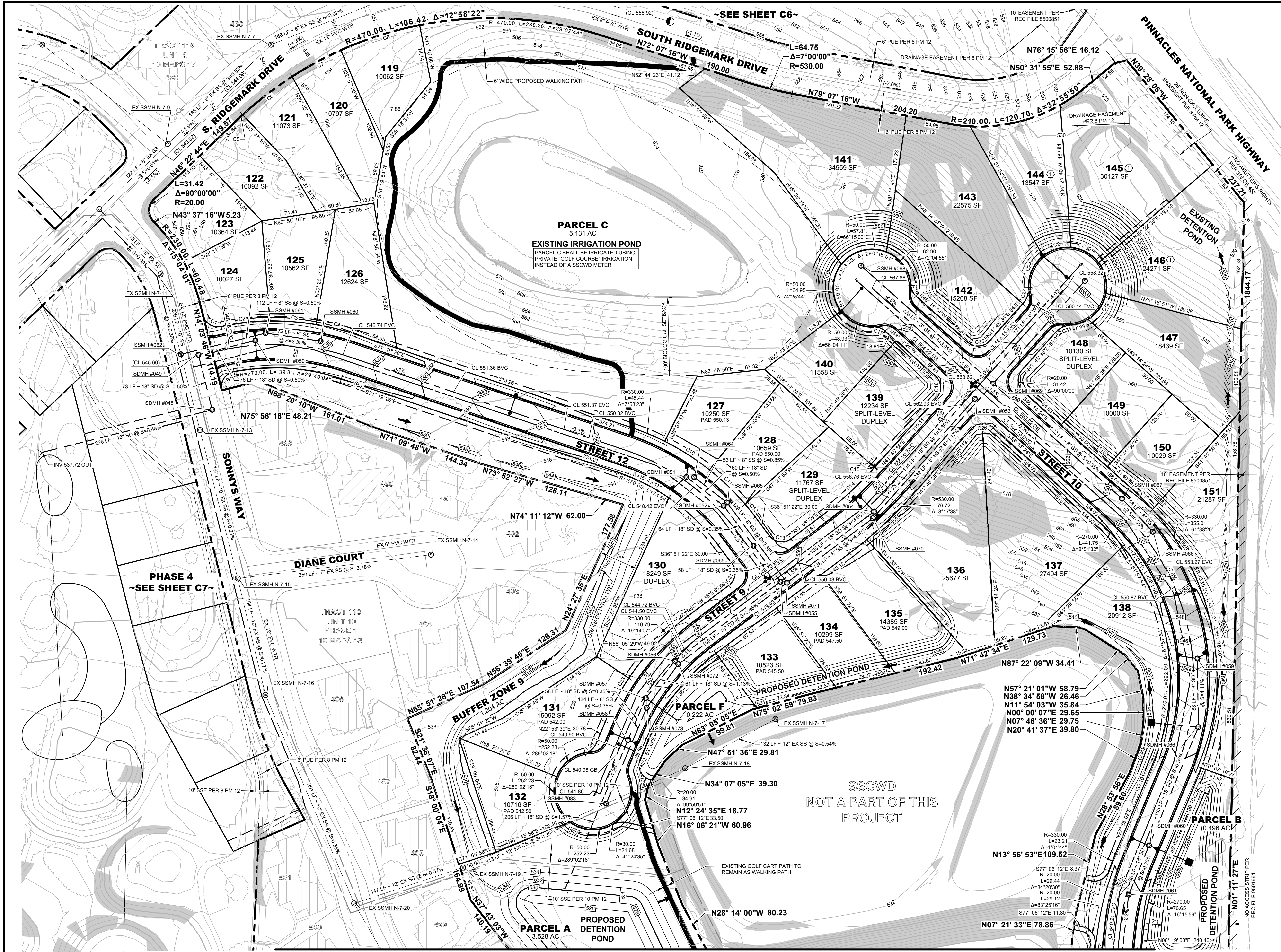


KEY MAP
SCALE: 1" = 500'



| | |
|-----------|------------|
| DATE: | APRIL 2023 |
| SCALE: | 1" = 60' |
| DESIGNED: | MJK, TJK |
| DRAWN: | MJK, TJK |
| JOB NO.: | 15016 |
| | |

SHEET
C7
OF 14



| STRUCTURE TABLE | | STRUCTURE TABLE | |
|-----------------|--------------------------|-----------------|--------------------------|
| NAME | RIM/INV | NAME | RIM/INV |
| EX SSMH N-7-7 | RIM 547.87 INV 533.19 | SDMH #058 | RIM 540.73 INV 533.88 |
| EX SSMH N-7-9 | RIM 542.65 INV 526.00 | SDMH #059 | RIM 544.66 INV 538.00 |
| EX SSMH N-7-11 | RIM 544.28 INV 525.28 | SDMH #060 | RIM 539.25 INV 529.35 |
| EX SSMH N-7-13 | RIM 545.73 INV 524.54 | SDMH #061 | RIM 540.45 INV 531.96 |
| EX SSMH N-7-14 | RIM 541.39 INV 520.50 | SDMH #065 | RIM 548.88 INV 540.76 |
| EX SSMH N-7-15 | RIM 540.68 INV 524.04 | SDMH #066 | RIM 540.97 INV 530.03 |
| EX SSMH N-7-16 | RIM 537.93 INV 523.63 | SSMH #060 | RIM 545.70 INV 539.80 |
| EX SSMH N-7-18 | RIM 524.26 INV 520.97 | SSMH #061 | RIM 544.73 INV 538.02 |
| EX SSMH N-7-19 | RIM 534.46 INV 522.06 | SSMH #062 | RIM 545.61 INV 542.15 |
| EX SSMH N-7-20 | RIM 537.49 INV 522.61 | SSMH #064 | RIM 548.17 INV 541.78 |
| SDMH #048 | RIM 546.18 INV 538.79 | SSMH #065 | RIM 548.37 INV 541.24 |
| SDMH #049 | RIM 545.51 INV 539.16 | SSMH #066 | RIM 555.94 INV 548.16 |
| SDMH #050 | RIM 544.88 INV 539.54 | SSMH #067 | RIM 558.99 INV 547.95 |
| SDMH #051 | RIM 548.26 INV 541.38 | SSMH #068 | RIM 567.28 INV 561.60 |
| SDMH #052 | RIM 548.49 INV 540.98 | SSMH #069 | RIM 563.14 INV 547.07 |
| SDMH #053 | RIM 563.08 INV 556.69 | SSMH #070 | RIM 554.02 INV 544.28 |
| SDMH #054 | RIM 554.51 INV 546.39 | SSMH #071 | RIM 549.37 INV 538.09 |
| SDMH #055 | RIM 549.40 INV 540.45 | SSMH #072 | RIM 543.58 INV 531.78 |
| SDMH #056 | RIM 543.70 INV 535.62 | SSMH #073 | RIM 541.12 INV 530.01 |
| SDMH #057 | RIM 541.49 INV 532.35 | SSMH #083 | RIM 541.38 INV 529.54 |

PRELIMINARY EARTHWORK ESTIMATE

| | |
|---------------------|-----------|
| CUT (BANK YARDAGE) | -66850 CY |
| FILL (BANK YARDAGE) | +84900 CY |
| NET (BANK YARDAGE) | +18100 CY |

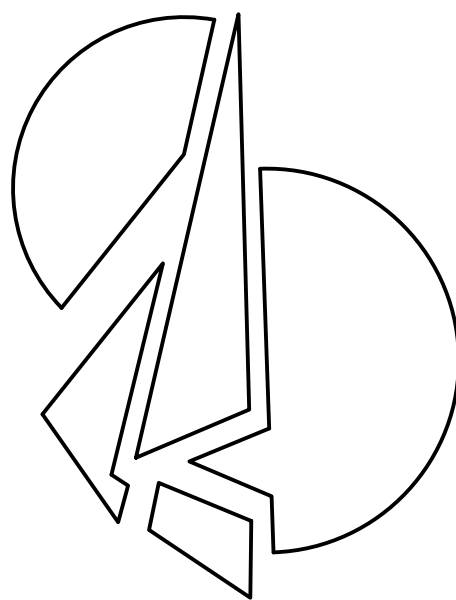
NOTE:
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TOPOGRAPHIC SURVEY TOLERANCES, PAD FINISH GRADING, CHANGES TO
PAD ELEVATIONS, AND UNFORESEEN CHANGES TO DESIGN.

KEY NOTE

① THESE LOTS WILL REQUIRE PRIVATE EJECTOR PUMPS.

| Curve Table | | | |
|-------------|---------|---------|-----------|
| Curve # | Length | Radius | Delta |
| C1 | 30.57' | 20.00' | 87°35'18" |
| C2 | 63.06' | 330.00' | 10°56'57" |
| C3 | 59.70' | 330.00' | 10°21'53" |
| C4 | 53.17' | 330.00' | 9°13'54" |
| C5 | 8.02' | 470.00' | 0°58'42" |
| C6 | 80.40' | 470.00' | 9°48'08" |
| C7 | 71.38' | 470.00' | 8°42'06" |
| C8 | 106.42' | 470.00' | 12°58'22" |
| C9 | 32.13' | 20.00' | 92°02'32" |
| C10 | 68.35' | 330.00' | 11°52'02" |
| C11 | 63.70' | 330.00' | 11°03'38" |
| C12 | 21.02' | 330.00' | 3°39'00" |
| C13 | 31.42' | 20.00' | 90°00'00" |
| C14 | 92.49' | 470.00' | 11°16'29" |
| C15 | 0.89' | 470.00' | 0°06'32" |
| C16 | 31.42' | 20.00' | 90°00'00" |
| C17 | 15.50' | 20.00' | 44°24'55" |
| C18 | 15.50' | 20.00' | 44°24'55" |
| C20 | 87.87' | 270.00' | 18°38'47" |
| C21 | 31.42' | 20.00' | 90°00'00" |
| C22 | 110.79' | 330.00' | 19°14'07" |
| C23 | 63.44' | 330.00' | 11°00'52" |
| C24 | 19.25' | 20.00' | 55°09'00" |
| C26 | 15.71' | 20.00' | 45°00'00" |

| Curve Table | | | |
|-------------|--------|--------|-----------|
| Curve # | Length | Radius | Delta |
| C27 | 22.79 | 30.00 | 43°31'52" |
| C28 | 46.00 | 50.00 | 52°42'47" |
| C29 | 38.59 | 50.00 | 44°13'04" |
| C30 | 41.59 | 50.00 | 47°39'46" |
| C31 | 41.59 | 50.00 | 47°39'46" |
| C32 | 41.59 | 50.00 | 47°39'46" |
| C33 | 23.69 | 50.00 | 27°08'36" |
| C34 | 22.79 | 30.00 | 43°31'52" |
| C35 | 31.42 | 20.00 | 90°00'00" |
| C36 | 142.55 | 270.00 | 30°14'58" |



| | | | | | |
|--|------|-----------|------|---|---|
| △ | △ | △ | △ | △ | △ |
| In accordance with section 6735 (a) of the Professional Engineer's Act these plans are PRELIMINARY and therefore do not bear the signature and seal of a registered civil engineer. | | | | | |
| BY | DATE | REVISIONS | APPR | | |

**KELLEY
ENGINEERING & SURVEYING**
400 PARK CENTER DRIVE, SUITE #4
HOLLISTER, CA 95023
OFFICE (831) 636-1104 FAX (831) 636-1837

DATE: APRIL 2023
SCALE: 1" = 60'
DESIGNED: MJK, TJK
DRAWN: TJK
JOB NO.: 15016

PRELIMINARY SITE, GRADING & UTILITY PLAN
PHASE 6
RIDGEMARK

SHEET
C9
OF 14

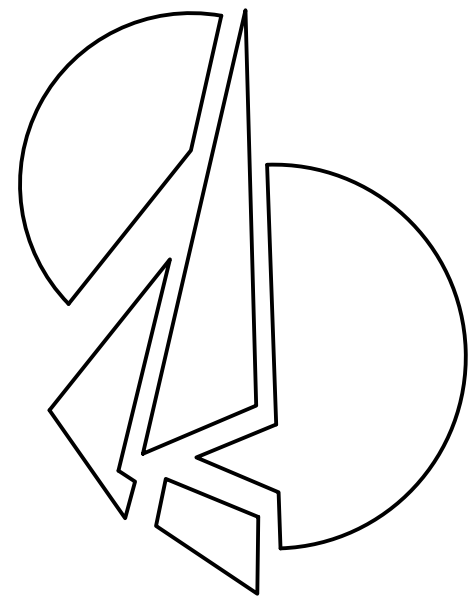


| | |
|-----------|------------|
| DATE: | APRIL 2023 |
| SCALE: | 1" = 60' |
| DESIGNED: | MJK, TJK |
| DRAWN: | TJK |
| JOB NO.: | 15016 |

SHEET
C10
OF 14

| Curve Table | | | |
|-------------|---------|--------|------------|
| Curve # | Length | Radius | Delta |
| C1 | 31.42' | 20.00' | 90°00'00" |
| C2 | 253.33' | 50.00' | 290°18'01" |
| C3 | 253.33' | 50.00' | 290°18'01" |
| C4 | 253.33' | 50.00' | 290°18'01" |
| C5 | 253.33' | 50.00' | 290°18'01" |
| C6 | 15.50' | 20.00' | 44°24'55" |
| C7 | 31.42' | 20.00' | 90°00'00" |
| C8 | 17.45' | 20.00' | 49°59'41" |
| C9 | 253.33' | 50.00' | 290°18'01" |
| C10 | 253.33' | 50.00' | 290°18'01" |
| C11 | 253.33' | 50.00' | 290°18'01" |
| C12 | 253.33' | 50.00' | 290°18'01" |
| C13 | 253.33' | 50.00' | 290°18'01" |
| C14 | 17.45' | 20.00' | 49°59'41" |


| Line Table | | |
|------------|--------|---------------|
| Line # | Length | Direction |
| L1 | 22.84 | S88° 48' 33"E |
| L2 | 25.98 | N14° 10' 21"W |
| L3 | 8.18 | N74° 46' 35"W |
| L4 | 7.51 | N74° 46' 35"W |
| L5 | 17.23 | S49° 22' 12"W |
| L6 | 81.26 | S78° 21' 01"W |



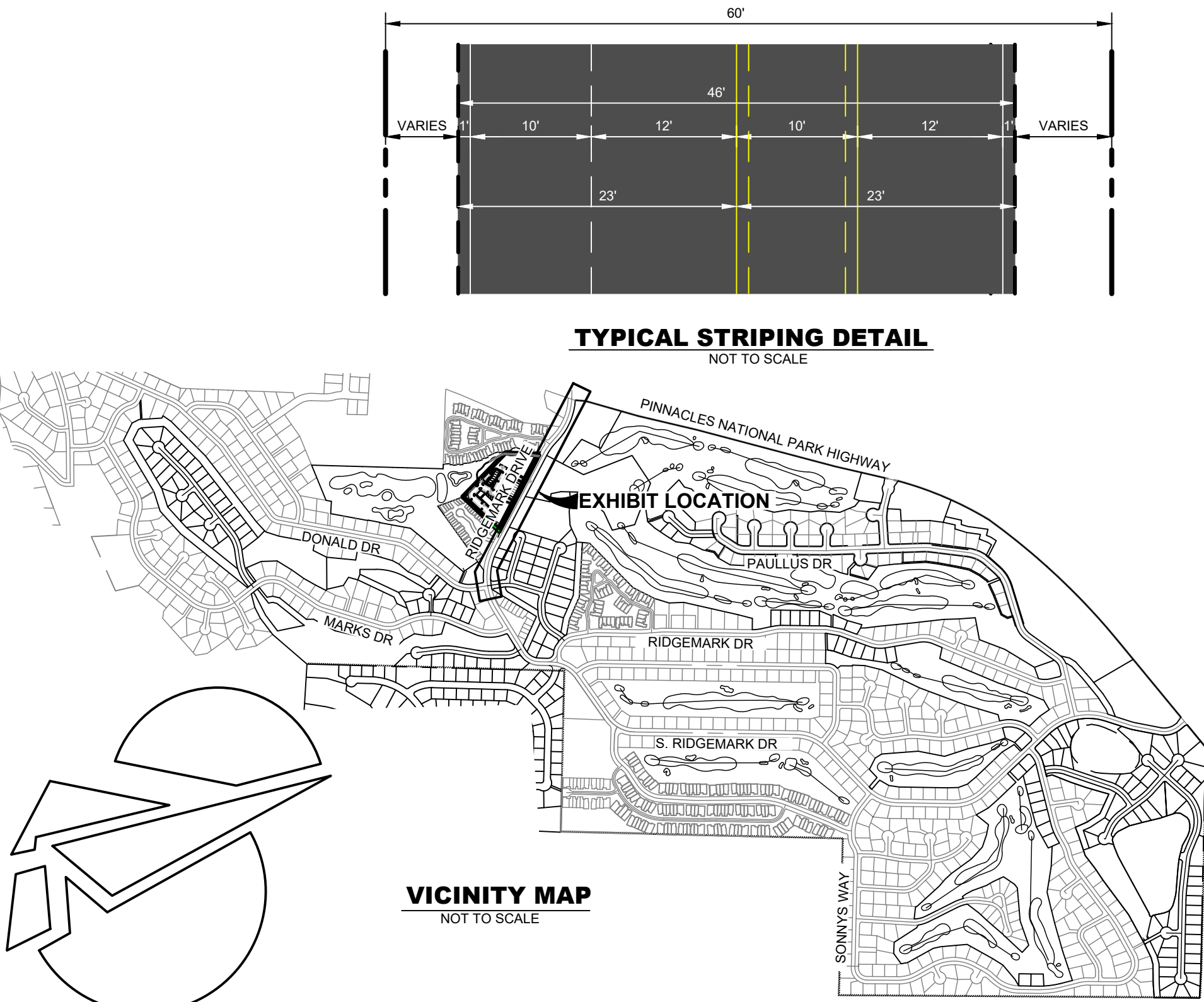
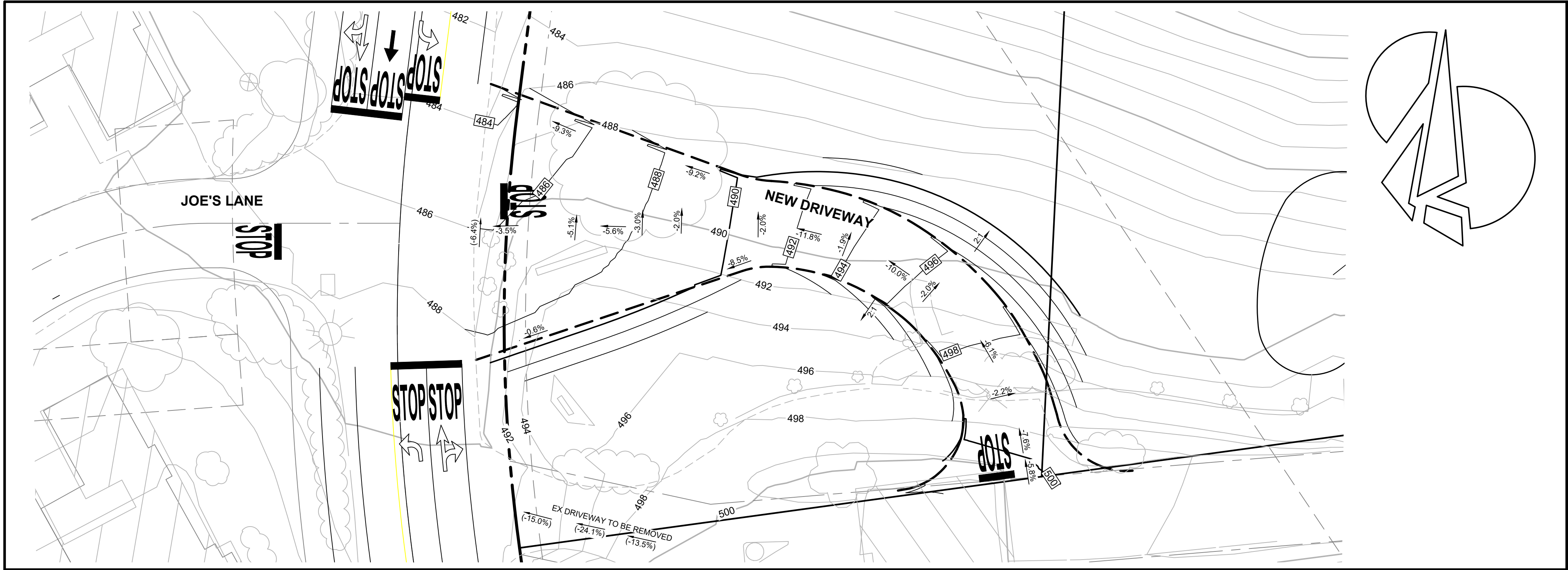
1. ALL LANDSCAPE IRRIGATION FOR COMMERCIAL AREAS WILL COME FROM NEW 12" IRRIGATION MAIN ALONG RIDGEMARK DRIVE



SEE SHEET C8

| | | | | | | | |
|---|--|------|-----------|--|--|--|------------------------------|
|  | In accordance with section 6735 (a) of the Professional Engineer's Act these plans are PRELIMINARY and therefore do not bear the signature and seal of a registered civil engineer. | | | KELLEY ENGINEERING & SURVEYING 400 PARK CENTER DRIVE, SUITE #4 HOLLISTER, CA 95023 OFFICE (831) 636-1104 FAX (831) 636-1837 | DATE: APRIL 2023 SCALE: 1" = 60' DESIGNED: MJK, TJK DRAWN: MJK, TJK JOB NO.: 15016 | PRELIMINARY SITE PLAN COMMERCIAL AREAS B-D RIDGEMARK | SHEET C11 OF 14 |
| | BY | DATE | REVISIONS | | | | |
| | | | | | | | |
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FILE NAME: C:\Users\TJKelley Engineering\Projects\Projects 2015\15016 - John Wynn - Ridgemark\dwg\15016 Wynn Ridgemark TM 13 C11 Commerical A-D Site Plan.dwg * Plotted on: Friday, 07 April 2023 at 12:07pm by: TJ *



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|---|--|--|--|
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CalEEMod Methodology, Assumptions, and Results





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To: Sally Rideout EMPA, Project Manager

From: Zane Mortensen Planner

Cc: File

Date: August 17, 2022

**Re: Ridgemark Subdivision Project – Emissions Modeling Methodology,
Assumptions, and Results**

PROJECT DESCRIPTION

The proposed Ridgemark Subdivision project (proposed project) is located on approximately 253 acres (development area) within the existing Ridgemark Golf and Country Club, located in unincorporated San Benito County south of State Route 25 and the City of Hollister. The development area is located within the North Central Coast Air Basin, which is within the jurisdiction of the Monterey Bay Air Resources District (“air district”). An EIR is being prepared to evaluate the environmental impacts of the proposed project.

The the development area is currently occupied by a clubhouse, pro shop, banquet hall, restaurant and bar, 32 transient occupancy units, a driving range, a fallow 18-hole golf course, and an existing 18-hole golf course. The proposed project would subdivide the development area into residential, commercial, and park lots. Future development would include construction of a 154-unit hotel, a new clubhouse, retail commercial uses near the clubhouse and a second location near State Route 25, and 160 single-family and 30 below-market-rate homes (duplexes or duets). Approximately 125.7 acres of fallow and active golf course would be converted to developed uses. The proposed project includes demolition of the existing clubhouse, the transient occupancy units and parking lots, and relocation of the existing driving range to accommodate the new development. This assessment quantifies

MEMORANDUM

emissions from development of the uses identified on the proposed tentative map for the proposed project.

SCOPE OF ASSESSMENT

This assessment provides, methodology, assumptions and an estimate of the proposed project's construction and operational criteria air pollutant emissions and greenhouse gas (GHG) emissions using the California Emissions Estimator Model (CalEEMod) version 2020.4 software, a modeling platform recommended by the California Air Resources Board (CARB) and accepted by the air district. The model results will inform the EIR discussions of air quality and GHG emissions. Model results are attached to this assessment.

Emissions Model

The CalEEMod software utilizes emissions models USEPA AP-42 emission factors, CARB vehicle emission models studies and studies commissioned by other California agencies.

The CalEEMod platform allows calculations of both construction and operational criteria pollutant and GHG emissions from land use projects. The model also calculates indirect emissions from processes "downstream" of the proposed project such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

CalEEMod is capable of estimating changes in the carbon sequestration potential of a site based on changes in natural vegetation communities and the net number of new trees that would be planted as part of the project. To do so, the model calculates a one-time only loss in the carbon sequestration potential of the site that would result from changes in land use such as converting vegetation to built or paved surfaces, and can calculate the estimated change in the carbon sequestration potential that would result from planting new trees in an amount that is greater than the number of trees to be removed (net number of new trees). For this assessment, landscaping information is not yet available in detail sufficient to estimate the change in carbon sequestration potential resulting from the change in the number of trees on the site.

Project Characteristics and Emissions Sources

The size and type of existing and proposed sources of criteria air pollutant and GHG emissions and their respective CalEEMod land use default categories used in the model are presented in [Table 1, Project Characteristics](#).

Table 1 Project Characteristics

| Project Components | CalEEMod Default Land Use ¹ | Existing ^{2,3} | Proposed ² |
|-----------------------------|--|-------------------------|-----------------------|
| Residential | Single-family housing | - | 190 Dwelling Units |
| Club House/Hotel/Restaurant | Hotel | 64,624 32 rooms | 107,000 154 rooms |
| Commercial/Retail | Strip Mall | - | 45,300 |
| Buffer Zone | City Park | - | 12.28 acres |
| Man-made Ponds /Undeveloped | Other Non-Asphalt Surfaces | - | 19.33 acres |
| Park/Landscaping | City Park | 3.39 acres | 4.00 acres |
| Right-of Way | Other Asphalt Surfaces | - | 12.67 acres |
| Parking Lot | Parking Lot | 3.36 acres | - |

SOURCE: Kelly Engineering and Surveying, August 2021

NOTES:

1. CalEEMod default land use subtype. Descriptions of the model default land use categories and subtypes are found in the User's Guide for CalEEMod Version 2020.4 available online at: <http://www.aqmd.gov/caleemod/user's-guide>.
2. Expressed in units of square feet unless otherwise noted.
3. Existing building size is based on information provided by the applicant and included in CalEEMod demolition data inputs.

METHODOLOGY

Unless otherwise noted, model inputs are based upon the information provided by the applicant, as well as trip generation estimates provided by the traffic consultant (Hexagon Transportation Consultants, 2022). Operational criteria air pollutant and construction and operational GHG emissions estimates are quantified based on the project characteristics information presented in Table 1.

Model Scenario

Three modeling scenarios were prepared to estimate project construction and operational criteria air pollutant and GHG emissions.

Existing Emissions Scenario

This scenario quantifies existing operational GHG emissions from sources that would be replaced by new development. The results of this model will be used to estimate the net change in GHG emissions.

Unmitigated Emissions Scenario

The “unmitigated” emissions scenario calculates construction and operational criteria air pollutant and GHG emissions. This model scenario assumes compliance with existing uniformly-applied regulatory requirements that reduce emissions. In addition the proposed project would include 30 below market rate residential units, which is a land use design feature of the proposed project that can reduce GHG emissions and have criteria air emission reduction co-benefits. These regulatory and design features are listed below and the corresponding California Pollution Control Officers Association (CAPCOA) emissions reduction measures found in the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, referenced here parenthetically, were applied to this scenario.

Compliance with the following regulations during operations is assumed:

- Title 24 Building Energy Efficiency Standards for residential uses are subject to a 100 percent energy demand performance threshold from renewables.
- State Model Water Efficient Landscape Ordinance (MWELO) (CAPCOA WUW-4);
- Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346). It is assumed that these or similar requirements will be in effect at buildout (CAPCOA A-1); and
- Solid waste diversion of 75 percent is applied consistent with waste diversion targets identified in AB 341. It is assumed that these or similar requirements will be in effect at buildout (CAPCOA SW-1).

15.8 percent of the proposed residential units will be below market rate housing (CAPCOA LUT-6);

Mitigated Scenario

This scenario includes all of the data inputs and regulatory compliance measures listed above, but models an additional reduction measure that eliminates emissions from woodburning and natural gas hearths.

Assumptions

Unless otherwise noted, the modeled unmitigated and mitigated emissions resulting from the proposed project are based on the following primary assumptions:

1. Construction and operational air pollutant and GHG emissions generated by the proposed project were estimated using the CalEEMod default land use subtypes identified in Table 1;
2. The proposed project would be fully operational in 2035;
3. 60 percent of commercial energy use will be supplied by renewable sources provided by Central Coast Energy;
4. The proposed project would connect to the municipal sanitary sewer system;
5. Construction off-road equipment will comply with EPA engine standards; and
6. Construction is assumed to occur eight hours per day, five days per week.

Operational Emissions Data Input

Each air district (or county) assigns trip lengths for urban and rural settings, which are incorporated into the CalEEMod defaults. The model's defaults were set to "urban" and the location parameters are based on the model defaults for San Benito County. Data inputs are based on the information in Table 1, trip generation information provided by the traffic consultant (Hexagon Transportation Consultants, 2022), compliance with the identified regulatory mandates, and the assumptions identified above. Existing operational GHG emissions are quantified based on the model's default emissions factors for existing land uses in the present year.

Construction Emissions Data Inputs

CalEEMod estimates construction emissions associated with land use development projects and allows for the input of project-specific construction information including phasing and equipment information, if known. CalEEMod default construction parameters allow estimates of short-term construction Criteria air pollutant and GHG emissions based upon empirical data collected and analyzed by the CARB. Use of the default construction emissions data for a proposed project is recommended by the air district if construction information is not yet available. The air district also recommends amortizing the short-term construction GHG emissions over a 30-year time period to yield an annual emissions volume. Project-specific construction information for equipment numbers, type and engine horsepower are not yet available in detail sufficient to adjust the model; therefore, consistent with air district guidance, construction emissions modeling is based on model defaults.

Carbon Sequestration Potential Data Inputs

CalEEMod estimates a one-time only change in sequestration potential resulting from changes in natural communities. CalEEMod default values for an 18-hole golf course were used to estimate the size of the fallow golf course and corresponding loss of grassland and turf areas. The proposed project would remove approximately 125.7 acres of grassland and turf areas within the fallow former golf course and active golf course. An estimate of the one-time loss in carbon sequestration potential attributable to the loss of grassland and turf was calculated using the model default for a “Grassland” natural community.

RESULTS

Criteria air pollutant emissions results are reported in pounds per day. GHG emissions results are reported on an annual basis in MT CO₂e. Detailed model results for criteria air pollutants and GHG emissions are attached to this memorandum.

Operational Criteria Air Pollutants

Unmitigated

Unmitigated operational criteria air pollutant emissions are summarized in [Table 2, Unmitigated Operational Criteria Air Pollutant Emissions](#).

Table 2 Unmitigated Operational Criteria Air Pollutant Emissions

| Emissions | Reactive Organic Gases (ROG) ^{1,2} | Nitrogen Oxides (NO _x) ^{1,2} | Sulfur Oxides (SO ₂) ^{1,2} | Suspended Particulate Matter (PM ₁₀) ^{1,2} | PM _{2.5} ^{1,2} | Carbon Monoxide (CO) ^{1,2} |
|-----------|---|---|---|---|----------------------------------|-------------------------------------|
| Winter | 157.51 | 30.41 | 0.62 | 58.17 | 34.36 | 314.32 |
| Summer | 159.08 | 27.90 | 0.63 | 58.17 | 34.36 | 300.58 |

SOURCE: EMC Planning Group 2022

NOTES:

1. Results may vary due to rounding.
2. Expressed in pounds per day.

Mitigated

Mitigated operational criteria air pollutant emissions are summarized in [Table 3, Mitigated Operational Criteria Air Pollutant Emissions](#).

Table 3 Mitigated Operational Criteria Air Pollutant Emissions

| Emissions | Reactive Organic Gases (ROG) ^{1,2,3} | Nitrogen Oxides (NO _x) ^{1,2,3} | Sulfur Oxides (SO ₂) ^{1,2,3} | Suspended Particulate Matter (PM ₁₀) ^{1,2,3} | PM _{2.5} ^{1,2,3} | Carbon Monoxide (CO) ^{1,2,3} |
|-----------|---|---|---|---|------------------------------------|---------------------------------------|
| Winter | 25.36 | 26.49 | 0.27 | 32.89 | 9.08 | 136.84 |
| Summer | 159.08 | 27.90 | 0.63 | 58.17 | 34.36 | 300.58 |

SOURCE: EMC Planning Group 2022

NOTES:

1. Results may vary due to rounding.
2. Expressed in pounds per day.
3. Emission results include mitigations for no hearths in residential development.

GHG Emissions

Existing GHG Emissions

The model results indicate that the modeled existing clubhouse and transient units generate 361.52 MT CO₂e per year.

Construction GHG Emissions

From the CalEEMod results, construction activity is estimated to generate a total of 11,790.16 MT CO₂e of unmitigated GHG emissions. When averaged over a 30-year operational lifetime, the annual amortized emissions would be 393.01 MT CO₂e per year.

Operational GHG Emissions

Unmitigated annual GHG emissions volume estimates by source are summarized in [Table 3, Unmitigated Operational GHG Emissions](#).

Table 3 Unmitigated Operational GHG Emissions

| Emissions Sources | CO ₂ e ^{1,2,3} |
|-------------------|------------------------------------|
| Area | 200.63 |
| Energy | 504.86 |
| Mobile | 4,426.99 |
| Waste | 46.79 |
| Water | 35.04 |
| Total | 5,214.32 |

SOURCE: EMC Planning Group 2022

NOTES:

1. Results may vary due to rounding.
2. Expressed in MT CO₂e per year.
3. Values do not include GHG emission reductions resulting from no hearth mitigations for residential development.

Operational Emissions with the No Hearths Mitigation

According to the modeled results under the mitigated scenario, there would be no emissions from hearths. Subsequently, annual area source CO₂e emissions would be reduced by 198.35 MT CO₂e (from 200.63 MT CO₂e per year to 2.28 MT CO₂e) per year. Mitigated annual GHG emissions would be 5,015.97 MT CO₂e per year.

Carbon Sequestration Potential

Model results indicating the change in carbon sequestration potential on the project site are shown in Section 2.3 of the model results for each phase. The model estimates a total net loss of 541.59 MT CO₂e sequestration potential over the lifetime of the project. Averaged over a 30-year lifetime, the annual loss in carbon sequestration potential associated with the proposed project would be 18.053 MT CO₂e per year. This amount is added to the project's annual operational GHG emissions.

Net Unmitigated GHG Emissions at Buildout

The GHG emissions that would be attributable to the proposed project at buildout consist of amortized construction emissions added to the operational emissions and the amortized annual loss in carbon sequestration potential on the site. The sum of mitigated GHG emissions attributable to the proposed project at buildout are presented in [Table 4, Net Annual GHG Emissions Attributable to the Project](#).

Table 4 Net Annual GHG Emissions Attributable to the Project

| Operational Emissions | Amortized Construction Emissions | Total Annual Project Emissions | Carbon Sequestration Potential | Net Project Emissions |
|-----------------------|----------------------------------|--------------------------------|--------------------------------|-----------------------|
| 5,015.97 | 393.01 | 5,408.98 | 18.05 | 5,427.03 |

SOURCE: EMC Planning Group 2022
NOTE: Results may vary due to rounding.

SOURCES

1. Trinity Consultants. May 2021. *California Emissions Estimator (CalEEMod) Version 2020.4.0*. <http://www.aqmd.gov/caleemod/download-model>
2. Trinity Consultants. November 2017. *CalEEMod User's Guide (Version 2016.3.2)*. <http://www.aqmd.gov/caleemod/user's-guide>
3. Monterey Bay Air Resources District. <https://mbard.specialdistrict.org/rules-regulations>
4. Kelly Engineering and Surveying, August 2021
5. Hexagon Transportation Consultants, April 2022.

Ridgemark Subdivision Project - Existing Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Ridgemark Subdivision Project - Existing Emissions

San Benito County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-------------|-------|--------|-------------|--------------------|------------|
| Parking Lot | 3.36 | Acre | 3.36 | 146,361.60 | 0 |
| City Park | 3.39 | Acre | 3.39 | 147,668.40 | 0 |
| Hotel | 32.00 | Room | 7.36 | 64,642.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------------------|----------------------------------|--------------------------|-------|---------------------------|-------|
| Urbanization | Rural | Wind Speed (m/s) | 2.5 | Precipitation Freq (Days) | 50 |
| Climate Zone | 3 | | | Operational Year | 2022 |
| Utility Company | Pacific Gas and Electric Company | | | | |
| CO2 Intensity (lb/MW hr) | 203.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage adjusted to match project description.

Vehicle Trips - City park used to model landscaping with no associated trip rate.

Water And Wastewater - Wastewater service provided by Sunnyslope County Water District

| Table Name | Column Name | Default Value | New Value |
|---------------------------|-------------------|---------------|-----------|
| tblLandUse | LandUseSquareFeet | 46,464.00 | 64,642.00 |
| tblLandUse | LotAcreage | 1.07 | 7.36 |
| tblProjectCharacteristics | UrbanizationLevel | Urban | Rural |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |

Ridgemark Subdivision Project - Existing Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------|-------|
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |

2.0 Emissions Summary**2.2 Overall Operational****Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.3114 | 0.0000 | 5.0000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 9.6000e-004 | 9.6000e-004 | 0.0000 | 0.0000 | 1.0300e-003 |
| Energy | 8.7000e-003 | 0.0791 | 0.0665 | 4.7000e-004 | | 6.0100e-003 | 6.0100e-003 | | 6.0100e-003 | 6.0100e-003 | 0.0000 | 135.7317 | 135.7317 | 9.6700e-003 | 2.5500e-003 | 136.7340 |
| Mobile | 0.1406 | 0.2760 | 1.1657 | 2.2500e-003 | 0.1924 | 2.8800e-003 | 0.1953 | 0.0515 | 2.7200e-003 | 0.0542 | 0.0000 | 208.6172 | 208.6172 | 0.0151 | 0.0148 | 213.4094 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3.6153 | 0.0000 | 3.6153 | 0.2137 | 0.0000 | 8.9567 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.2872 | 1.7436 | 2.0308 | 7.7900e-003 | 6.6000e-004 | 2.4218 |
| Total | 0.4607 | 0.3551 | 1.2326 | 2.7200e-003 | 0.1924 | 8.8900e-003 | 0.2013 | 0.0515 | 8.7300e-003 | 0.0602 | 3.9025 | 346.0934 | 349.9959 | 0.2463 | 0.0180 | 361.5229 |

4.0 Operational Detail - Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |

Ridgemark Subdivision Project - Existing Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | | | | | | | | | | | |
|-------------|--------|--------|--------|-------------|--------|-------------|--------|--------|-------------|--------|--------|----------|----------|--------|--------|----------|
| Unmitigated | 0.1406 | 0.2760 | 1.1657 | 2.2500e-003 | 0.1924 | 2.8800e-003 | 0.1953 | 0.0515 | 2.7200e-003 | 0.0542 | 0.0000 | 208.6172 | 208.6172 | 0.0151 | 0.0148 | 213.4094 |
|-------------|--------|--------|--------|-------------|--------|-------------|--------|--------|-------------|--------|--------|----------|----------|--------|--------|----------|

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|-------------|-------------------------|----------|--------|-------------|------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Hotel | 267.52 | 262.08 | 190.40 | 513,796 | 513,796 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 267.52 | 262.08 | 190.40 | 513,796 | 513,796 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | | Trip Purpose % | | |
|-------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| City Park | 14.70 | 6.60 | 6.60 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Hotel | 14.70 | 6.60 | 6.60 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Parking Lot | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.476031 | 0.047375 | 0.168776 | 0.169690 | 0.039904 | 0.009428 | 0.009279 | 0.038769 | 0.000498 | 0.000324 | 0.033432 | 0.000892 | 0.005601 |
| Hotel | 0.476031 | 0.047375 | 0.168776 | 0.169690 | 0.039904 | 0.009428 | 0.009279 | 0.038769 | 0.000498 | 0.000324 | 0.033432 | 0.000892 | 0.005601 |
| Parking Lot | 0.476031 | 0.047375 | 0.168776 | 0.169690 | 0.039904 | 0.009428 | 0.009279 | 0.038769 | 0.000498 | 0.000324 | 0.033432 | 0.000892 | 0.005601 |

5.0 Energy Detail

Historical Energy Use: N

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |

Ridgemark Subdivision Project - Existing Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | | | | | | | | | | | |
|-------------------------|-------------|--------|--------|-------------|--|-------------|-------------|--|-------------|-------------|--------|---------|---------|-------------|-------------|---------|
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 49.5966 | 49.5966 | 8.0200e-003 | 9.7000e-004 | 50.0870 |
| NaturalGas Unmitigated | 8.7000e-003 | 0.0791 | 0.0665 | 4.7000e-004 | | 6.0100e-003 | 6.0100e-003 | | 6.0100e-003 | 6.0100e-003 | 0.0000 | 86.1351 | 86.1351 | 1.6500e-003 | 1.5800e-003 | 86.6470 |

5.2 Energy by Land Use - NaturalGas

Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|--------------------|----------------|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 1.61411e+006 | 8.7000e-003 | 0.0791 | 0.0665 | 4.7000e-004 | | 6.0100e-003 | 6.0100e-003 | | 6.0100e-003 | 6.0100e-003 | 0.0000 | 86.1351 | 86.1351 | 1.6500e-003 | 1.5800e-003 | 86.6470 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 8.7000e-003 | 0.0791 | 0.0665 | 4.7000e-004 | | 6.0100e-003 | 6.0100e-003 | | 6.0100e-003 | 6.0100e-003 | 0.0000 | 86.1351 | 86.1351 | 1.6500e-003 | 1.5800e-003 | 86.6470 |

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 484815 | 44.8569 | 7.2600e-003 | 8.8000e-004 | 45.3005 |
| Parking Lot | 51226.6 | 4.7397 | 7.7000e-004 | 9.0000e-005 | 4.7865 |
| Total | | 49.5966 | 8.0300e-003 | 9.7000e-004 | 50.0870 |

6.0 Area Detail

Ridgemark Subdivision Project - Existing Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------|--------|--------|-------------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| Category tons/yr | | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.3114 | 0.0000 | 5.0000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 9.6000e-004 | 9.6000e-004 | 0.0000 | 0.0000 | 1.0300e-003 |
| Unmitigated | 0.3114 | 0.0000 | 5.0000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 9.6000e-004 | 9.6000e-004 | 0.0000 | 0.0000 | 1.0300e-003 |

6.2 Area by SubCategory

Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|---------------|---------------|--------------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| SubCategory tons/yr | | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0480 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.2633 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 5.0000e-005 | 0.0000 | 5.0000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 9.6000e-004 | 9.6000e-004 | 0.0000 | 0.0000 | 1.0300e-003 |
| Total | 0.3114 | 0.0000 | 5.0000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 9.6000e-004 | 9.6000e-004 | 0.0000 | 0.0000 | 1.0300e-003 |

Ridgemark Subdivision Project - Existing Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.0 Water Detail**

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|-------------|-------------|--------|
| Category | MT/yr | | | |
| Mitigated | 2.0308 | 7.7900e-003 | 6.6000e-004 | 2.4218 |
| Unmitigated | 2.0308 | 7.7900e-003 | 6.6000e-004 | 2.4218 |

7.2 Water by Land Use**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------------|---------------|--------------------|--------------------|---------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 4.03912 | 1.3080 | 2.1000e-004 | 3.0000e-005 | 1.3209 |
| Hotel | 0.811737 / 0.090193 | 0.7228 | 7.5800e-003 | 6.3000e-004 | 1.1009 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 2.0308 | 7.7900e-003 | 6.6000e-004 | 2.4219 |

8.0 Waste Detail**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|--------|
| | MT/yr | | | |
| Unmitigated | 3.6153 | 0.2137 | 0.0000 | 8.9567 |

Ridgemark Subdivision Project - Existing Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------------|---------------|---------------|---------------|---------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.29 | 0.0589 | 3.4800e-003 | 0.0000 | 0.1458 |
| Hotel | 17.52 | 3.5564 | 0.2102 | 0.0000 | 8.8108 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 3.6153 | 0.2137 | 0.0000 | 8.9567 |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Ridgemark Subdivision Project – Proposed Emissions****San Benito County, Winter****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 12.67 | Acre | 12.67 | 551,905.20 | 0 |
| Other Non-Asphalt Surfaces | 19.33 | Acre | 19.33 | 842,014.80 | 0 |
| City Park | 16.28 | Acre | 16.28 | 709,156.80 | 0 |
| Hotel | 154.00 | Room | 7.36 | 107,000.00 | 0 |
| Single Family Housing | 190.00 | Dwelling Unit | 71.68 | 342,000.00 | 543 |
| Strip Mall | 45.30 | 1000sqft | 6.69 | 45,300.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Rural | Wind Speed (m/s) | 2.5 | Precipitation Freq (Days) | 50 |
| Climate Zone | 3 | | | Operational Year | 2035 |
| Utility Company | Pacific Gas and Electric Company | | | | |
| CO2 Intensity (lb/MW hr) | 203.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage adjusted to match project description.

Construction Phase - adjusted to align more closely with phasing concept

Demolition - Demo of existing club house and transient units

Vehicle Trips - Trip rate adjusted to match trip generation estimates.

Energy Use - Assume Central Coast Energy 60% renewable sources

Title 24 Residential Building Energy Efficiency Standards (BEECS) requires 100 percent of electrical energy demand from renewable sources for certain low-rise residential

Water And Wastewater - Wastewater services provided by Sunnyslope County Water District.

Land Use Change - Removal of 18-hole fallow golf course

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Construction Off-road Equipment Mitigation - Assumes fleet compliance with EPA engine stds

Mobile Land Use Mitigation -

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---------------------------|-------------------|---------------|------------|
| tblConstructionPhase | NumDays | 220.00 | 150.00 |
| tblConstructionPhase | NumDays | 3,100.00 | 1,200.00 |
| tblConstructionPhase | NumDays | 200.00 | 30.00 |
| tblConstructionPhase | NumDays | 310.00 | 150.00 |
| tblConstructionPhase | NumDays | 220.00 | 90.00 |
| tblEnergyUse | NT24E | 2.30 | 0.92 |
| tblEnergyUse | NT24E | 6,155.97 | 0.00 |
| tblEnergyUse | NT24E | 2.30 | 0.92 |
| tblEnergyUse | T24E | 3.69 | 1.48 |
| tblEnergyUse | T24E | 209.15 | 0.00 |
| tblEnergyUse | T24E | 1.91 | 0.76 |
| tblLandUse | LandUseSquareFeet | 223,608.00 | 107,000.00 |
| tblLandUse | LotAcreage | 5.13 | 7.36 |
| tblLandUse | LotAcreage | 61.69 | 71.68 |
| tblLandUse | LotAcreage | 1.04 | 6.69 |
| tblProjectCharacteristics | UrbanizationLevel | Urban | Rural |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.19 | 12.23 |
| tblVehicleTrips | ST_TR | 9.54 | 9.49 |
| tblVehicleTrips | ST_TR | 42.04 | 67.52 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 5.95 | 12.23 |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------|-------|
| tblVehicleTrips | SU_TR | 8.55 | 9.49 |
| tblVehicleTrips | SU_TR | 20.43 | 67.52 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 8.36 | 12.23 |
| tblVehicleTrips | WD_TR | 9.44 | 9.49 |
| tblVehicleTrips | WD_TR | 44.32 | 67.52 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |

2.0 Emissions Summary**2.1 Overall Construction (Maximum Daily Emission)****2.2 Overall Operational****Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|--------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | | | | | | | | | | | |
|--------------|-----------------|----------------|-----------------|---------------|----------------|----------------|----------------|---------------|----------------|----------------|-------------------|--------------------|--------------------|---------------|---------------|--------------------|
| Area | 145.4197 | 4.0665 | 189.3584 | 0.3519 | | 25.3448 | 25.3448 | | 25.3448 | 25.3448 | 2,754.4476 | 2,433.8973 | 5,188.3449 | 4.0510 | 0.2120 | 5,352.7883 |
| Energy | 0.2281 | 1.9999 | 1.2020 | 0.0124 | | 0.1576 | 0.1576 | | 0.1576 | 0.1576 | | 2,488.1733 | 2,488.1733 | 0.0477 | 0.0456 | 2,502.9592 |
| Mobile | 11.8674 | 24.3497 | 123.7564 | 0.2567 | 32.4486 | 0.2197 | 32.6683 | 8.6462 | 0.2072 | 8.8534 | | 26,221.9079 | 26,221.9079 | 1.5278 | 1.7141 | 26,770.9136 |
| Total | 157.5151 | 30.4161 | 314.3167 | 0.6211 | 32.4486 | 25.7221 | 58.1707 | 8.6462 | 25.7096 | 34.3558 | 2,754.4476 | 31,143.9785 | 33,898.4261 | 5.6264 | 1.9717 | 34,626.6611 |

4.0 Operational Detail - Mobile

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Umitigated Annual VMT |
|----------------------------|-------------------------|-----------------|-----------------|--------------------------|
| | Weekday | Saturday | Sunday | |
| City Park | 0.00 | 0.00 | 0.00 | |
| Hotel | 1,883.42 | 1,883.42 | 1,883.42 | 3,760,193 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Single Family Housing | 1,803.10 | 1,803.10 | 1,803.10 | 6,754,124 |
| Strip Mall | 3,058.66 | 3,058.66 | 3,058.66 | 4,850,669 |
| Total | 6,745.18 | 6,745.18 | 6,745.18 | 15,364,986 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | | Trip Purpose % | | |
|----------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| City Park | 14.70 | 6.60 | 6.60 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Hotel | 14.70 | 6.60 | 6.60 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Other Asphalt Surfaces | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Single Family Housing | 16.80 | 7.10 | 7.90 | 44.00 | 18.80 | 37.20 | 86 | 11 | 3 |
| Strip Mall | 14.70 | 6.60 | 6.60 | 16.60 | 64.40 | 19.00 | 45 | 40 | 15 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------|-----|------|------|-----|------|------|-----|-----|------|------|-----|------|----|
|----------|-----|------|------|-----|------|------|-----|-----|------|------|-----|------|----|

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | | | | | | | | |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Hotel | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Other Asphalt Surfaces | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Other Non-Asphalt Surfaces | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Single Family Housing | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Strip Mall | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |

5.0 Energy Detail

5.2 Energy by Land Use - NaturalGas

Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 7.31997 | 0.0789 | 0.7176 | 0.6028 | 4.3100e-003 | | 0.0545 | 0.0545 | | 0.0545 | 0.0545 | | 861.1733 | 861.1733 | 0.0165 | 0.0158 | 866.2908 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 12.5127 | 0.1349 | 1.1531 | 0.4907 | 7.3600e-003 | | 0.0932 | 0.0932 | | 0.0932 | 0.0932 | | 1,472.0820 | 1,472.0820 | 0.0282 | 0.0270 | 1,480.8299 |
| Strip Mall | 1.3168 | 0.0142 | 0.1291 | 0.1084 | 7.7000e-004 | | 9.8100e-003 | 9.8100e-003 | | 9.8100e-003 | 9.8100e-003 | | 154.9180 | 154.9180 | 2.9700e-003 | 2.8400e-003 | 155.8386 |
| Total | | 0.2281 | 1.9999 | 1.2020 | 0.0124 | | 0.1576 | 0.1576 | | 0.1576 | 0.1576 | | 2,488.1733 | 2,488.1733 | 0.0477 | 0.0456 | 2,502.9592 |

6.0 Area Detail

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-----------------|---------------|-----------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|-------------------|-------------------|-------------------|---------------|---------------|-------------------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.9121 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 11.1083 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 132.1506 | 3.9230 | 177.4765 | 0.3514 | | 25.2799 | 25.2799 | | 25.2799 | 25.2799 | 2,754.4476 | 2,414.1177 | 5,168.5653 | 4.0368 | 0.2120 | 5,332.6553 |
| Landscaping | 0.2487 | 0.1435 | 11.8819 | 5.4000e-004 | | 0.0649 | 0.0649 | | 0.0649 | 0.0649 | | 19.7797 | 19.7797 | 0.0141 | | 20.1330 |
| Total | 145.4197 | 4.0665 | 189.3584 | 0.3519 | | 25.3448 | 25.3448 | | 25.3448 | 25.3448 | 2,754.4476 | 2,433.8973 | 5,188.3449 | 4.0510 | 0.2120 | 5,352.7883 |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Ridgemark Subdivision Project – Proposed Emissions
San Benito County, Summer****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 12.67 | Acre | 12.67 | 551,905.20 | 0 |
| Other Non-Asphalt Surfaces | 19.33 | Acre | 19.33 | 842,014.80 | 0 |
| City Park | 16.28 | Acre | 16.28 | 709,156.80 | 0 |
| Hotel | 154.00 | Room | 7.36 | 107,000.00 | 0 |
| Single Family Housing | 190.00 | Dwelling Unit | 71.68 | 342,000.00 | 543 |
| Strip Mall | 45.30 | 1000sqft | 6.69 | 45,300.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|-------------------------------------|----------------------------------|-------------------------------------|-------|-------------------------------------|-------|
| Urbanization | Rural | Wind Speed (m/s) | 2.5 | Precipitation Freq (Days) | 50 |
| Climate Zone | 3 | Operational Year | 2035 | | |
| Utility Company | Pacific Gas and Electric Company | | | | |
| CO2 Intensity (lb/MW hr) | 203.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage adjusted to match project description.

Construction Phase - adjusted to align more closely with phasing concept

Demolition - Demo of existing club house and transient units

Vehicle Trips - Trip rate adjusted to match trip generation estimates.

Energy Use - Assume Central Coast Energy 60% renewable sources

Title 24 Residential Building Energy Efficiency Standards (BEES) requires 100-percent of electrical energy demand from renewable sources for certain low-rise residential

Water And Wastewater - Wastewater services provided by Sunnyslope County Water District.

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use Change - Removal of 18-hole fallow golf course

Construction Off-road Equipment Mitigation - Assumes fleet compliance with EPA engine stds

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

| Table Name | Column Name | Default Value | New Value |
|---------------------------|-------------------|---------------|------------|
| tblConstructionPhase | NumDays | 220.00 | 150.00 |
| tblConstructionPhase | NumDays | 3,100.00 | 1,200.00 |
| tblConstructionPhase | NumDays | 200.00 | 30.00 |
| tblConstructionPhase | NumDays | 310.00 | 150.00 |
| tblConstructionPhase | NumDays | 220.00 | 90.00 |
| tblEnergyUse | NT24E | 2.30 | 0.92 |
| tblEnergyUse | NT24E | 6,155.97 | 0.00 |
| tblEnergyUse | NT24E | 2.30 | 0.92 |
| tblEnergyUse | T24E | 3.69 | 1.48 |
| tblEnergyUse | T24E | 209.15 | 0.00 |
| tblEnergyUse | T24E | 1.91 | 0.76 |
| tblLandUse | LandUseSquareFeet | 223,608.00 | 107,000.00 |
| tblLandUse | LotAcreage | 5.13 | 7.36 |
| tblLandUse | LotAcreage | 61.69 | 71.68 |
| tblLandUse | LotAcreage | 1.04 | 6.69 |
| tblProjectCharacteristics | UrbanizationLevel | Urban | Rural |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.19 | 12.23 |
| tblVehicleTrips | ST_TR | 9.54 | 9.49 |
| tblVehicleTrips | ST_TR | 42.04 | 67.52 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 5.95 | 12.23 |
| tblVehicleTrips | SU_TR | 8.55 | 9.49 |
| tblVehicleTrips | SU_TR | 20.43 | 67.52 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------|-------|
| tblVehicleTrips | WD_TR | 8.36 | 12.23 |
| tblVehicleTrips | WD_TR | 9.44 | 9.49 |
| tblVehicleTrips | WD_TR | 44.32 | 67.52 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |

2.0 Emissions Summary**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2023 | 2.7306 | 27.5682 | 20.4659 | 0.0462 | 19.8869 | 1.2671 | 21.1541 | 10.1634 | 1.1658 | 11.3292 | 0.0000 | 4,522.2851 | 4,522.2851 | 1.1970 | 0.0992 | 4,578.1921 |
| 2024 | 5.7591 | 32.9478 | 55.9598 | 0.2088 | 19.8869 | 1.3366 | 21.1173 | 10.1634 | 1.2296 | 11.2954 | 0.0000 | 21,255.9946 | 21,255.9946 | 1.9481 | 1.3566 | 21,681.8000 |
| 2025 | 5.3948 | 31.6215 | 53.1685 | 0.2041 | 15.3054 | 0.6966 | 16.0021 | 4.1135 | 0.6560 | 4.7694 | 0.0000 | 20,772.5723 | 20,772.5723 | 0.8335 | 1.3236 | 21,187.8526 |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | | | | | | | | | | | |
|---------|---------|---------|---------|--------|---------|--------|---------|---------|--------|---------|--------|-----------------|-----------------|--------|--------|-----------------|
| 2026 | 5.1759 | 31.2060 | 50.8657 | 0.1994 | 15.3054 | 0.6917 | 15.9972 | 4.1135 | 0.6514 | 4.7649 | 0.0000 | 20,298.305 6 | 20,298.305 6 | 0.8126 | 1.2872 | 20,702.215 7 |
| 2027 | 4.9796 | 30.8302 | 49.0424 | 0.1951 | 15.3054 | 0.6869 | 15.9924 | 4.1135 | 0.6469 | 4.7603 | 0.0000 | 19,855.447 2 | 19,855.447 2 | 0.7954 | 1.2525 | 20,248.569 7 |
| 2028 | 4.7986 | 30.5166 | 47.5604 | 0.1912 | 15.3054 | 0.6822 | 15.9876 | 4.1135 | 0.6425 | 4.7559 | 0.0000 | 19,449.788 8 | 19,449.788 8 | 0.7810 | 1.2208 | 19,833.097 9 |
| 2029 | 47.2537 | 30.2292 | 46.3119 | 0.1875 | 15.3054 | 0.6778 | 15.9832 | 4.1135 | 0.6383 | 4.7518 | 0.0000 | 19,077.802 1 | 19,077.802 1 | 0.7687 | 1.1917 | 19,452.133 2 |
| 2030 | 47.1825 | 1.1000 | 6.5544 | 0.0214 | 2.5802 | 0.0286 | 2.6088 | 0.6842 | 0.0279 | 0.7122 | 0.0000 | 2,139.1074 | 2,139.1074 | 0.0372 | 0.0344 | 2,150.2979 |
| Maximum | 47.2537 | 32.9478 | 55.9598 | 0.2088 | 19.8869 | 1.3366 | 21.1541 | 10.1634 | 1.2296 | 11.3292 | 0.0000 | 21,255.994 6 | 21,255.994 6 | 1.9481 | 1.3566 | 21,681.800 0 |

2.2 Overall Operational

Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|----------|---------|----------|--------|---------------|--------------|------------|----------------|---------------|-------------|------------|-----------------|-----------------|--------|--------|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 145.4197 | 4.0665 | 189.3584 | 0.3519 | | 25.3448 | 25.3448 | | 25.3448 | 25.3448 | 2,754.4476 | 2,433.8973 | 5,188.3449 | 4.0510 | 0.2120 | 5,352.7883 |
| Energy | 0.2281 | 1.9999 | 1.2020 | 0.0124 | | 0.1576 | 0.1576 | | 0.1576 | 0.1576 | | 2,488.1733 | 2,488.1733 | 0.0477 | 0.0456 | 2,502.9592 |
| Mobile | 13.4331 | 21.8363 | 110.0205 | 0.2683 | 32.4486 | 0.2194 | 32.6679 | 8.6462 | 0.2068 | 8.8530 | | 27,398.752 2 | 27,398.752 2 | 1.3246 | 1.5985 | 27,908.218 8 |
| Total | 159.0809 | 27.9027 | 300.5808 | 0.6327 | 32.4486 | 25.7217 | 58.1703 | 8.6462 | 25.7092 | 34.3554 | 2,754.4476 | 32,320.822 8 | 35,075.270 4 | 5.4232 | 1.8561 | 35,763.966 3 |

4.0 Operational Detail - Mobile

4.2 Trip Summary Information

| | Average Daily Trip Rate | | | UnMitigated |
|-----------|-------------------------|----------|--------|-------------|
| Land Use | Weekday | Saturday | Sunday | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|----------------------------|-----------------|-----------------|-----------------|--|-------------------|
| Hotel | 1,883.42 | 1,883.42 | 1883.42 | | 3,760,193 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Single Family Housing | 1,803.10 | 1,803.10 | 1803.10 | | 6,754,124 |
| Strip Mall | 3,058.66 | 3,058.66 | 3058.66 | | 4,850,669 |
| Total | 6,745.18 | 6,745.18 | 6,745.18 | | 15,364,986 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | | Trip Purpose % | | |
|----------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| City Park | 14.70 | 6.60 | 6.60 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Hotel | 14.70 | 6.60 | 6.60 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Other Asphalt Surfaces | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Single Family Housing | 16.80 | 7.10 | 7.90 | 44.00 | 18.80 | 37.20 | 86 | 11 | 3 |
| Strip Mall | 14.70 | 6.60 | 6.60 | 16.60 | 64.40 | 19.00 | 45 | 40 | 15 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Hotel | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Other Asphalt Surfaces | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Other Non-Asphalt Surfaces | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Single Family Housing | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Strip Mall | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |

5.0 Energy Detail**5.2 Energy by Land Use - NaturalGas****Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--|-------------------|-----|-----|----|-----|------------------|-----------------|------------|-------------------|------------------|-------------|----------|-----------|-----------|-----|-----|------|
|--|-------------------|-----|-----|----|-----|------------------|-----------------|------------|-------------------|------------------|-------------|----------|-----------|-----------|-----|-----|------|

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
|----------------------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|--------|
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 7.31997 | 0.0789 | 0.7176 | 0.6028 | 4.3100e-003 | 0.0545 | 0.0545 | 0.0545 | 0.0545 | 0.0545 | 0.0545 | 861.1733 | 861.1733 | 0.0165 | 0.0158 | 866.2908 | |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 12.5127 | 0.1349 | 1.1531 | 0.4907 | 7.3600e-003 | 0.0932 | 0.0932 | 0.0932 | 0.0932 | 0.0932 | 0.0932 | 1,472.0820 | 1,472.0820 | 0.0282 | 0.0270 | 1,480.8299 | |
| Strip Mall | 1.3168 | 0.0142 | 0.1291 | 0.1084 | 7.7000e-004 | 9.8100e-003 | 9.8100e-003 | 9.8100e-003 | 9.8100e-003 | 9.8100e-003 | 9.8100e-003 | 154.9180 | 154.9180 | 2.9700e-003 | 2.8400e-003 | 155.8386 | |
| Total | | 0.2281 | 1.9999 | 1.2020 | 0.0124 | 0.1576 | 0.1576 | 0.1576 | 0.1576 | 0.1576 | 0.1576 | 2,488.1733 | 2,488.1733 | 0.0477 | 0.0456 | 2,502.9592 | |

6.0 Area Detail

6.2 Area by SubCategory

Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-----------------|---------------|-----------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|-------------------|-------------------|-------------------|---------------|---------------|-------------------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.9121 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 11.1083 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 132.1506 | 3.9230 | 177.4765 | 0.3514 | | 25.2799 | 25.2799 | | 25.2799 | 25.2799 | 2,754.4476 | 2,414.1177 | 5,168.5653 | 4.0368 | 0.2120 | 5,332.6553 |
| Landscaping | 0.2487 | 0.1435 | 11.8819 | 5.4000e-004 | | 0.0649 | 0.0649 | | 0.0649 | 0.0649 | | 19.7797 | 19.7797 | 0.0141 | | 20.1330 |
| Total | 145.4197 | 4.0665 | 189.3584 | 0.3519 | | 25.3448 | 25.3448 | | 25.3448 | 25.3448 | 2,754.4476 | 2,433.8973 | 5,188.3449 | 4.0510 | 0.2120 | 5,352.7883 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Ridgemark Subdivision Project – Mitigated Emissions
San Benito County, Winter****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 12.67 | Acre | 12.67 | 551,905.20 | 0 |
| Other Non-Asphalt Surfaces | 19.33 | Acre | 19.33 | 842,014.80 | 0 |
| City Park | 16.28 | Acre | 16.28 | 709,156.80 | 0 |
| Hotel | 154.00 | Room | 7.36 | 107,000.00 | 0 |
| Single Family Housing | 190.00 | Dwelling Unit | 71.68 | 342,000.00 | 543 |
| Strip Mall | 45.30 | 1000sqft | 6.69 | 45,300.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Rural | Wind Speed (m/s) | 2.5 | Precipitation Freq (Days) | 50 |
| Climate Zone | 3 | Operational Year | 2035 | | |
| Utility Company | Pacific Gas and Electric Company | | | | |
| CO2 Intensity (lb/MW hr) | 203.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage adjusted to match project description.

Construction Phase - adjusted to align more closely with phasing concept

Demolition - Demo of existing club house and transient units

Vehicle Trips - Trip rate adjusted to match trip generation estimates.

Energy Use - Assume Central Coast Energy 60% renewable sources

Title 24 Building Envelope Energy Efficiency Standards (BEEF) assume 100 percent of electrical energy demand is from renewable sources for certain building types that
 Water And Wastewater - Wastewater services provided by Sunnyslope County Water District.

Land Use Change - Removal of 18-hole fallow golf course

Construction Off-road Equipment Mitigation - Assumes fleet compliance with EPA engine stds

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mobile Land Use Mitigation -

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

| Table Name | Column Name | Default Value | New Value |
|---------------------------|-------------------|---------------|------------|
| tblConstructionPhase | NumDays | 200.00 | 30.00 |
| tblConstructionPhase | NumDays | 310.00 | 150.00 |
| tblConstructionPhase | NumDays | 3,100.00 | 1,200.00 |
| tblConstructionPhase | NumDays | 220.00 | 90.00 |
| tblConstructionPhase | NumDays | 220.00 | 150.00 |
| tblEnergyUse | NT24E | 2.30 | 0.92 |
| tblEnergyUse | NT24E | 6,155.97 | 0.00 |
| tblEnergyUse | NT24E | 2.30 | 0.92 |
| tblEnergyUse | T24E | 3.69 | 1.48 |
| tblEnergyUse | T24E | 209.15 | 0.00 |
| tblEnergyUse | T24E | 1.91 | 0.76 |
| tblLandUse | LandUseSquareFeet | 223,608.00 | 107,000.00 |
| tblLandUse | LotAcreage | 5.13 | 7.36 |
| tblLandUse | LotAcreage | 61.69 | 71.68 |
| tblLandUse | LotAcreage | 1.04 | 6.69 |
| tblProjectCharacteristics | UrbanizationLevel | Urban | Rural |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.19 | 12.23 |
| tblVehicleTrips | ST_TR | 9.54 | 9.49 |
| tblVehicleTrips | ST_TR | 42.04 | 67.52 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 5.95 | 12.23 |
| tblVehicleTrips | SU_TR | 8.55 | 9.49 |
| tblVehicleTrips | SU_TR | 20.43 | 67.52 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 8.36 | 12.23 |
| tblVehicleTrips | WD_TR | 9.44 | 9.49 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------|-------|
| tblVehicleTrips | WD_TR | 44.32 | 67.52 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |

2.0 Emissions Summary**2.2 Overall Operational****Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 13.2691 | 0.1435 | 11.8819 | 5.4000e-004 | | 0.0649 | 0.0649 | | 0.0649 | 0.0649 | 0.0000 | 19.7797 | 19.7797 | 0.0141 | 0.0000 | 20.1330 |
| Energy | 0.2281 | 1.9999 | 1.2020 | 0.0124 | | 0.1576 | 0.1576 | | 0.1576 | 0.1576 | | 2,488.1733 | 2,488.1733 | 0.0477 | 0.0456 | 2,502.9592 |
| Mobile | 11.8674 | 24.3497 | 123.7564 | 0.2567 | 32.4486 | 0.2197 | 32.6683 | 8.6462 | 0.2072 | 8.8534 | | 26,221.9079 | 26,221.9079 | 1.5278 | 1.7141 | 26,770.9136 |
| Total | 25.3645 | 26.4931 | 136.8403 | 0.2697 | 32.4486 | 0.4422 | 32.8908 | 8.6462 | 0.4297 | 9.0759 | 0.0000 | 28,729.8608 | 28,729.8608 | 1.5896 | 1.7598 | 29,294.0058 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------|-------|-------|-------|-------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|-------|-------|-------|
| Percent Reduction | 83.92 | 13.30 | 57.05 | 56.70 | 0.63 | 98.28 | 43.68 | 0.63 | 98.33 | 73.64 | 100.00 | 8.24 | 15.66 | 71.84 | 11.12 | 15.81 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Integrate Below Market Rate Housing

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|---------|---------|----------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 11.8674 | 24.3497 | 123.7564 | 0.2567 | 32.4486 | 0.2197 | 32.6683 | 8.6462 | 0.2072 | 8.8534 | | 26,221.907 | 26,221.907 | 1.5278 | 1.7141 | 26,770.913 |
| Unmitigated | 11.9062 | 24.4532 | 124.2893 | 0.2583 | 32.6549 | 0.2210 | 32.8760 | 8.7012 | 0.2084 | 8.9096 | | 26,380.315 | 26,380.315 | 1.5336 | 1.7224 | 26,931.934 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Mitigated |
|----------------------------|-------------------------|----------|----------|------------|
| | Weekday | Saturday | Sunday | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | |
| Hotel | 1,883.42 | 1,883.42 | 1,883.42 | 3,760,193 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Single Family Housing | 1,803.10 | 1,803.10 | 1,803.10 | 6,754,124 |
| Strip Mall | 3,058.66 | 3,058.66 | 3,058.66 | 4,850,669 |
| Total | 6,745.18 | 6,745.18 | 6,745.18 | 15,364,986 |

4.3 Trip Type Information

| | Miles | Trip % | Trip Purpose % |
|--|-------|--------|----------------|
|--|-------|--------|----------------|

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
|----------------------------|------------|------------|-------------|------------|------------|-------------|---------|----------|---------|
| City Park | 14.70 | 6.60 | 6.60 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Hotel | 14.70 | 6.60 | 6.60 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Other Asphalt Surfaces | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Single Family Housing | 16.80 | 7.10 | 7.90 | 44.00 | 18.80 | 37.20 | 86 | 11 | 3 |
| Strip Mall | 14.70 | 6.60 | 6.60 | 16.60 | 64.40 | 19.00 | 45 | 40 | 15 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Hotel | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Other Asphalt Surfaces | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Other Non-Asphalt Surfaces | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Single Family Housing | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Strip Mall | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.2281 | 1.9999 | 1.2020 | 0.0124 | | 0.1576 | 0.1576 | | 0.1576 | 0.1576 | | 2,488.1733 | 2,488.1733 | 0.0477 | 0.0456 | 2,502.9592 |
| NaturalGas Unmitigated | 0.2281 | 1.9999 | 1.2020 | 0.0124 | | 0.1576 | 0.1576 | | 0.1576 | 0.1576 | | 2,488.1733 | 2,488.1733 | 0.0477 | 0.0456 | 2,502.9592 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 7.31997 | 0.0789 | 0.7176 | 0.6028 | 4.3100e-003 | | 0.0545 | 0.0545 | | 0.0545 | 0.0545 | | 861.1733 | 861.1733 | 0.0165 | 0.0158 | 866.2908 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 12.5127 | 0.1349 | 1.1531 | 0.4907 | 7.3600e-003 | | 0.0932 | 0.0932 | | 0.0932 | 0.0932 | | 1,472.0820 | 1,472.0820 | 0.0282 | 0.0270 | 1,480.8299 |
| Strip Mall | 1.3168 | 0.0142 | 0.1291 | 0.1084 | 7.7000e-004 | | 9.8100e-003 | 9.8100e-003 | | 9.8100e-003 | 9.8100e-003 | | 154.9180 | 154.9180 | 2.9700e-003 | 2.8400e-003 | 155.8386 |
| Total | | 0.2281 | 1.9999 | 1.2020 | 0.0124 | | 0.1576 | 0.1576 | | 0.1576 | 0.1576 | | 2,488.1733 | 2,488.1733 | 0.0477 | 0.0456 | 2,502.9592 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|
|--|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Category | lb/day | | | | | | | | | | lb/day | | | | | |
|-------------|----------|--------|----------|-------------|--|---------|---------|--|---------|---------|------------|------------|------------|--------|--------|------------|
| Mitigated | 13.2691 | 0.1435 | 11.8819 | 5.4000e-004 | | 0.0649 | 0.0649 | | 0.0649 | 0.0649 | 0.0000 | 19.7797 | 19.7797 | 0.0141 | 0.0000 | 20.1330 |
| Unmitigated | 145.6403 | 4.1034 | 193.1217 | 0.3522 | | 25.3669 | 25.3669 | | 25.3669 | 25.3669 | 2,754.4476 | 2,442.3968 | 5,196.8444 | 4.0638 | 0.2120 | 5,361.6097 |

6.2 Area by SubCategory

Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|---------------|----------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.9121 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 11.1083 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.2487 | 0.1435 | 11.8819 | 5.4000e-004 | | 0.0649 | 0.0649 | | 0.0649 | 0.0649 | | 19.7797 | 19.7797 | 0.0141 | | 20.1330 |
| Total | 13.2691 | 0.1435 | 11.8819 | 5.4000e-004 | | 0.0649 | 0.0649 | | 0.0649 | 0.0649 | 0.0000 | 19.7797 | 19.7797 | 0.0141 | 0.0000 | 20.1330 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Ridgemark Subdivision Project – Mitigated Emissions
San Benito County, Summer****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 12.67 | Acre | 12.67 | 551,905.20 | 0 |
| Other Non-Asphalt Surfaces | 19.33 | Acre | 19.33 | 842,014.80 | 0 |
| City Park | 16.28 | Acre | 16.28 | 709,156.80 | 0 |
| Hotel | 154.00 | Room | 7.36 | 107,000.00 | 0 |
| Single Family Housing | 190.00 | Dwelling Unit | 71.68 | 342,000.00 | 543 |
| Strip Mall | 45.30 | 1000sqft | 6.69 | 45,300.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Rural | Wind Speed (m/s) | 2.5 | Precipitation Freq (Days) | 50 |
| Climate Zone | 3 | Operational Year | 2035 | | |
| Utility Company | Pacific Gas and Electric Company | | | | |
| CO2 Intensity (lb/MW hr) | 203.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage adjusted to match project description.

Construction Phase - adjusted to align more closely with phasing concept

Demolition - Demo of existing club house and transient units

Vehicle Trips - Trip rate adjusted to match trip generation estimates.

Energy Use - Assume Central Coast Energy 60% renewable sources

Title 24 Part 01401 Building Energy Efficiency Standards (BEEF) assumes 100 percent of electricity generated from non-renewable sources for certain baseload and peaking units.

Water And Wastewater - Wastewater services provided by Sunnyslope County Water District.

Land Use Change - Removal of 18-hole fallow golf course

Construction Off-road Equipment Mitigation - Assumes fleet compliance with EPA engine stds

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

| Table Name | Column Name | Default Value | New Value |
|---------------------------|-------------------|---------------|------------|
| tblConstructionPhase | NumDays | 200.00 | 30.00 |
| tblConstructionPhase | NumDays | 310.00 | 150.00 |
| tblConstructionPhase | NumDays | 3,100.00 | 1,200.00 |
| tblConstructionPhase | NumDays | 220.00 | 90.00 |
| tblConstructionPhase | NumDays | 220.00 | 150.00 |
| tblEnergyUse | NT24E | 2.30 | 0.92 |
| tblEnergyUse | NT24E | 6,155.97 | 0.00 |
| tblEnergyUse | NT24E | 2.30 | 0.92 |
| tblEnergyUse | T24E | 3.69 | 1.48 |
| tblEnergyUse | T24E | 209.15 | 0.00 |
| tblEnergyUse | T24E | 1.91 | 0.76 |
| tblLandUse | LandUseSquareFeet | 223,608.00 | 107,000.00 |
| tblLandUse | LotAcreage | 5.13 | 7.36 |
| tblLandUse | LotAcreage | 61.69 | 71.68 |
| tblLandUse | LotAcreage | 1.04 | 6.69 |
| tblProjectCharacteristics | UrbanizationLevel | Urban | Rural |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.19 | 12.23 |
| tblVehicleTrips | ST_TR | 9.54 | 9.49 |
| tblVehicleTrips | ST_TR | 42.04 | 67.52 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 5.95 | 12.23 |
| tblVehicleTrips | SU_TR | 8.55 | 9.49 |
| tblVehicleTrips | SU_TR | 20.43 | 67.52 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 8.36 | 12.23 |
| tblVehicleTrips | WD_TR | 9.44 | 9.49 |
| tblVehicleTrips | WD_TR | 44.32 | 67.52 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|----------|-------------------|-------|-------|
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |

2.0 Emissions Summary**2.2 Overall Operational****Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 13.2691 | 0.1435 | 11.8819 | 5.4000e-004 | | 0.0649 | 0.0649 | | 0.0649 | 0.0649 | 0.0000 | 19.7797 | 19.7797 | 0.0141 | 0.0000 | 20.1330 |
| Energy | 0.2281 | 1.9999 | 1.2020 | 0.0124 | | 0.1576 | 0.1576 | | 0.1576 | 0.1576 | | 2,488.1733 | 2,488.1733 | 0.0477 | 0.0456 | 2,502.9592 |
| Mobile | 13.4331 | 21.8363 | 110.0205 | 0.2683 | 32.4486 | 0.2194 | 32.6679 | 8.6462 | 0.2068 | 8.8530 | | 27,398.7522 | 27,398.7522 | 1.3246 | 1.5985 | 27,908.2188 |
| Total | 26.9302 | 23.9797 | 123.1044 | 0.2813 | 32.4486 | 0.4418 | 32.8904 | 8.6462 | 0.4293 | 9.0755 | 0.0000 | 29,906.7051 | 29,906.7051 | 1.3864 | 1.6441 | 30,431.3110 |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|-----|-----|------|
|--|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|-----|-----|------|

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | | | | | | | | | | | |
|-------------------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|--------|------|-------|-------|-------|-------|
| Percent Reduction | 83.10 | 14.46 | 59.62 | 55.67 | 0.63 | 98.28 | 43.68 | 0.63 | 98.33 | 73.64 | 100.00 | 7.97 | 15.16 | 74.52 | 11.79 | 15.33 |
|-------------------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|--------|------|-------|-------|-------|-------|

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Integrate Below Market Rate Housing

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|---------|---------|----------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 13.4331 | 21.8363 | 110.0205 | 0.2683 | 32.4486 | 0.2194 | 32.6679 | 8.6462 | 0.2068 | 8.8530 | | 27,398.752 | 27,398.752 | 1.3246 | 1.5985 | 27,908.218 |
| Unmitigated | 13.4692 | 21.9297 | 110.5462 | 0.2700 | 32.6549 | 0.2206 | 32.8756 | 8.7012 | 0.2080 | 8.9092 | | 27,564.918 | 27,564.918 | 1.3302 | 1.6064 | 28,076.866 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Mitigated Annual VMT |
|----------------------------|-------------------------|----------|----------|----------------------|
| | Weekday | Saturday | Sunday | |
| City Park | 0.00 | 0.00 | 0.00 | |
| Hotel | 1,883.42 | 1,883.42 | 1,883.42 | 3,760,193 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Single Family Housing | 1,803.10 | 1,803.10 | 1,803.10 | 6,754,124 |
| Strip Mall | 3,058.66 | 3,058.66 | 3,058.66 | 4,850,669 |
| Total | 6,745.18 | 6,745.18 | 6,745.18 | 15,364,986 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | | Trip Purpose % | | |
|----------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| City Park | 14.70 | 6.60 | 6.60 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Hotel | 14.70 | 6.60 | 6.60 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Other Asphalt Surfaces | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Single Family Housing | 16.80 | 7.10 | 7.90 | 44.00 | 18.80 | 37.20 | 86 | 11 | 3 |
| Strip Mall | 14.70 | 6.60 | 6.60 | 16.60 | 64.40 | 19.00 | 45 | 40 | 15 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**4.4 Fleet Mix**

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Hotel | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Other Asphalt Surfaces | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Other Non-Asphalt Surfaces | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Single Family Housing | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Strip Mall | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.2281 | 1.9999 | 1.2020 | 0.0124 | | 0.1576 | 0.1576 | | 0.1576 | 0.1576 | | 2,488.1733 | 2,488.1733 | 0.0477 | 0.0456 | 2,502.9592 |
| NaturalGas Unmitigated | 0.2281 | 1.9999 | 1.2020 | 0.0124 | | 0.1576 | 0.1576 | | 0.1576 | 0.1576 | | 2,488.1733 | 2,488.1733 | 0.0477 | 0.0456 | 2,502.9592 |

5.2 Energy by Land Use - NaturalGas**Mitigated**

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | Natural Gas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 7.31997 | 0.0789 | 0.7176 | 0.6028 | 4.3100e-003 | | 0.0545 | 0.0545 | | 0.0545 | 0.0545 | | 861.1733 | 861.1733 | 0.0165 | 0.0158 | 866.2908 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 12.5127 | 0.1349 | 1.1531 | 0.4907 | 7.3600e-003 | | 0.0932 | 0.0932 | | 0.0932 | 0.0932 | | 1,472.0820 | 1,472.0820 | 0.0282 | 0.0270 | 1,480.8299 |
| Strip Mall | 1.3168 | 0.0142 | 0.1291 | 0.1084 | 7.7000e-004 | | 9.8100e-003 | 9.8100e-003 | | 9.8100e-003 | 9.8100e-003 | | 154.9180 | 154.9180 | 2.9700e-003 | 2.8400e-003 | 155.8386 |
| Total | | 0.2281 | 1.9999 | 1.2020 | 0.0124 | | 0.1576 | 0.1576 | | 0.1576 | 0.1576 | | 2,488.1733 | 2,488.1733 | 0.0477 | 0.0456 | 2,502.9592 |

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|----------|--------|----------|-------------|---------------|--------------|------------|----------------|---------------|-------------|------------|------------|------------|--------|--------|------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 13.2691 | 0.1435 | 11.8819 | 5.4000e-004 | | 0.0649 | 0.0649 | | 0.0649 | 0.0649 | 0.0000 | 19.7797 | 19.7797 | 0.0141 | 0.0000 | 20.1330 |
| Unmitigated | 145.6403 | 4.1034 | 193.1217 | 0.3522 | | 25.3669 | 25.3669 | | 25.3669 | 25.3669 | 2,754.4476 | 2,442.3968 | 5,196.8444 | 4.0638 | 0.2120 | 5,361.6097 |

6.2 Area by SubCategory

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|---------------|----------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.9121 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 11.1083 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.2487 | 0.1435 | 11.8819 | 5.4000e-004 | | 0.0649 | 0.0649 | | 0.0649 | 0.0649 | | 19.7797 | 19.7797 | 0.0141 | | 20.1330 |
| Total | 13.2691 | 0.1435 | 11.8819 | 5.4000e-004 | | 0.0649 | 0.0649 | | 0.0649 | 0.0649 | 0.0000 | 19.7797 | 19.7797 | 0.0141 | 0.0000 | 20.1330 |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Ridgemark Subdivision Project – Proposed Emissions
San Benito County, Annual****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 12.67 | Acre | 12.67 | 551,905.20 | 0 |
| Other Non-Asphalt Surfaces | 19.33 | Acre | 19.33 | 842,014.80 | 0 |
| City Park | 16.28 | Acre | 16.28 | 709,156.80 | 0 |
| Hotel | 154.00 | Room | 7.36 | 107,000.00 | 0 |
| Single Family Housing | 190.00 | Dwelling Unit | 71.68 | 342,000.00 | 543 |
| Strip Mall | 45.30 | 1000sqft | 6.69 | 45,300.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Rural | Wind Speed (m/s) | 2.5 | Precipitation Freq (Days) | 50 |
| Climate Zone | 3 | | | Operational Year | 2035 |
| Utility Company | Pacific Gas and Electric Company | | | | |
| CO2 Intensity (lb/MW hr) | 203.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage adjusted to match project description.

Construction Phase - adjusted to align more closely with phasing concept

Trips and VMT -

Demolition - Demo of existing club house and transient units

Grading -

Vehicle Trips - Trip rate adjusted to match trip generation estimates.

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Energy Use - Assume Central Coast Energy 60% renewable sources

Title 24 Residential Building Energy Efficiency Standards (BEES) requires 100-percent of electrical energy demand from renewable sources for certain low-rise residential uses including single-family and multi-family residential uses.

Water And Wastewater - Wastewater services provided by Sunnyslope County Water District.

Land Use Change - Removal of 18-hole fallow golf course

Construction Off-road Equipment Mitigation - Assumes fleet compliance with EPA engine stds

Mobile Land Use Mitigation -

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---------------------------|-------------------|---------------|------------|
| tblConstructionPhase | NumDays | 220.00 | 150.00 |
| tblConstructionPhase | NumDays | 3,100.00 | 1,200.00 |
| tblConstructionPhase | NumDays | 200.00 | 30.00 |
| tblConstructionPhase | NumDays | 310.00 | 150.00 |
| tblConstructionPhase | NumDays | 220.00 | 90.00 |
| tblEnergyUse | NT24E | 2.30 | 0.92 |
| tblEnergyUse | NT24E | 6,155.97 | 0.00 |
| tblEnergyUse | NT24E | 2.30 | 0.92 |
| tblEnergyUse | T24E | 3.69 | 1.48 |
| tblEnergyUse | T24E | 209.15 | 0.00 |
| tblEnergyUse | T24E | 1.91 | 0.76 |
| tblLandUse | LandUseSquareFeet | 223,608.00 | 107,000.00 |
| tblLandUse | LotAcreage | 5.13 | 7.36 |
| tblLandUse | LotAcreage | 61.69 | 71.68 |
| tblLandUse | LotAcreage | 1.04 | 6.69 |
| tblProjectCharacteristics | UrbanizationLevel | Urban | Rural |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.19 | 12.23 |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | |
|-----------------|-------------------|-------|-------|
| tblVehicleTrips | ST_TR | 9.54 | 9.49 |
| tblVehicleTrips | ST_TR | 42.04 | 67.52 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 5.95 | 12.23 |
| tblVehicleTrips | SU_TR | 8.55 | 9.49 |
| tblVehicleTrips | SU_TR | 20.43 | 67.52 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 8.36 | 12.23 |
| tblVehicleTrips | WD_TR | 9.44 | 9.49 |
| tblVehicleTrips | WD_TR | 44.32 | 67.52 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |

2.0 Emissions Summary**2.1 Overall Construction****Unmitigated Construction**

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|-------------|-------------|------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2023 | 0.1717 | 1.7210 | 1.2485 | 2.6900e-003 | 1.0473 | 0.0785 | 1.1258 | 0.5161 | 0.0724 | 0.5885 | 0.0000 | 237.3030 | 237.3030 | 0.0687 | 1.5800e-003 | 239.4906 |
| 2024 | 0.5346 | 4.2636 | 4.7721 | 0.0145 | 1.6709 | 0.1488 | 1.8196 | 0.5734 | 0.1376 | 0.7110 | 0.0000 | 1,317.9255 | 1,317.9255 | 0.1799 | 0.0580 | 1,339.6997 |
| 2025 | 0.6930 | 4.2455 | 6.6407 | 0.0258 | 1.9396 | 0.0909 | 2.0305 | 0.5226 | 0.0856 | 0.6082 | 0.0000 | 2,385.2038 | 2,385.2038 | 0.1000 | 0.1593 | 2,435.1657 |
| 2026 | 0.6656 | 4.1864 | 6.3670 | 0.0253 | 1.9396 | 0.0903 | 2.0299 | 0.5226 | 0.0850 | 0.6077 | 0.0000 | 2,331.5908 | 2,331.5908 | 0.0974 | 0.1548 | 2,380.1557 |
| 2027 | 0.6410 | 4.1331 | 6.1487 | 0.0247 | 1.9396 | 0.0897 | 2.0292 | 0.5226 | 0.0844 | 0.6071 | 0.0000 | 2,281.3569 | 2,281.3569 | 0.0953 | 0.1506 | 2,328.6029 |
| 2028 | 0.6157 | 4.0730 | 5.9483 | 0.0241 | 1.9321 | 0.0887 | 2.0209 | 0.5206 | 0.0835 | 0.6042 | 0.0000 | 2,226.7082 | 2,226.7082 | 0.0932 | 0.1461 | 2,272.5820 |
| 2029 | 2.7121 | 1.4718 | 2.4601 | 8.1000e-003 | 0.6241 | 0.0441 | 0.6682 | 0.1676 | 0.0413 | 0.2089 | 0.0000 | 741.1476 | 741.1476 | 0.0543 | 0.0376 | 753.7201 |
| 2030 | 1.0378 | 0.0249 | 0.1366 | 4.5000e-004 | 0.0551 | 6.3000e-004 | 0.0557 | 0.0146 | 6.1000e-004 | 0.0153 | 0.0000 | 40.5048 | 40.5048 | 7.8000e-004 | 7.5000e-004 | 40.7470 |
| Maximum | 2.7121 | 4.2636 | 6.6407 | 0.0258 | 1.9396 | 0.1488 | 2.0305 | 0.5734 | 0.1376 | 0.7110 | 0.0000 | 2,385.2038 | 2,385.2038 | 0.1799 | 0.1593 | 2,435.1657 |

2.2 Overall Operational**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|--------|---------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|-------------|------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 7.8255 | 0.1788 | 8.7618 | 0.0145 | | 1.0446 | 1.0446 | | 1.0446 | 1.0446 | 102.4505 | 92.0351 | 194.4856 | 0.1518 | 7.8800e-003 | 200.6289 |
| Energy | 0.0416 | 0.3650 | 0.2194 | 2.2700e-003 | | 0.0288 | 0.0288 | | 0.0288 | 0.0288 | 0.0000 | 501.5280 | 501.5280 | 0.0224 | 9.3100e-003 | 504.8618 |
| Mobile | 2.1838 | 4.2264 | 20.6199 | 0.0468 | 5.7317 | 0.0399 | 5.7716 | 1.5309 | 0.0376 | 1.5685 | 0.0000 | 4,339.4960 | 4,339.4960 | 0.2348 | 0.2739 | 4,426.9896 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 18.8878 | 0.0000 | 18.8878 | 1.1162 | 0.0000 | 46.7937 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 6.9491 | 18.8621 | 25.8112 | 0.1847 | 0.0155 | 35.0426 |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | | | | | | | | | | | |
|-------|---------|--------|---------|--------|--------|--------|--------|--------|--------|--------|----------|------------|------------|--------|--------|------------|
| Total | 10.0509 | 4.7701 | 29.6010 | 0.0636 | 5.7317 | 1.1133 | 6.8450 | 1.5309 | 1.1110 | 2.6419 | 128.2874 | 4,951.9212 | 5,080.2086 | 1.7099 | 0.3066 | 5,214.3166 |
|-------|---------|--------|---------|--------|--------|--------|--------|--------|--------|--------|----------|------------|------------|--------|--------|------------|

2.3 Vegetation

Vegetation

| | |
|------------------------|-----------|
| | CO2e |
| Category | MT |
| Vegetation Land Change | -541.5946 |
| Total | -541.5946 |

4.0 Operational Detail - Mobile

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated Annual VMT |
|----------------------------|-------------------------|----------|----------|------------------------|
| | Weekday | Saturday | Sunday | |
| City Park | 0.00 | 0.00 | 0.00 | |
| Hotel | 1,883.42 | 1,883.42 | 1883.42 | 3,760,193 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Single Family Housing | 1,803.10 | 1,803.10 | 1803.10 | 6,754,124 |
| Strip Mall | 3,058.66 | 3,058.66 | 3058.66 | 4,850,669 |
| Total | 6,745.18 | 6,745.18 | 6,745.18 | 15,364,986 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | | Trip Purpose % | | |
|----------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| City Park | 14.70 | 6.60 | 6.60 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Hotel | 14.70 | 6.60 | 6.60 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Other Asphalt Surfaces | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | | | | |
|-----------------------|-------|------|------|-------|-------|-------|----|----|----|
| Single Family Housing | 16.80 | 7.10 | 7.90 | 44.00 | 18.80 | 37.20 | 86 | 11 | 3 |
| Strip Mall | 14.70 | 6.60 | 6.60 | 16.60 | 64.40 | 19.00 | 45 | 40 | 15 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Hotel | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Other Asphalt Surfaces | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Other Non-Asphalt Surfaces | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Single Family Housing | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Strip Mall | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |

5.0 Energy Detail

Historical Energy Use: N

5.2 Energy by Land Use - NaturalGas

Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 2.67179e+006 | 0.0144 | 0.1310 | 0.1100 | 7.9000e-004 | | 9.9500e-003 | 9.9500e-003 | | 9.9500e-003 | 9.9500e-003 | 0.0000 | 142.5769 | 142.5769 | 2.7300e-003 | 2.6100e-003 | 143.4242 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 4.56713e+006 | 0.0246 | 0.2105 | 0.0896 | 1.3400e-003 | | 0.0170 | 0.0170 | | 0.0170 | 0.0170 | 0.0000 | 243.7197 | 243.7197 | 4.6700e-003 | 4.4700e-003 | 245.1680 |
| Strip Mall | 480633 | 2.5900e-003 | 0.0236 | 0.0198 | 1.4000e-004 | | 1.7900e-003 | 1.7900e-003 | | 1.7900e-003 | 1.7900e-003 | 0.0000 | 25.6484 | 25.6484 | 4.9000e-004 | 4.7000e-004 | 25.8008 |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | | | | | | | | | | | | |
|-------|--|--------|--------|--------|-------------|--|--------|--------|--|--------|--------|--------|----------|----------|-------------|-------------|----------|
| Total | | 0.0416 | 0.3650 | 0.2194 | 2.2700e-003 | | 0.0288 | 0.0288 | | 0.0288 | 0.0288 | 0.0000 | 411.9450 | 411.9450 | 7.8900e-003 | 7.5500e-003 | 414.3930 |
|-------|--|--------|--------|--------|-------------|--|--------|--------|--|--------|--------|--------|----------|----------|-------------|-------------|----------|

5.3 Energy by Land Use - Electricity**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|-----------------|----------------|---------------|--------------------|----------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 418370 | 38.7092 | 6.2600e-003 | 7.6000e-004 | 39.0919 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 305680 | 28.2826 | 4.5800e-003 | 5.5000e-004 | 28.5623 |
| Strip Mall | 244167 | 22.5913 | 3.6500e-003 | 4.4000e-004 | 22.8146 |
| Total | | 89.5831 | 0.0145 | 1.7500e-003 | 90.4689 |

6.0 Area Detail**6.2 Area by SubCategory****Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|
|--|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| SubCategory tons/yr | | | | | | | | | | MT/yr | | | | | | |
|-----------------------|---------------|---------------|---------------|---------------|--|---------------|---------------|--|---------------|---------------|-----------------|----------------|-----------------|---------------|--------------------|-----------------|
| Architectural Coating | 0.3490 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 2.0273 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 5.4182 | 0.1608 | 7.2765 | 0.0144 | | 1.0365 | 1.0365 | | 1.0365 | 1.0365 | 102.4505 | 89.7921 | 192.2426 | 0.1502 | 7.8800e-003 | 198.3458 |
| Landscaping | 0.0311 | 0.0179 | 1.4852 | 7.0000e-005 | | 8.1100e-003 | 8.1100e-003 | | 8.1100e-003 | 8.1100e-003 | 0.0000 | 2.2430 | 2.2430 | 1.6000e-003 | 0.0000 | 2.2830 |
| Total | 7.8255 | 0.1788 | 8.7618 | 0.0145 | | 1.0446 | 1.0446 | | 1.0446 | 1.0446 | 102.4505 | 92.0351 | 194.4856 | 0.1518 | 7.8800e-003 | 200.6289 |

7.0 Water Detail**7.2 Water by Land Use****Unmitigated**

| Indoor/Outdoor Use | | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|--------------------|----------------|---------------|---------------|----------------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 18.2141 | 5.8983 | 9.5000e-004 | 1.2000e-004 | 5.9567 |
| Hotel | 3.90648 / 0.407576 | 3.4699 | 0.0365 | 3.0500e-003 | 5.2895 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 12.3793 / 7.32826 | 12.9506 | 0.1159 | 9.6900e-003 | 18.7360 |
| Strip Mall | 3.35549 / 1.93114 | 3.4925 | 0.0314 | 2.6300e-003 | 5.0605 |
| Total | | 25.8112 | 0.1847 | 0.0155 | 35.0426 |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.0 Waste Detail****8.2 Waste by Land Use****Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------|-------------------|----------------|---------------|---------------|----------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.35 | 0.0711 | 4.2000e-003 | 0.0000 | 0.1760 |
| Hotel | 21.0775 | 4.2785 | 0.2529 | 0.0000 | 10.5999 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 59.73 | 12.1247 | 0.7166 | 0.0000 | 30.0383 |
| Strip Mall | 11.89 | 2.4136 | 0.1426 | 0.0000 | 5.9795 |
| Total | | 18.8878 | 1.1162 | 0.0000 | 46.7937 |

11.0 Vegetation

| | Total CO2 | CH4 | N2O | CO2e |
|----------|-----------|-----|-----|------|
| Category | MT | | | |

Ridgemark Subdivision Project – Proposed Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | |
|-------------|-----------|--------|--------|-----------|
| Unmitigated | -541.5946 | 0.0000 | 0.0000 | -541.5946 |
|-------------|-----------|--------|--------|-----------|

11.1 Vegetation Land Change**Vegetation Type**

| | Initial/Final | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|------------------|---------------|---------------|------------------|
| | Acres | MT | | | |
| Grassland | 125.66 / 0 | -541.5946 | 0.0000 | 0.0000 | -541.5946 |
| Total | | -541.5946 | 0.0000 | 0.0000 | -541.5946 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Ridgemark Subdivision Project – Mitigated Emissions
San Benito County, Annual****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|----------------------------|--------|---------------|-------------|--------------------|------------|
| Other Asphalt Surfaces | 12.67 | Acre | 12.67 | 551,905.20 | 0 |
| Other Non-Asphalt Surfaces | 19.33 | Acre | 19.33 | 842,014.80 | 0 |
| City Park | 16.28 | Acre | 16.28 | 709,156.80 | 0 |
| Hotel | 154.00 | Room | 7.36 | 107,000.00 | 0 |
| Single Family Housing | 190.00 | Dwelling Unit | 71.68 | 342,000.00 | 543 |
| Strip Mall | 45.30 | 1000sqft | 6.69 | 45,300.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------------------|----------------------------------|---------------------------------|-------|----------------------------------|-------|
| Urbanization | Rural | Wind Speed (m/s) | 2.5 | Precipitation Freq (Days) | 50 |
| Climate Zone | 3 | | | Operational Year | 2035 |
| Utility Company | Pacific Gas and Electric Company | | | | |
| CO2 Intensity (lb/MW hr) | 203.98 | CH4 Intensity (lb/MW hr) | 0.033 | N2O Intensity (lb/MW hr) | 0.004 |

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage adjusted to match project description.

Construction Phase - adjusted to align more closely with phasing concept

Trips and VMT -

Demolition - Demo of existing club house and transient units

Vehicle Trips - Trip rate adjusted to match trip generation estimates.

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Energy Use - Assume Central Coast Energy 60% renewable sources

Title 24 Residential Building Energy Efficiency Standards (BEES) requires 100-percent of electrical energy demand from renewable sources for certain low-rise residential uses including single-family and multi-family residential uses.

Water And Wastewater - Wastewater services provided by Sunnyslope County Water District.

Land Use Change - Removal of 18-hole fallow golf course

Mobile Land Use Mitigation -

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

No hearths mitigation.

2.0 Emissions Summary**Unmitigated Construction****2.2 Overall Operational****Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------------|-------------------|-------------------|---------------|---------------|-------------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 2.4073 | 0.0179 | 1.4852 | 7.0000e-005 | | 8.1100e-003 | 8.1100e-003 | | 8.1100e-003 | 8.1100e-003 | 0.0000 | 2.2430 | 2.2430 | 1.6000e-003 | 0.0000 | 2.2830 |
| Energy | 0.0416 | 0.3650 | 0.2194 | 2.2700e-003 | | 0.0288 | 0.0288 | | 0.0288 | 0.0288 | 0.0000 | 501.5280 | 501.5280 | 0.0224 | 9.3100e-003 | 504.8618 |
| Mobile | 2.1838 | 4.2264 | 20.6199 | 0.0468 | 5.7317 | 0.0399 | 5.7716 | 1.5309 | 0.0376 | 1.5685 | 0.0000 | 4,339.4960 | 4,339.4960 | 0.2348 | 0.2739 | 4,426.9896 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 18.8878 | 0.0000 | 18.8878 | 1.1162 | 0.0000 | 46.7937 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 6.9491 | 18.8621 | 25.8112 | 0.1847 | 0.0155 | 35.0426 |
| Total | 4.6328 | 4.6093 | 22.3245 | 0.0492 | 5.7317 | 0.0768 | 5.8085 | 1.5309 | 0.0745 | 1.6054 | 25.8369 | 4,862.1291 | 4,887.9660 | 1.5598 | 0.2987 | 5,015.9708 |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|
|--|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| Percent Reduction | 54.06 | 3.83 | 25.99 | 23.05 | 0.63 | 93.12 | 15.63 | 0.63 | 93.31 | 39.52 | 86.03 | 2.36 | 5.36 | 69.18 | 3.00 | 6.82 |
|-------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|------|------|-------|------|------|
|-------------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|------|------|-------|------|------|

2.3 Vegetation

Vegetation

| | |
|------------------------|-----------|
| | CO2e |
| Category | MT |
| Vegetation Land Change | -541.5946 |
| Total | -541.5946 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Integrate Below Market Rate Housing

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|---------|--------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Unmitigated | 2.1838 | 4.2264 | 20.6199 | 0.0468 | 5.7317 | 0.0399 | 5.7716 | 1.5309 | 0.0376 | 1.5685 | 0.0000 | 4,339.4960 | 4,339.4960 | 0.2348 | 0.2739 | 4,426.9896 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated Annual VMT |
|----------------------------|-------------------------|----------|----------|------------------------|
| | Weekday | Saturday | Sunday | |
| City Park | 0.00 | 0.00 | 0.00 | |
| Hotel | 1,883.42 | 1,883.42 | 1,883.42 | 3,760,193 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Single Family Housing | 1,803.10 | 1,803.10 | 1,803.10 | 6,754,124 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|------------|----------|----------|----------|--|------------|
| Strip Mall | 3,058.66 | 3,058.66 | 3058.66 | | 4,850,669 |
| Total | 6,745.18 | 6,745.18 | 6,745.18 | | 15,364,986 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | | Trip Purpose % | | |
|----------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| City Park | 14.70 | 6.60 | 6.60 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Hotel | 14.70 | 6.60 | 6.60 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Other Asphalt Surfaces | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 14.70 | 6.60 | 6.60 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Single Family Housing | 16.80 | 7.10 | 7.90 | 44.00 | 18.80 | 37.20 | 86 | 11 | 3 |
| Strip Mall | 14.70 | 6.60 | 6.60 | 16.60 | 64.40 | 19.00 | 45 | 40 | 15 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| City Park | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Hotel | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Other Asphalt Surfaces | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Other Non-Asphalt Surfaces | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Single Family Housing | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |
| Strip Mall | 0.539991 | 0.053026 | 0.177364 | 0.126336 | 0.021895 | 0.005898 | 0.007548 | 0.037852 | 0.000437 | 0.000263 | 0.025923 | 0.000745 | 0.002723 |

5.0 Energy Detail

Historical Energy Use: N

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 89.5831 | 89.5831 | 0.0145 | 1.7600e-003 | 90.4689 |
| NaturalGas Mitigated | 0.0416 | 0.3650 | 0.2194 | 2.2700e-003 | | 0.0288 | 0.0288 | | 0.0288 | 0.0288 | 0.0000 | 411.9450 | 411.9450 | 7.9000e-003 | 7.5500e-003 | 414.3930 |

5.2 Energy by Land Use - NaturalGas

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Mitigated**

| | Natural Gas Use | ROG | NOx | CO | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|----------------------------|--------------------|---------------|---------------|---------------|--------------------|------------------------------|-----------------------------|------------------------|-------------------------------|------------------------------|-------------------------|----------------------|-----------------------|-----------------------|--------------------|--------------------|-------------------|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 2.67179e+006 | 0.0144 | 0.1310 | 0.1100 | 7.9000e-004 | | 9.9500e-003 | 9.9500e-003 | | 9.9500e-003 | 9.9500e-003 | 0.0000 | 142.5769 | 142.5769 | 2.7300e-003 | 2.6100e-003 | 143.4242 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 4.56713e+006 | 0.0246 | 0.2105 | 0.0896 | 1.3400e-003 | | 0.0170 | 0.0170 | | 0.0170 | 0.0170 | 0.0000 | 243.7197 | 243.7197 | 4.6700e-003 | 4.4700e-003 | 245.1680 |
| Strip Mall | 480633 | 2.5900e-003 | 0.0236 | 0.0198 | 1.4000e-004 | | 1.7900e-003 | 1.7900e-003 | | 1.7900e-003 | 1.7900e-003 | 0.0000 | 25.6484 | 25.6484 | 4.9000e-004 | 4.7000e-004 | 25.8008 |
| Total | | 0.0416 | 0.3650 | 0.2194 | 2.2700e-003 | | 0.0288 | 0.0288 | | 0.0288 | 0.0288 | 0.0000 | 411.9450 | 411.9450 | 7.8900e-003 | 7.5500e-003 | 414.3930 |

5.3 Energy by Land Use - Electricity**Mitigated**

| | Electricity Use | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|----------------------------|--------------------|-----------------------|-----------------|------------------|-------------------|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 418370 | 38.7092 | 6.2600e-003 | 7.6000e-004 | 39.0919 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | |
|-----------------------|--------|----------------|---------------|--------------------|----------------|
| Single Family Housing | 305680 | 28.2826 | 4.5800e-003 | 5.5000e-004 | 28.5623 |
| Strip Mall | 244167 | 22.5913 | 3.6500e-003 | 4.4000e-004 | 22.8146 |
| Total | | 89.5831 | 0.0145 | 1.7500e-003 | 90.4689 |

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------|---------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 2.4073 | 0.0179 | 1.4852 | 7.0000e-005 | | 8.1100e-003 | 8.1100e-003 | | 8.1100e-003 | 8.1100e-003 | 0.0000 | 2.2430 | 2.2430 | 1.6000e-003 | 0.0000 | 2.2830 |

6.2 Area by SubCategory**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|---------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.3490 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 2.0273 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.0311 | 0.0179 | 1.4852 | 7.0000e-005 | | 8.1100e-003 | 8.1100e-003 | | 8.1100e-003 | 8.1100e-003 | 0.0000 | 2.2430 | 2.2430 | 1.6000e-003 | 0.0000 | 2.2830 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | | | | | | | | | | | | | |
|-------|--------|--------|--------|-------------|--|-------------|-------------|--|-------------|-------------|--------|--------|--------|-------------|--------|--------|
| Total | 2.4073 | 0.0179 | 1.4852 | 7.0000e-005 | | 8.1100e-003 | 8.1100e-003 | | 8.1100e-003 | 8.1100e-003 | 0.0000 | 2.2430 | 2.2430 | 1.6000e-003 | 0.0000 | 2.2830 |
|-------|--------|--------|--------|-------------|--|-------------|-------------|--|-------------|-------------|--------|--------|--------|-------------|--------|--------|

7.0 Water Detail

7.1 Mitigation Measures Water

Use Water Efficient Irrigation System

| | Total CO2 | CH4 | N2O | CO2e |
|-----------|-----------|--------|--------|---------|
| Category | MT/yr | | | |
| mitigated | 25.8112 | 0.1847 | 0.0155 | 35.0426 |

7.2 Water by Land Use

Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|--------------------|-----------|-------------|-------------|---------|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 18.2141 | 5.8983 | 9.5000e-004 | 1.2000e-004 | 5.9567 |
| Hotel | 3.90648 / 0.407576 | 3.4699 | 0.0365 | 3.0500e-003 | 5.2895 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 12.3793 / 7.32826 | 12.9506 | 0.1159 | 9.6900e-003 | 18.7360 |
| Strip Mall | 3.35549 / 1.93114 | 3.4925 | 0.0314 | 2.6300e-003 | 5.0605 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

| | | | | |
|--------------|----------------|---------------|---------------|----------------|
| Total | 25.8112 | 0.1847 | 0.0155 | 35.0426 |
|--------------|----------------|---------------|---------------|----------------|

8.0 Waste Detail

| | Total CO2 | CH4 | N2O | CO2e |
|-----------|-----------|--------|--------|---------|
| | MT/yr | | | |
| Mitigated | 18.8878 | 1.1162 | 0.0000 | 46.7937 |

8.2 Waste by Land Use**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|----------------|---------------|---------------|----------------|
| Land Use | tons | MT/yr | | | |
| City Park | 0.35 | 0.0711 | 4.2000e-003 | 0.0000 | 0.1760 |
| Hotel | 21.0775 | 4.2785 | 0.2529 | 0.0000 | 10.5999 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Single Family Housing | 59.73 | 12.1247 | 0.7166 | 0.0000 | 30.0383 |
| Strip Mall | 11.89 | 2.4136 | 0.1426 | 0.0000 | 5.9795 |
| Total | | 18.8878 | 1.1162 | 0.0000 | 46.7937 |

Ridgemark Subdivision Project – Mitigated Emissions - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**11.0 Vegetation**

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|-----------|
| Category | MT | | | |
| Unmitigated | -541.5946 | 0.0000 | 0.0000 | -541.5946 |

11.1 Vegetation Land Change**Vegetation Type**

| | Initial/Final | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|------------------|---------------|---------------|------------------|
| | Acres | MT | | | |
| Grassland | 125.66 / 0 | -541.5946 | 0.0000 | 0.0000 | -541.5946 |
| Total | | -541.5946 | 0.0000 | 0.0000 | -541.5946 |

Biological Resources Evaluation

E
APPENDIX

Biological Resources Evaluation

Ridgemark Subdivision

August 25, 2022
Updated July 12, 2023



Prepared by
EMC Planning Group

BIOLOGICAL RESOURCES EVALUATION

RIDGEMARK SUBDIVISION

San Benito County, California

PREPARED FOR

San Benito County Resource Management Agency

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August 25, 2022

Updated July 12, 2023

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Executive Summary

In July 2019, EMC Planning Group (EMC) biologist, Janet Walther, completed site surveys and an analysis of biological resources for the 253-acre Ridgemark Subdivision Project, located within the existing 618-acre Ridgemark Golf Club and Resort, south of the City of Hollister in unincorporated San Benito County, California. In May 2023, EMC biologists Kat Hardisty-Cranstone and Patrick Furtado completed a follow-up reconnaissance-level survey to reassess potential habitat present for special-status species in the area, verify principal plant communities present, and amend biological resources mitigation measures as needed for a revised Biological Resource Evaluation.

The following special-status species were identified with the potential to occur on or in the project vicinity and may be impacted by the proposed project: San Joaquin spearscale (*Extriplex joaquinana*), California red-legged frog (*Rana draytonii*), California tiger salamander (*Ambystoma californiense*), western spadefoot, (*Spea hammondi*) western pond turtle (*Emys marmorata*), San Joaquin coachwhip (*Masticophis flagellum ruddocki*), burrowing owl (*Athene cunicularia*), American badger (*Taxidea taxus*), San Joaquin kit fox (*Vulpes macrotis mutica*), tricolored blackbird (*Agelaius tricolor*), roosting bats, and protected nesting birds or raptors. During field surveys, EMC biologists confirmed the presence of western pond turtle in three ponds on the property. Although a single adult California tiger salamander was observed during protocol-level surveys conducted in 2020, both California red-legged frog and California tiger salamander were not observed during follow up surveys in 2023 (Bryan Mori Biological Services 2020, 2023). Impacts to special-status species and their habitats are considered significant under state and federal law. Mitigation measures have been provided to reduce impacts to a less than significant level. Some of these measures require obtaining permits allowing for incidental take as well as completion of preconstruction surveys prior to ground disturbance. Should special-status species be identified during preconstruction surveys, project activities that may disturb or harm the species identified may not proceed until agency coordination is concluded and protective measures are in place.

Impacts to sensitive natural communities and state and federally protected wetlands and waters are considered potentially significant. The development areas contain a number of artificial or enhanced ponds and two natural drainages which support sensitive natural riparian, wetland, and aquatic communities. Direct impacts to aquatic features as a result of

ground disturbance or indirect impacts such as from noise, dust, or run-off are considered significant adverse environmental impacts. Implementation of mitigation measures would reduce the potential impact to a less-than significant level.

The proposed project will not conflict with any local policies or ordinance protecting biological resources, result in significant impacts to wildlife movement or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

1.0 Introduction

1.1 PROJECT LOCATION AND BACKGROUND

EMC Planning Group conducted a biological resource evaluation for the 253-acre Ridgemark Subdivision Project, located within the existing 618-acre Ridgemark Golf Club and Resort, south of the City of Hollister in unincorporated San Benito County, California. A location map is attached as [Figure 1-1, Project Location](#).

The proposed project includes development of open space and former golf fairways within the Ridgemark Golf Club and Resort. An aerial photograph showing existing conditions on the site and proposed development areas is included as [Figure 1-2, Aerial Photograph](#), and representative site photographs are presented in [Figure 1-3, Site Photographs](#).

The Ridgemark Golf Club and Resort was first developed in 1972, with the subdivision and construction of a gated residential community with a 36-hole, Professional Golfers Association-quality golf course. In April 2014, when drought conditions forced the Sunnyslope County Water District to reduce water supply to the project site, 18-holes were eliminated, with many of the former fairways left fallow. The layout of remaining 18-hole golf course was modified and several former fairways of the remaining course also were left fallow.

At the time of the original project approval in the early 1970's, the federal Endangered Species Act (ESA) had not yet been signed. In the state of California, the designations "Endangered" and "Rare" were first established in 1970 by the original California Endangered Species Act (CESA), and taxa with a state list date of June 27, 1971, were protected under this regulation. Little analysis of potential impacts to endangered or rare species was conducted as part of the California Environmental Quality Act (CEQA) review process at the time and impacts to biological resources were not included in the original 1972 Environmental Impact Report (EIR) prepared for the Golf Club and Resort.

A subsequent application for additional residential development was approved in 1993 with a final map approval in 1996. Biological surveys were conducted, and mitigation measures were adopted to offset impacts to special-status species.

The following reports, letters, and permit documents were reviewed as part of this Biological Resource Evaluation:

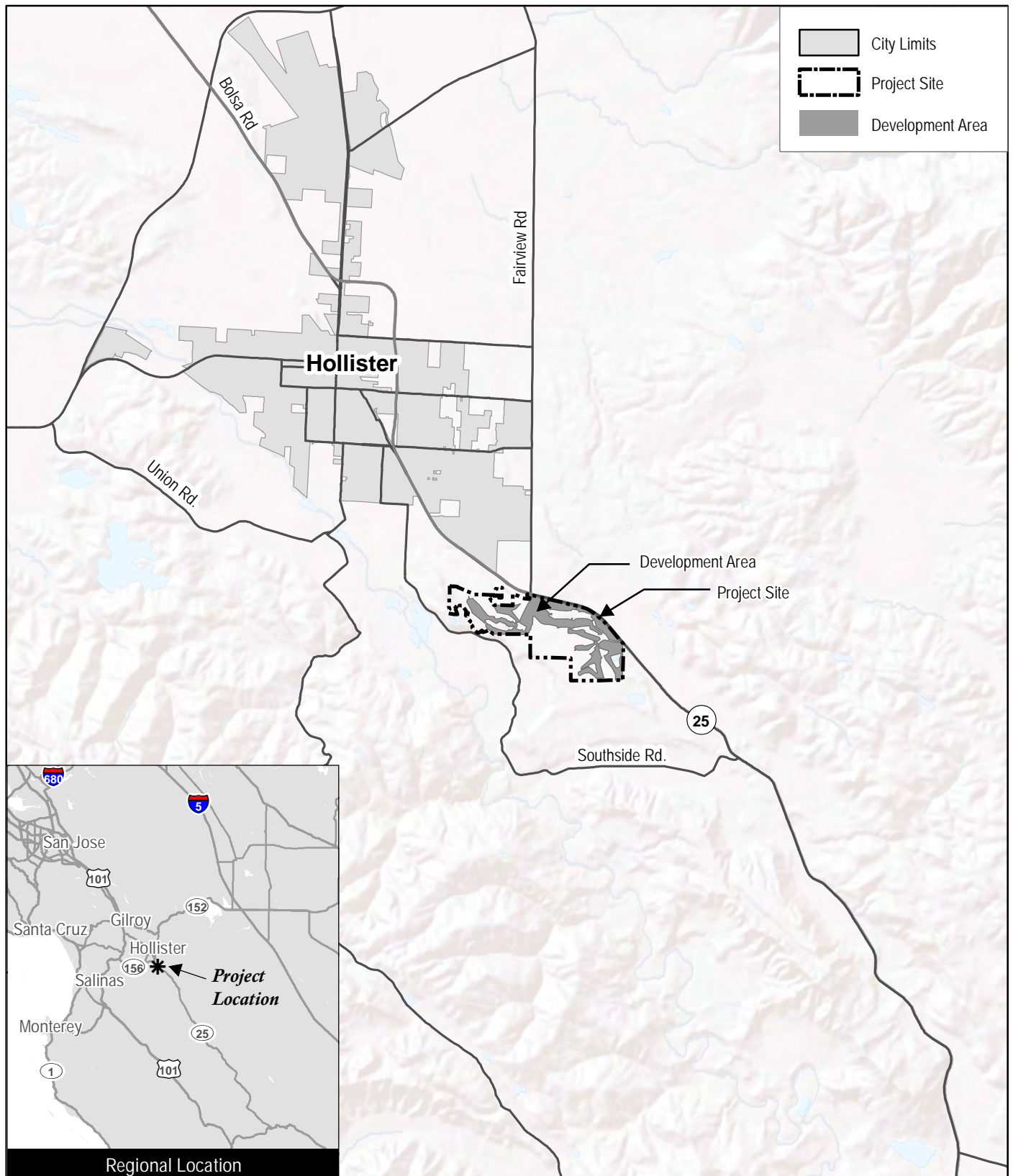
- *Surveys for Wildlife Species of Concern, Ridgemark Subdivision, San Benito County* (Bryan Mori Biological Consulting Services 1993);
- *Nationwide Permit Application to the U.S. Army Corps of Engineers*, June 7, 1994;
- Letter from California Department of Fish and Game, *Ridgemark Unit #1* (File No. TSM 93-58), August 30, 1993;
- H.T. Harvey & Associates, *Survey Results Ridgemark Golf Course* (PN 1530-01), March 24, 1999;
- Approval Notice, Tentative Subdivision Map No. 93-58, Ridgemark Unit #11 (County of San Benito, September 30, 1993);
- *Ridgemark Golf Club and Resort Specific Plan, California Tiger Salamander* (*Ambystoma californiense*) *2019-20 Winter Pitfall Trapping Study and 2020 Spring Aquatic Surveys* (Bryan Mori Biological Consulting Services 2020);
- *Nader Senior Assisted Living California Tiger Salamander Assessment, Part One: 2018-19 Winter Upland Drift Fence Survey* (Bryan Mori Biological Consulting Services 2019a);
- *Nader Senior Assisted Living California Tiger Salamander Assessment, Part Two: 2019 Spring Aquatic Sampling* (Bryan Mori Biological Consulting Services 2019b); and
- *Ridgemark Golf Club and Resort Specific Plan California Tiger Salamander* (*Ambystoma californiense*) *2023 Spring Aquatic Surveys* (Bryan Mori Biological Consulting Services 2023).

This report provides an update of conditions on the site and vicinity, a discussion of existing plant and wildlife habitats observed and the potential for special-status biological resources to occur on the project site. It also provides recommendations for avoiding and/or minimizing impacts to special-status biological resources that otherwise could require discretionary permit oversight from regulatory resource agencies such as the California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), Army Corps of Engineers (USACE), and Regional Water Quality Control Board (RWQCB).

1.2 PROJECT DESCRIPTION

On-Site Improvements

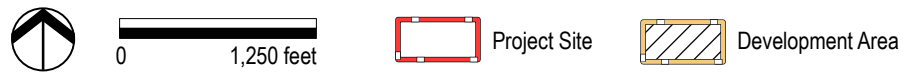
The proposed vesting tentative map would re-subdivide the development area (refer to Figure 1-2) to create 190 new single-family residential lots, three commercial/non-residential lots, two non-residential support parcels, ten buffer zone lots, five undeveloped parcels, five golf course lots, and one lot for a park; all within the proposed development area. The vesting tentative map site plan is presented in [Figure 1-4, Vesting Tentative Map](#). The number of lots and total acreage of the proposed uses of newly subdivided parcels are presented in [Table 1-1, Subdivision Components](#).



Source: ESRI 2019

Figure 1-1
Project Location

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Source: ESRI 2022, Kelley Engineering & Surveying 2022

Figure 1-2
Aerial Photograph

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① Former fairway with ruderal vegetation



② Former fairway, recently disked



③ Pond 6 (perennial)



Project Site
Development Area

Source: Google Earth 2018
Photographs: EMC Planning Group 2019



④ CTS Pond 2, dry at time of survey



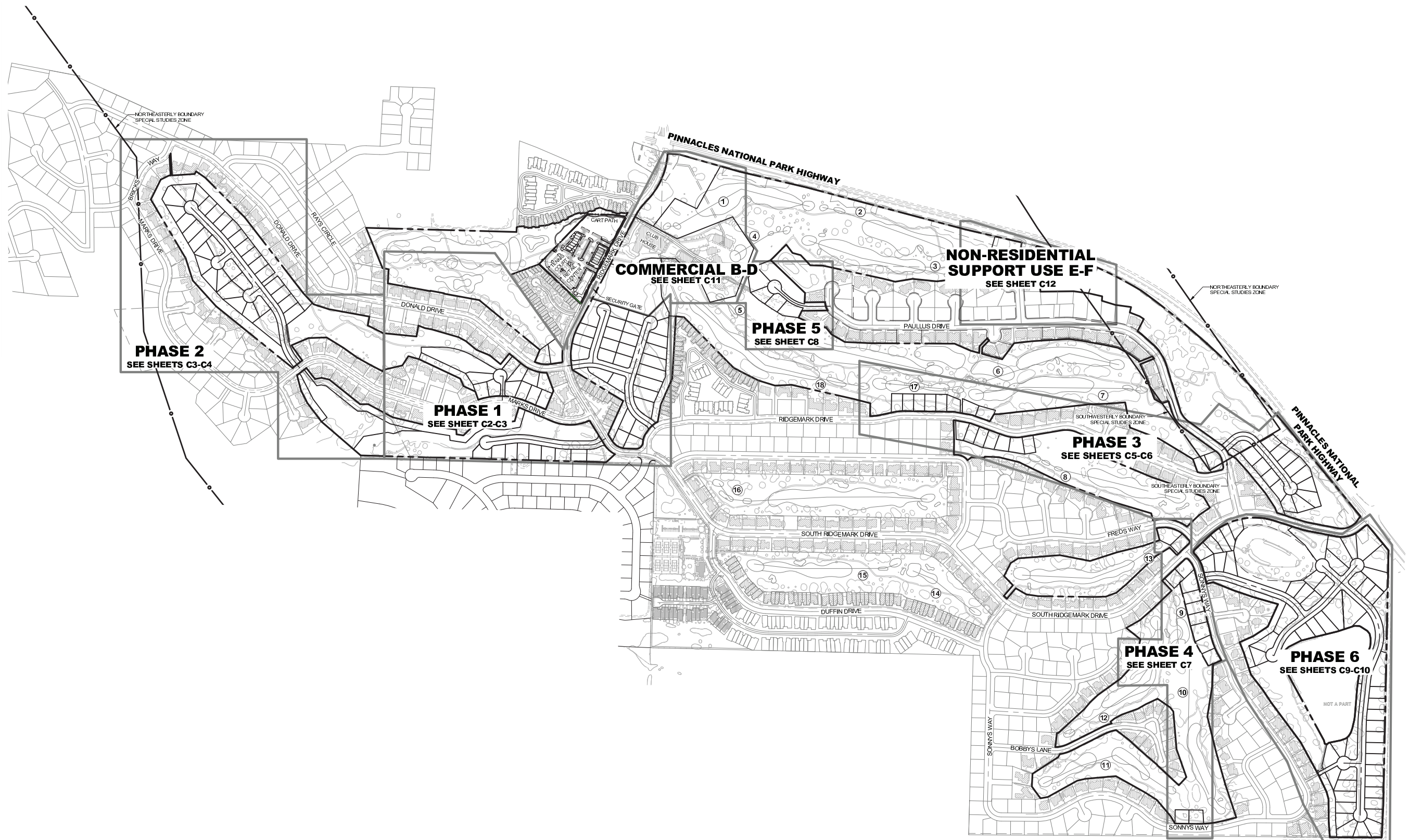
⑤ Ephemeral drainage parallel to SR 25



⑥ Pond 5, golf course feature, some inundation at time of survey

Figure 1-3
Site Photographs

This side intentionally left blank.



Source: Kelley Engineering and Surveying 2022

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Table 1-1 Subdivision Components

| Land Use | Number of Lots | Acreage ^{1,2} |
|---------------------------|----------------|------------------------|
| Residential | 190 | 71.15 |
| Commercial | 3 | 14.05 |
| Buffer Zone | 10 | 12.94 |
| Pond or Other Undeveloped | 5 | 12.76 |
| Golf Course | 5 | 115.84 |
| Park | 1 | 4.00 |
| Right-of-Way | - | 13.10 |
| Total | 216 | 253.63 |

SOURCE: Kelly Engineering and Surveying 2022

NOTES:

1. Numbers may vary due to rounding.
 2. Acreages are approximate.
-

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2.0 Regulatory Setting

This section includes a summary of biological resource protection regulations applicable to the project.

2.1 FEDERAL REGULATIONS

Endangered Species Act

The federal Endangered Species Act of 1973 protects species that the U.S. Fish and Wildlife Service (USFWS) has listed as Endangered or Threatened. Permits may be required from USFWS if activities associated with a proposed project would result in the “take” of a federally listed species or its habitat. Under the Act, the definition of “take” is to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” USFWS has also interpreted the definition of “harm” to include significant habitat modification that could result in take. “Take” of a listed species is prohibited unless (1) a Section 10(a) permit has been issued by the USFWS or (2) an Incidental Take Statement has been obtained through formal consultation between a federal agency and the USFWS pursuant to Section 7 of the Act.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 prohibits killing, possessing, or trading in migratory birds, and protects the nesting activities of native birds including common species, except in accordance with certain regulations prescribed by the Secretary of the Interior. Over 1,000 native nesting bird species are currently protected under the federal law. This Act encompasses whole birds, parts of birds, bird nests, and eggs.

The USFWS published a proposed rule to clarify prohibitions governing the “take” of birds under the Migratory Bird Treaty Act on February 3, 2020. This proposed rule clarifies that the scope of the Migratory Bird Treaty Act applies only to intentional injuring or killing of birds. Conduct that results in the unintentional (incidental) injury or death of migratory birds is not prohibited under the Act. On January 7, 2021, the final regulation defining the scope of the Migratory Bird Treaty Act was published in the Federal Register. The rule went into effect on February 8, 2021.

On October 4, 2021, the USFWS published a final rule revoking the January 7, 2021, regulation that limited the scope of the Migratory Bird Treaty Act. With this final and formal revocation of the January 7 rule, the USFWS returns to implementing the Migratory Bird Treaty Act as prohibiting incidental take and applying enforcement discretion, consistent with judicial precedent and long-standing agency practice prior to 2017. This final rule went into effect on December 3, 2021.

Clean Water Act

Section 404 of the Clean Water Act of 1972 regulates the discharge of dredge and fill material into “Waters of the United States.” “Waters of the United States” are waters such as oceans, rivers, streams, lakes, ponds, and wetlands subject to U.S. Army Corps of Engineers Regulatory Program jurisdiction under Section 404 of the Clean Water Act. Certain artificial drainage channels, ditches and wetlands are also considered jurisdictional “Waters of the United States.” On June 22, 2020, the Environmental Protection Agency and the Department of the Army’s Navigable Waters Protection Rule: Definition of “Waters of the United States” became effective in 49 states and in all US territories. The San Francisco USACE District uses this definition of “Waters of the United States” when making permit decisions and providing landowners written determinations of the limits of federal jurisdiction on their property. On June 9, 2021, the agencies halted implementation of the Navigable Waters Protection Rule nationwide and are interpreting “waters of the United States” consistent with the pre-2015 regulatory regime until further notice.

The USACE determines the extent of its jurisdiction as defined by ordinary high-water marks on channel banks, wetland boundaries, and/or connectivity to a navigable water. Wetlands are habitats with soils that are intermittently or permanently saturated or inundated. The resulting anaerobic conditions naturally select for plant species known as hydrophytes that show a high degree of fidelity to such soils. Wetlands are identified by the presence of hydrophytic vegetation, hydric soils (soils intermittently or permanently saturated by water), and wetland hydrology according to methodologies outlined in the 1987 Corps of Engineers Wetlands Delineation Manual and the 2008 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0).

Activities that involve the discharge of fill into jurisdictional wetlands or waters are subject to the permit requirements of the USACE. Discharge permits are typically issued on the condition that the project proponent agrees to provide compensatory mitigation which results in no net loss of area, function, or value, either through wetland creation, restoration, or the purchase of credits through an approved mitigation bank. In addition to individual discharge permits, the USACE also issues nationwide permits applicable for certain activities.

Pursuant to the USACE Manuals, key criteria for determining the presence of wetlands are:

- The presence of inundated or saturated soil conditions resulting from permanent or periodic inundation by ground water or surface water; and
- A prevalence of vegetation typically adapted for life in saturated soil conditions (hydrophytic vegetation).

Explicit in the definition is the consideration of three environmental parameters: hydrology, soil, and vegetation. Positive wetland indicators of all three parameters are normally present in wetlands. The assessment of all three parameters in normal circumstances enhances the technical accuracy, consistency, and credibility of a wetland determination and is required per the USACE Manuals.

2.2 STATE REGULATIONS

California Endangered Species Act

Pursuant to the California Endangered Species Act and Section 2081 of the California Fish and Game Code, an Incidental Take Permit from the CDFW is required for projects that could result in the “take” of a state-listed Threatened or Endangered species. “Take” is defined under the Act as an activity that would directly or indirectly kill an individual of a species; “take” is defined in Section 86 of the California Fish and Game Code as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” If a proposed project would result in the “take” of a state-listed species, then a CDFW Incidental Take Permit, including the preparation of a species conservation plan, would be required.

Nesting Birds and Birds of Prey

Sections 3505, 3503.5, and 3800 of the California Fish and Game Code prohibit the take, possession, or destruction of birds, including their nests or eggs. Birds of prey (the orders Falconiformes and Strigiformes) are specifically protected under provisions of the California Fish and Game Code, Section 3503.5. This section of the Code establishes that it is unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this Code. Disturbance that causes nest abandonment and/or loss of reproductive effort, such as construction during the bird nesting season, is considered “take” by the CDFW.

Streambed Alterations

The CDFW has jurisdiction over the bed and bank of natural drainages according to provisions of Sections 1601 through 1603 of the California Fish and Game Code. Diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or

lake in California that supports wildlife resources and/or riparian vegetation are subject to CDFW regulations. Activities that would disturb these drainages are regulated by the CDFW; authorization is required in the form of a Streambed Alteration Agreement. Such an agreement typically stipulates certain measures that will protect the habitat values of the drainage in question.

California Porter-Cologne Water Quality Control Act

Under the California Porter-Cologne Water Quality Control Act, the applicable RWQCB may necessitate Waste Discharge Requirements for the fill or alteration of “Waters of the State,” which according to California Water Code Section 13050 includes “any surface water or groundwater, including saline waters, within the boundaries of the state.” The RWQCB may, therefore, necessitate Waste Discharge Requirements even if the affected waters are not under USACE jurisdiction. Also, under Section 401 of the Clean Water Act, any activity requiring a USACE Section 404 permit must also obtain a state Water Quality Certification (or waiver thereof) to ensure that the proposed activity will meet state water quality standards. The applicable state RWQCB is responsible for administering the water quality certification program and enforcing National Pollutant Discharge Elimination System (NPDES) permits.

California Environmental Quality Act (CEQA)

CEQA Guidelines Appendix G contains standards of significance to indicate that a project may have a significant effect on biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and/or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

2.3 REGIONAL/LOCAL REGULATIONS

2015 San Benito County General Plan

The *2015 San Benito County General Plan* contains the following goal and policies associated with biological resources that are applicable to the proposed project:

Goal NCR-1. To preserve and enhance valuable open space lands that provide wildlife habitat and conserve natural, historical, archaeological, paleontological, tribal, and visual resources of San Benito County.

NCR-1.1. Maintenance of Open Space. The County shall support and encourage maintenance of open space lands that support natural resources, agricultural resources, recreation, tribal resources, wildlife habitat, water management, scenic quality, and other beneficial uses. [Regulation and Development Review (RDR)]

NCR-1.2. Conservation Easements. The County shall support and encourage the use of conservation easements to protect open space that contains valuable natural resources. [RDR/ Infrastructure and Service Master Plans, Strategies, and Programs (MPSP)]

NCR-2.2. Habitat Protection. The County shall require major subdivisions with-in potential habitat of Federal- or State-listed rare, threatened, or endangered plant or animal species to mitigate the effects of development. Mitigation for impacts to species may be accomplished on land preserved for open space, agricultural, or natural resources protection purposes. (RDR)

NCR-2.4. Maintain Corridors for Habitat. The County shall protect and enhance wildlife migration and movement corridors to ensure the health and long-term survival of local animal and plant populations, in particular contiguous habitat areas, in order to increase habitat value and lower land management costs. As part of this effort, the County shall require road and development sites in rural areas to:

- a. Be designed to maintain habitat connectivity with a system of corridors for wildlife or plant species and avoiding fragmentation of open space areas; and

- b. Incorporate measures to maintain the long-term health of the plant and animal communities in the area, such as buffers, consolidation of/ or rerouting access, transitional landscaping, linking nearby open space areas, and habitat corridors. (RDR)

NCR-2.5. Mitigation for Wetland Disturbance or Removal. The County shall encourage the protection of the habitat value and biological functions of oak woodlands, native grasslands, riparian and aquatic resources, and vernal pools and wetlands. The County shall require that development avoid encroachment and require buffers around these habitats to the extent practicable. The County shall further require mitigation for any development proposals that have the potential to reduce these habitats. Recreational trails and other features established within natural wetlands and aquatic and riparian buffer areas shall be, as long as such areas are not required to meet the Americans with Disabilities Act, located along the outside of the sensitive habitat whenever possible to minimize intrusions and maintain the integrity of the habitat. Exceptions to this action include irrigation pumps, roads and bridges, levees, docks, public boat ramps, and similar uses. In all cases where intrusions into these buffers are made, only the minimum amount of vegetation necessary to construct the feature shall be removed. (RDR)

NCR-2.6. Regeneration of Oak Woodland Communities. The County shall promote the restoration, re-stocking, and protection of oak woodland habitat on public and private lands in the county through a combination of the habitat conservation planning, inter-agency coordination, and updated development review or tree preservation procedures. [RDR/MPSP/ Inter-Governmental Coordination (IGC)]

NCR-2.7. Mitigation of Oak Woodlands. The County shall encourage development near oak woodlands to be clustered to avoid, where technically or economically practical, the loss of heritage oak trees. The County shall require transitional buffers to help maintain viable ecosystems where appropriate. Where removal of trees cannot be avoided, the County shall require project applicants to prepare a mitigation plan that identifies on- or off-site tree replacement. (RDR)

NCR-2.8. Pre-Development Biological Resource Assessment. The County shall require the preparation of bio-logical resource assessments for new development proposals as appropriate. The assessment shall include the following: a biological resource inventory based on a reconnaissance-level site survey, and an analysis of anticipated project impacts to: potentially occurring special-status species (which may require focused special-status plant and/or animal surveys); an analysis of sensitive natural communities; wildlife movement corridors and nursery sites on or

adjacent to the project site; potentially jurisdictional wetlands/waterways; and locally protected biological resources such as trees. The assessment shall contain suggested avoidance, minimization, and/or mitigation measures for significant impacts to biological resources.

NCR-2.9. Mitigation Funding and Site Protection. The County shall require that project applicants demonstrate that adequate funding can be provided to implement all required biological mitigation and monitoring activities. Habitat preserved as part of any mitigation and monitoring plan shall be preserved through a conservation easement, deed restriction, or other method to ensure that the habitat remains protected.

NCR- 2.10. Invasive Species. The County shall require that new developments avoid the introduction or spread of invasive plant species during construction by minimizing surface disturbance, seeding and mulching disturbed areas with certified weed-free native mixes, and using native or noninvasive species in erosion control plantings.

San Benito County Code, Chapter 19.17: Grading, Drainage and Erosion Control

Section 19.17.005, Riparian Protection, states that, “grading activity shall not take place within 50 feet (measured horizontally) from the top of the bank of a stream, creek, river or within 50 feet of a wetland or other body of water.”

San Benito County Code, Chapter 19.19 (Ordinance No. 541)

In April 1988, San Benito County adopted Ordinance No. 541, which established a habitat conservation plan study area for the San Joaquin kit fox and set interim mitigation fees for the preparation and adoption of a Habitat Conservation Plan to provide for the long-term protection of the species. The current interim mitigation fee is \$550 per developed acre converted from raw land to developed uses, paid prior to alteration of habitat, and \$0.15 per square foot of any structures, paid at the building permit stage. Also, an interim mitigation fee is required to be paid at the time of recordation of each final map, based on the size of the building lot. To date, an applicable Habitat Conservation Plan has not been prepared or adopted by the County.

San Benito County Code, Chapter 19.33: Management and Conservation of Woodlands

Chapter 19.33 establishes regulations for the conservation and protection of woodlands in the unincorporated areas of San Benito County by, “...limiting tree removal in a manner which allows for reasonable use and enjoyment of the property.” A discretionary permit is required for the removal of woodlands exceeding the canopy retention standards in Table 19.33.007(1) within a period of ten years or if any tree removal is located on slopes greater than or equal to 30 percent.

San Benito County Zoning Ordinance, Title 25, Article VII

The San Benito County Zoning Ordinance: Title 25, Section 25.29.213, prohibits, “killing, destroying, or removing any tree within the protected zone without a permit.” A tree is defined as, “any living tree having at least one trunk of eight inches or more in diameter measured four and one-half feet above the ground, or a multi-trunked tree having an aggregate diameter of ten inches or more, measured four and one-half feet above the ground (dbh).” Trees cultivated for edible fruit production are exempt. Decorative, ornamental, landscaping or flowering edible fruit tree varieties are not exempt. Protected zones are, “all lands zoned Single Family Residential (R-1) or Residential Multiple District (RM) in the unincorporated areas of the county.”

A tree removal permit shall be obtained from the Director of Planning and Building Services, or his or her designee, and shall only be issued to the applicant concurrent with or subsequent to all other necessary permits pertinent to site alteration and construction. The application shall contain the number, species, size and location of protected tree(s) to be affected and a brief statement of the reason for action as well as any other pertinent information the Director may require.

3.0 Methods

Prior to the field surveys in July 2019 and May 2023, aerial photographs, natural resource database accounts, and other relevant scientific literature were reviewed. Additional review of natural resource database accounts have been conducted since 2019, with the most recent in 2023. This included searching the USFWS *Endangered Species Program* (USFWS 2023), CDFW *California Natural Diversity Database* (CDFW 2023a), and California Native Plant Society (CNPS) *Inventory of Rare and Endangered Plants* (CNPS 2023) to identify special-status plants, wildlife, and habitats known to occur in the vicinity of the project site. Special-status species in this report are those listed as Endangered, Threatened, or Rare, or as Candidates for listing by the USFWS and/or CDFW; as Species of Special Concern or Fully Protected species by the CDFW; or as Rare Plant Rank 1B or 2B species by the CNPS.

EMC Planning Group principal biologist Janet Walther conducted a reconnaissance-level biological survey of the project site on July 10, 2019. A follow up biological survey was conducted on the project site by EMC Planning Group biologists Patrick Furtado and Kat Hardisty-Cranstone on May 24, 2023. All species observed were recorded in field notes, along with information on plant communities and wildlife habitats. Qualitative observations of plant cover, structure, and species composition were used to determine plant communities and wildlife habitats. Plant species were identified in the field or collected for subsequent identification. Searches for reptiles and amphibians were performed by overturning and then replacing rocks and debris, as well as assessment of potentially suitable habitat areas found on the site. Birds were identified by visual and/or auditory recognition; mammals were identified by diagnostic signs (including scat and tracks). A list of species observed is included in [Appendix A](#).

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4.0 Existing Conditions

The Ridgemark Golf Club & Resort is positioned on the Hollister and Tres Pinos U.S. Geological Survey (USGS) 7.5-minute quadrangles. Existing conditions on the site consist of single-family and multi-family homes on 697 residential lots, one 18-hole golf course, one fallow former 18-hole golf course, driving range, six tennis courts, playground, and several water hazards and drainage ponds. Existing commercial buildings on the site consist of approximately 24,000 square feet occupied by 32 transient occupancy guest rooms, clubhouse, banquet rooms, restaurant, and pro shop.

The topography of the project site is rolling hills upon which the existing gated residential community, and existing and former golf courses are situated. Elevation ranges from 440 to 660 feet. There are several drainage courses and ponds on the project site interspersed with existing development. The development area consists of several areas within and adjacent to the existing gated residential subdivision, clubhouse and driving range that would be altered by the proposed development.

4.1 PROJECT SITE

The project site is located in the California Floristic Province's Central Western California region, in the "Inner South Coast Ranges" district. This district includes the southern Diablo Range from Hollister and Pacheco Pass south to (and including) San Benito Mountain, the Gabilan Range, Cholame Hills, and the higher elevations of the Temblor Range, Caliente Range, and associated ridges. The district supports a mosaic of blue-oak/foothill-pine woodland, juniper woodland, chaparral, and elements of desert scrub. Existing plant communities/wildlife habitats located at the project site are shown on [Figure 4-1, Habitat Map](#).

Plant Communities

The development areas make up a patchy network of former fairways and open space previously part of the larger golf course. Manicured fairway vegetation, sand traps, and tees have been removed and the areas have generally been left fallow, though some areas were also being actively disked at the time of the survey. Water features, including constructed and enhanced natural ponds and natural drainages had varying levels of inundation at the time of the survey.

Annual Grassland

Non-native grassland is present mainly between golf course fairways and residential development, along the property boundary margins, and adjacent to golf course and drainage ponds. This plant community varies in habitat quality and density within the site depending on level of disturbance and water availability based on irrigation or drainage patterns. However, it is dominated by non-native grasses including wild oat (*Avena* sp.), ripgut grass (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), Italian ryegrass (*Festuca perennis*), and annual beard grass (*Polypogon monspeliensis*). This community also contains a mixture of native herbaceous species including wedge-leaved horkelia (*Horkelia cuneata* ssp. *cuneata*), telegraph weed (*Heterotheca grandiflora*), and various springtime wildflowers.

Chaparral

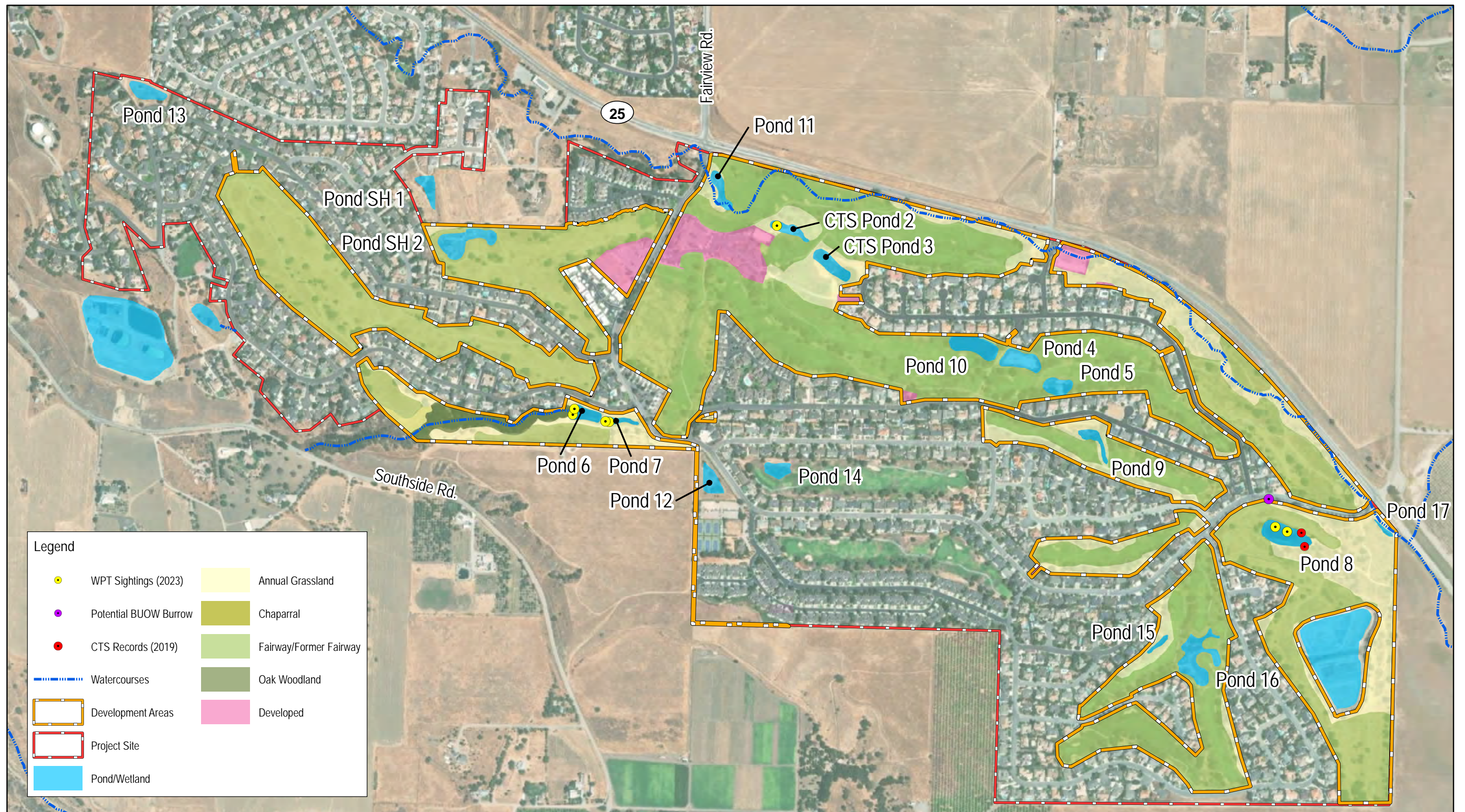
The chaparral community found on site is dominated by California sagebrush (*Artemisia californica*); a native shrub species that forms pure and mixed stands with other subdominant species on steep hillside slopes. Associated species within the project site include poison oak (*Toxicodendron diversilobum*), blue elderberry (*Sambucus nigra* ssp. *caerulea*), California coffee berry (*Rhamnus californica*), and toyon (*Heteromeles arbutifolia*). Chaparral is located along the southwestern boundary of the project site, on a steep slope adjacent to a stream corridor.

Oak Woodland

Coast live oak woodland is located along the southwestern boundary of the project site, adjacent to a stream corridor. This community forms dense tree stands of moderate height and constitutes high quality habitat. It is dominated by coast live oak (*Quercus agrifolia*), with scattered blue oak (*Quercus douglasii*). This community also contains a well-formed native shrub and herbaceous plant understory, including western poison oak, and California coffeeberry.

Developed - Urban/Ornamental, Fairway/Former Fairway

Disturbed/developed areas include existing roads, trails, golf cart paths, fairways, park, clubhouse, and residential development. These areas generally support some native trees, such as coast live oak, however vegetation is dominated by landscaped grass and ornamental species. During the most recent surveys conducted in 2023, the former fairways on the property were observed to have been largely taken over by weedy native and non-native species. These areas are no longer receiving irrigation or maintenance.



Source: ESRI 2022, CDFW 2023, Kelley Engineering & Surveying 2022, Bryan Mori 2020



Figure 4-1
Habitat Map

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Common Wildlife

Wildlife habitat quality in the project site is moderate due to the open corridors between residential development along existing and former fairways. Common mammal species expected to occur include mule deer (*Odocoileus hemionus*), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), Virginia opossum (*Didelphis virginiana*), and California ground squirrel (*Spermophilus beecheyi*); common reptiles may include western fence lizard (*Sceloporus occidentalis*) and common garter snake (*Thamnophis sirtalis*). Species of small rodents including mice (*Mus musculus*, *Reithrodontomys megalotis*, and *Peromyscus maniculatus*) and California vole (*Microtus californicus*) may also occur.

During the May 2023 survey, EMC biologists encountered barn swallows (*Hirundo rustica*), California ground squirrels (*Spermophilus beecheyi*), redwing blackbirds (*Agelaius phoeniceus*), and western pond turtle (*Emys marmorata*), among other more common species, discussed below. A full list of species observed can be found in [Appendix A](#).

Wetlands and Waterways

Water features found within and adjacent to the development areas include manicured and maintained golf course water features, stormwater basins, seasonal ponds, stock ponds, and wastewater treatment ponds (refer to [Table 4-1, Ponds within Ridgemark Golf Course](#), and [Figure 4-1, Habitat Map](#)).

Ponds

Most ponds were dry at the time of the 2019 and 2023 site surveys, however four ponds contained water, which is likely pumped in to maintain water levels as part of the golf course, landscaping and/or aesthetic purposes (Ponds 6, 7, 8, and 10). Vegetation around these ponds looked to be heavily managed, with golf course fairway grass clipped fairly short, disking, and/or fencing. Ponds 6, 7, and 8 supported cattails (*Typha* sp.) and rushes (*Juncus* sp.).

Waterways

There are two unnamed intermittent watercourses crossing the Ridgemark Golf Course. One parallels part of the northern boundary along State Route 25 and is included on the NWI map ([Figure 4-2, National Wetland Inventory](#)). This watercourse is an intermittent drainage likely originating in the foothills east of the City of Hollister and draining southwest towards the San Benito River. Vegetation present varied from mixed ruderal grasses to coast live oak, coyote bush, mustard, *Rumex* sp. and thistles. Some pooling was found during the survey, most likely the result of irrigation runoff from the golf course. Few facultative wetland species were observed.

Table 4-1 Ponds Within the Ridgemark Golf Course

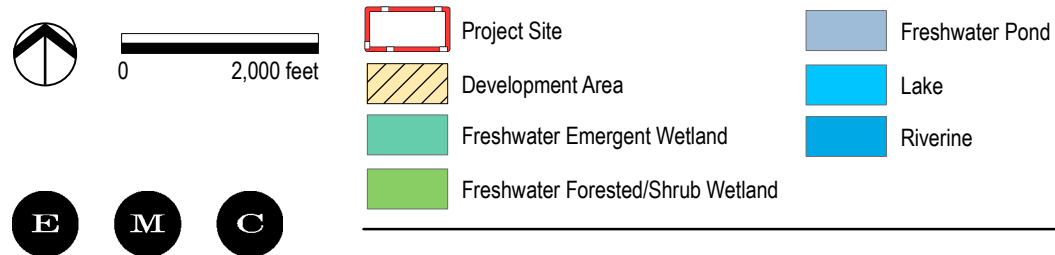
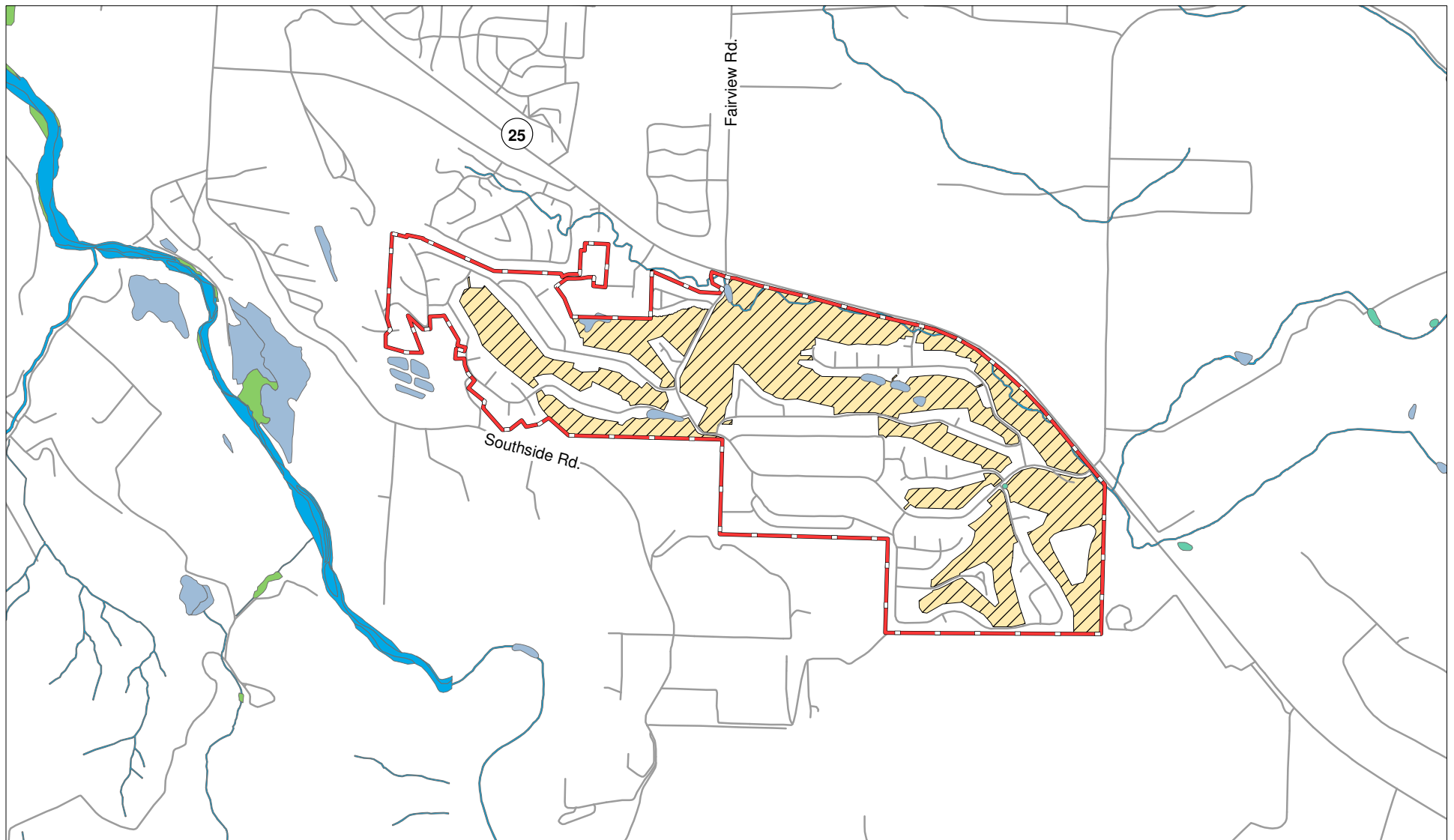
| Pond ID* | Approximate Size | Level of Inundation** | Notes |
|------------|------------------|-------------------------|--|
| Pond SH-1 | 0.4 ac | Dry | Groundwater recharge basin. Seasonal. |
| Pond SH-2 | 1.2 ac | Dry | Groundwater recharge basin. Seasonal. |
| CTS Pond 2 | 0.4 ac | Dry | Golf course water hazard. Seasonal. California tiger salamander previously documented. Western pond turtle observed. |
| CTS Pond 3 | 0.7 ac | Dry | Groundwater recharge basin. Seasonal. California tiger salamander previously documented. |
| Pond 4 | 0.8 ac | Dry | Golf course water hazard. Seasonal. |
| Pond 5 | 0.6 ac | Dry | Golf course water hazard. Seasonal. |
| Pond 6 | 0.5 ac | Inundated, >5 feet deep | Landscape feature. Perennial. Western pond turtle observed. |
| Pond 7 | 0.2 ac | Inundated, >5 feet deep | Landscape feature. Perennial. Western pond turtle observed. |
| Pond 8 | 1.1 ac | Inundated, >5 feet deep | Water storage basin. Perennial. California tiger salamander previously documented. Western pond turtle observed. |
| Pond 9 | 0.4 ac | Dry | Golf course water hazard. Seasonal. |
| Pond 10 | 1.0 ac | Inundated | Landscape feature. Perennial. |
| Pond 11 | 0.5 ac | Dry | Golf course water hazard. Seasonal. |
| Pond 12 | 0.5 ac | Dry | Stormwater detention basin. Seasonal. |
| Pond 13 | 0.6 ac | Dry | Stormwater detention basin. Seasonal. |
| Pond 14 | 0.4 ac | Dry | Golf course water hazard. Seasonal. |
| Pond 15 | 0.1 ac | Dry | Golf course water hazard. Seasonal. |
| Pond 16 | 1.48 ac | Dry | Golf course water hazard. Seasonal. |
| Pond 17 | 0.1 ac | Dry | Seasonally ponded area adjacent to drainage |
| WWTP | 5.8 ac | Dry | Heavily managed wastewater treatment ponds. |

SOURCE: EMC Planning Group 2023, Bryan Mori and Associates 2023

* Pond ID names follow Mori and Associates 2020 when possible

** Level of inundation at time of 2023 survey, did not change between 2020 and 2023

The second intermittent drainage is not shown on the NWI, and appears to originate at Ponds 6 and 7, draining west towards Southside Road. It is unclear if the drainage reaches the San Benito River. Within the golf course property, the drainage is steeply excised with a dense canopy of oak woodland, opening to an area supporting chaparral species near the southern boundary. Culverts and drainage pipes outflow to the drainage and likely accommodate high precipitation or flooding events. Inundation was visible at a trail crossing south of Marks Drive at the time of the survey.



Source: ESRI 2022, Kelley Engineering & Surveying 2022

Figure 4-2

National Wetland Inventory

Ridgemark Subdivision Biological Resources Evaluation

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Special-Status Biological Resources

This section documents the special-status biological resources observed on or having potential to occur on the project site.

5.1 OVERVIEW

Special-status species in this report are those listed as Endangered, Threatened, or Rare, or as Candidates for listing by the USFWS or CDFW under the state and/or federal Endangered Species Acts. The special-status designation also includes CDFW Species of Special Concern and Fully Protected species, CNPS Rare Plant Rank 1B and 2B species, and other locally rare species that meet the criteria for listing as described in Section 15380 of CEQA Guidelines. Special-status species are generally rare, restricted in distribution, declining throughout their range, or have a critical, vulnerable stage in their life cycle that warrants monitoring.

A search of the CDFW *California Natural Diversity Database* was conducted for the Tres Pinos, Hollister, Chittenden, San Felipe, Three Sisters, Mariposa Peak, San Juan Bautista, Quien Sabe Valley, Natividad, Mount Harlan, Paicines, and Cherry Peak USGS quadrangles in order to evaluate potentially occurring special-status plant and wildlife species in the project vicinity (CDFW 2023a). Records of occurrence for special-status plants were reviewed for those same USGS quadrangles in the CNPS *Inventory of Rare and Endangered Plants* (CNPS 2023). A USFWS *Endangered Species Program* threatened and endangered species list was also generated for San Benito County (USFWS 2023). [Appendix B](#), Special-Status Species with Potential to Occur in Vicinity, show special-status species documented within the project vicinity, their listing status and suitable habitat description, and their potential to occur on the site. [Figure 5-1, Special Status Species Documented within the Project Vicinity](#), shows locations of record observations within 3.1 miles of the project site. Discussion of special-status species with potential to occur on the site (or otherwise requiring special explanation) is included in the following section.

5.2 SPECIAL-STATUS PLANTS

Special-status plant species potentially occurring in the project vicinity were evaluated for potential to occur on the project site. Information on special-status plants, including listing status, suitable habitat conditions, and potential to occur on the site is presented in [Appendix B](#).

Although no special-status plant species were found during the reconnaissance field survey, the survey was conducted outside the peak blooming periods for most special-status species with potential to occur in the project vicinity. Additional information on the special-status plant species that have potential to occur on the project site due to presence of suitable habitat is presented after the table.

As illustrated by [Figure 5-1](#), a number of special-status plant species have been reported as occurring within the overall project vicinity. However, because the development areas consist primarily of former golf course fairways and have been repeatedly disturbed, there is absence of suitable habitat with little potential to support special-status plants. One species, San Joaquin spearscale (*Extriplex joaquinana*), is recorded in the CNDDDB immediately adjacent to the site. This species is discussed below.

San Joaquin Spearscale. San Joaquin spearscale is listed by the CNPS as a 1B.2 species, plants that are considered rare, threatened, or endangered in California and elsewhere. San Joaquin spearscale was formerly included in genus *Atriplex*. It is most commonly found at alkaline sites in chenopod scrub, meadows and seeps, playas, and valley and foothill grassland, at elevations from 1-320m. The blooming period is from April to September.

The nearest recorded observation of this species is approximately 500 feet east of the project boundary (Occurrence number 114, CNDDDB 2020). Fewer than 10 plants were observed in 2015 along the south bank of a seasonal drainage. Although no San Joaquin spearscale plants were identified during the July 2019 or May 2023 surveys, focused surveys for this species were not conducted. The seasonal drainage containing the recorded observation is connected to the drainage along the northern project boundary and potential habitat for this species occurs along the drainage corridor.

5.3 SPECIAL-STATUS WILDLIFE

Special-status wildlife species potentially occurring in the project vicinity were evaluated for potential to occur on the project site. Information on special-status wildlife species, including listing status, suitable habitat conditions, and potential to occur on the project site is presented [Appendix B](#). Species with the potential to occur on the project site are discussed in more detail on the following pages.

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California Red-Legged Frog. California red-legged frog (*Rana draytonii*) is federally listed as Threatened and is a California Species of Special Concern. The subject parcel is not located within federally designated critical habitat for this species. California red-legged frog is California's largest native frog and is generally restricted to riparian and lacustrine (lake) habitats. This species prefers deep, still pools, usually greater than two feet in depth, in creeks, rivers or lakes below 5,000 feet in elevation. Breeding habitats require freshwater emergent vegetation or thick riparian vegetation, especially willow thickets adjacent to shorelines. California red-legged frogs can survive in seasonal bodies of water that dry up for short periods if a permanent water body or dense vegetation is nearby. Dispersal distances are typically less than 0.3-miles (0.5 kilometer) from a pond, with a few individuals moving up to 1.2–1.9 miles (2–3 kilometers) overland, with movement occurring predominantly along creek drainages. Individuals are often found during the summer in foraging habitat not suitable for breeding, and therefore are presumed to move seasonally between summer foraging and winter breeding habitats.

CNDDDB records indicate that there are multiple observations of California red-legged frog on (occurrence numbers 84 and 1714) and within two miles of the Ridgemark boundary (occurrence numbers 288) (CDFW 2023a). Within the golf course property, observations were recorded in 1993, 1995, 1999, 2000, and 2005 at the ponds west of Paullus Drive (CTS ponds 2 and 3). However, dip netting and pit fall trapping conducted for California tiger salamander in 2019, 2020, and 2023 did not find California red-legged frog within those ponds (Bryan Mori Biological Consulting Services 2020, 2023). An additional observation was recorded in 1999 of two adults found within the drainage along South Ridgemark Drive.

The negative results obtained from the 2018-19 Senior Assisted Living and the 2019-20 and 2023 Ridgemark studies indicate that California red-legged frog may be extirpated on the western section of Ridgemark or, if present, occur in very small numbers and are not part of a viable population (Bryan Mori Biological Consulting Services 2023).

California Tiger Salamander. The federally and state-listed threatened California tiger salamander (*Ambystoma californiense*) is a large terrestrial salamander. It occurs in central California from the Sacramento Valley to the south-central San Joaquin Valley, and in the surrounding foothills of both the Coast Ranges and the Sierra Nevada Mountains. California tiger salamanders are also recorded from the San Francisco Bay region, Sonoma County, the Monterey Bay region, and the valleys and foothills of San Luis Obispo and Santa Barbara counties. California tiger salamanders breed in temporary wetland pools, such as vernal pools, and other seasonal wetland bodies where ponded water is present for a minimum of three to four months, extending into the early spring. Such ponds and temporary wetlands provide necessary breeding and larval-stage habitat for the species. Adults spend most of the year in aestivation, underground in the burrows of small mammals, such as the California ground squirrel and/or Botta's pocket gopher, or within other suitable subterranean retreats.

Cumulative development that has already occurred within project vicinity has led to the designation of Critical Habit Units 15a and 15b for California tiger salamander by the United States Fish and Wildlife Service. Land east of Fairview Road is within Critical Habitat Unit 15a and land south of Highway 25 and east of the Ridgemark development is within Critical Habitat Unit 15b. The Ridgemark site and development areas are not within the Units, but are still within the range of California tiger salamander. There are 15 recorded observations of California tiger salamander within 3.1 miles of the Ridgemark boundary (occurrence numbers 134, 332, 411, 597, 133, 885, 412, 190, 1241, 454, 524, 870, 869, 868, and 871).

Occurrence number 190 is mapped as a three-part polygon, with larvae found in two ponds east of State Route 25 in 1978, adults found dead on State Route 25 in 2009, and two observations of an adult in 2019. Two of these occurrences (332 and 190) were recorded as occurring within the Ridgemark boundary. Observations were recorded in 1993, 1994, 1995, 1999, and 2000 at the ponds west of Paullus Drive (CTS ponds 2 and 3, occurrence number 332) (CDFW 2023a). However, dip netting and pit fall trapping in 2019, 2020, and 2023 did not find California tiger salamanders. It is likely that any breeding populations associated with these ponds has been extirpated (Bryan Mori Biological Consulting Services 2023).

The negative results on the west side of Ridgemark obtained by Bryan Mori Biological Consulting Services during the 2018-2019 Senior Assisted Living study, the 2019-2020 Ridgemark studies, and the 2023 Ridgemark study indicate that California tiger salamander may be extirpated on the western section of Ridgemark or, if present, occur in very small numbers and are not part of a viable population. The 2019 observations of California tiger salamander on the east side of Ridgemark occurred during winter pitfall trapping around Pond 8 during the *Ridgemark CTS Study 2019-20* (Bryan Mori Biological Consulting Services 2020). As documented in the report, although presence of California tiger salamander was established, the status of the population remains uncertain. Pond 8 does not appear to provide suitable California tiger salamander breeding habitat due to the presence of non-native predatory species, and the captured individual may be part of a population associated with the now defunct Sunnyslope County Water District water treatment ponds or ponds farther south. The lack of any individuals during the 2023 study supports this theory (Bryan Mori Biological Consulting Services 2023). The present quality of uplands surrounding the east side of Ridgemark appear marginal due to regular disking practices. The lack of upland habitat, together with the absence of functional ponds over the past five years, may be factors which contributed to the capture of only a single California tiger salamander in 2019 and the capture of none in 2023.

Western Spadefoot. Western spadefoot (*Spea hammondi*) is a California species of special concern. This species of toad lives within grassland habitats of Central California and the Southern California coast. It requires temporary pools of water free of predators (such as fish, bullfrogs, or crayfish) for egg-laying. Breeding usually occurs in late winter. With the exception of the breeding season and foraging excursions during rain events, this species

spends most of its life aestivating in self-excavated burrows, although burrows of small mammals are sometimes utilized. The dispersal distances of spadefoot toad are relatively unknown; however, current research on amphibian conservation suggests that average upland habitat use is within 368 meters (1,207 feet) of aquatic habitats (Semlitsch and Brodie 2003). Spadefoot toads are also highly sensitive to vibration (such as from an electric motor) while underground and may emerge prematurely (Dimmit 1980).

There are five recorded observations of spadefoot toad within two miles of the Ridgemark boundary (occurrence numbers 69, 115, 194, 851, and 850). Of these, two have been documented within the Ridgemark property (occurrence numbers 115 and 850).

Observations listed as occurrence 115 were recorded in 1995 and 2005 within Pond 11, a detention pond associated with the golf course. In 1995, two juveniles were observed and in 2005 one adult female was captured in a pitfall trap constructed as part of a protocol survey for California tiger salamander. Occurrence 850 was recorded in 2009 at the intersection of South Ridgemark Road and State Route 25. Two adults were observed dead on the road (CDFW 2023a).

No western spadefoots were observed during the 2018-19 Senior Assisted Living and the 2019-20 and 2023 Ridgemark studies. The lack of observations during aquatic and pitfall surveying indicates that western spadefoot occurs in very small numbers and are likely not part of a viable population.

Western Pond Turtle. Western pond turtle (*Emys marmorata*) is a CDFW Species of Special Concern. It occurs in permanent or nearly permanent aquatic features in a wide variety of habitats throughout California, west of the Sierra-Cascade crest; it is absent from desert regions, except the Mojave Desert along the Mojave River and its tributaries. Its elevation range extends from near sea level to 1,430 meters (4,690 feet). Western pond turtles require basking sites such as partially submerged logs, rocks, mats of floating vegetation, or open mud banks. The home range of western pond turtles is typically quite restricted; however, ongoing research indicates that in many areas, turtles may leave the watercourse in late fall and move up to approximately 1,200 feet (350 meters) into upland habitats where they burrow into duff and/or soil and overwinter (Pilliod et. al. 2013). They remain active year-round and may move several times during the course of overwintering.

There are two recorded observations of western pond turtle within two miles of the Ridgemark boundary (occurrence numbers 31 and 142) (CDFW 2023a). During the 2019-20 Ridgemark California tiger salamander studies, western pond turtles were recorded at several ponds, including a yearling-sized turtle at Pond 2, an adult at Pond 5, and adults at Ponds 6 – 8. Western pond turtles were also observed during the 2023 biological survey at Ponds 6-8, as well as one juvenile in the near-dry Pond 2.

Vernal Pool Fairy Shrimp. Vernal pool fairy shrimp (*Branchinecta lynchi*) are federally listed as threatened. Vernal pool fairy shrimp are small crustaceans (1/2–2 inches long) that are restricted to vernal pools, swales, and other seasonal wetlands. Eggs of these species lie dormant during most of the year in the form of cysts, which are capable of withstanding extreme environmental conditions, such as heat, cold, and prolonged desiccation. The cysts hatch when the pools fill with rainwater, and the young rapidly develop into adults. Not all of the cysts hatch with the first rainfall; some remain dormant to hatch during subsequent events or in later years. Vernal pool invertebrates occupy a variety of seasonal aquatic habitats, from small, clear, sandstone rock pools to large, turbid, alkaline, grassland valley floor pools. Vernal pool fairy shrimp are most commonly found in grass or mud-bottomed swales, or basalt flow depression pools in unplowed grasslands. Vernal pool fairy shrimp are most frequently found in pools measuring less than 0.05 acre.

Vernal pool fairy shrimp are predominantly known from the Central Valley, however there is one CNDDDB record from 2012 for an occurrence approximately 1.1 miles north of the development areas in a small seasonal wetland a (Occurrence No. 920, CDFW 2023a). Natural vernal pools do not occur on the project site and ponds are heavily managed for golf course and/or flood control and existing and proposed future development has been sited outside of the existing ponds. It is therefore considered unlikely that vernal pool fairy shrimp would occur within the development areas.

San Joaquin Coachwhip. The San Joaquin coachwhip (whipsnake) (*Masticophis flagellum ruddocki*) is one of six subspecies of coachwhip that range from Colusa County in the Sacramento Valley south to Kern County in the San Joaquin Valley, and west to the inner South Coast Ranges. Preferred habitats include open, dry vegetative associations with little or no tree cover. In the western San Joaquin Valley, coachwhip inhabits grassland and saltbush scrub associations, and is known to climb bushes such as saltbush to view prey and predators. Small mammal burrows are used by San Joaquin coachwhips for refuge and possibly as oviposition sites. Coachwhip subspecies will not emerge from burrows until near-surface temperatures reach 28 degrees Celsius on either a daily or seasonal basis. For this reason, emergence tends to be late in the season (April to early May) and later in the morning. The subspecies primarily eats small mammals including bats, nestling and adult birds, bird eggs, lizards, snakes, amphibians, and carrion. There is one CNDDDB record from 1996 for an occurrence of San Joaquin coachwhip within 3.1 miles of the development areas in an area of degraded riparian scrub with an understory of annual grassland species (CDFW 2023a). Annual grassland in the development areas provides suitable habitat for San Joaquin coachwhip.

Burrowing Owl. Burrowing owl (*Athene cunicularia*) is a California Species of Special Concern with low potential to occur in the project site. Burrowing owls live and breed in burrows in the ground. Optimal habitat conditions include large, open, dry, and nearly level grasslands or prairies with short to moderate vegetation height and cover, areas of bare ground, and populations of burrowing mammals. This species occurs in open, dry

grasslands, deserts, and shrub-lands with low-growing vegetation; it usually occupies natural burrows excavated by other fossorial species such as California ground squirrel. In open habitats, they prefer flat, open areas where the vegetation is relatively short, affording a vantage point from which to evade potential predators.

There is one observation of burrowing owl recorded within two miles of the Ridgemark boundary (occurrence number 758), however this species is known to occur in the region and is highly mobile (CDFW 2023a). Potential nesting and overwintering habitat occurs on the site, particularly in areas where burrowing mammals occur at a higher density. During the May 2023 survey, one potential sighting occurred by the eastern gatehouse (Figure 4-1, Habitat Map). The burrow in question seemed tidy and had evidence of whitewash droppings nearby, typical signs that burrowing owl may be currently occupying a burrow.

Tricolored Blackbird. Tricolored blackbird (*Agelaius tricolor*) is a California species of special concern found mostly throughout the Central Valley and San Francisco Bay Delta regions. Tricolored blackbirds forage in annual grasslands; wet and dry vernal pools and other seasonal wetlands; and croplands. They also forage occasionally in riparian scrub habitats and along marsh borders. Tricolored blackbirds nest near freshwater marshes.

There are three recorded observations of tricolored blackbird within two miles of the Ridgemark boundary (occurrence numbers 992, 863, and 730) (CDFW 2023a). In addition, tricolored blackbird was identified during the reconnaissance-level survey and during the 2019-20 Ridgemark California tiger salamander studies within freshwater marsh adjacent to Pond 8. Although nesting activity was not observed in 2019 or 2023, suitable habitat is present within freshwater marsh adjacent to Ponds 6-8.

Nesting Birds. Nesting birds and raptors are protected under the federal Migratory Bird Treaty Act and California Fish and Game Code. Various bird species may nest throughout the project site, including in buildings, on open ground, or in any type of vegetation. One species of concern, California horned lark (*Eremophila alpestris actia*), was documented nesting within the Ridgemark boundary in 1993 (occurrence number 15), and suitable habitat is present (CDFW 2023a). During the 2023 survey, nesting killdeer (*Charadrius vociferus*) were observed around Ponds 2-3 and nesting red-winged blackbirds (*Agelaius phoeniceus*) were seen at Ponds 6-8. Additional species with the potential to occur include burrowing owl, Cooper's hawk (*Accipiter cooperii*), merlin (*Falco columbarius*), and white-tailed kite (*Elanus leucurus*).

American Badger. American badger (*Taxidea taxus*) is state-listed as a species of special concern. This species is a permanent resident found throughout most of the state (although relatively uncommon in the San Benito County region), with the exception of the northern area of the North Coast. The badger is most abundant in grassland and the drier, more open

successional stages of shrub, forest, and herbaceous habitats with friable soils, although it also is found in open scrub and woodland habitats. This species requires an abundant source of burrowing mammals such as ground squirrels and gophers for sustenance. Two observations of American badger are within two miles of the Ridgemark boundary (occurrence numbers 121 and 494) (CDFW 2023a). No sign of badger was observed during the surveys and regular disturbance reduces the suitability of habitat within the proposed development areas; however, this species may occur within areas with open habitats and available prey.

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

There are eight recorded observations of San Joaquin kit fox within ten miles of the Ridgemark boundary (occurrence numbers 1023, 605, 1022, 1024, 1025, 1026, 1027, and 1021). The nearest observation is occurrence number 1023, with a polygon mapped approximately 800 feet east of the Ridgemark boundary. A majority of these records are from general sightings occurring sometime between 1972 and 1975, with the most recent observation from 1992 (CDFW 2023a). Regional surveys conducted before and after the date of the 1992 occurrence have not detected this species. Although the Ridgemark property supports a prey base and is contiguous to extensive suitable habitat to the east and south, the proposed development areas are considered only marginal breeding and foraging habitat for the kit fox due to their location within existing developed areas. If this species uses the site, it likely uses it for foraging or dispersal on rare occasions and in low numbers.

Bats. Trees on and adjacent to the project site could provide roosting habitat for three special-status bat species known to occur within the project vicinity: western mastiff bat, pallid bat, and western red bat (CDFW 2023a). Western mastiff bat typically roost alone or in small colonies of fewer than 100 bats in crevices in cliff faces, high buildings, trees, and tunnels. Pallid bat typically roosts in rock crevices, caves, mine shafts, under bridges, or in buildings and tree hollows. Western red bats are typically a solitary species, although nursery colonies are occasionally found. Western red bats roost in trees, less often in shrubs, adjacent to streams, fields, or urban areas. Within the Ridgemark boundary, trees, buildings, and open foraging areas near aquatic features provide support potential habitat for special-status bat species.

Special-Status Natural Communities

Sensitive natural communities are those that are considered rare in the region, support special-status plant or animal species, or receive regulatory protection (i.e., wetlands under §404 of the Clean Water Act and/or the CDFW §1600 et seq. of the California Fish and Game Code). In addition, the CDFW has designated a number of communities as rare; these communities are given the highest inventory priority. Special-status natural communities present on the site include coast live oak woodland, and seasonal wetlands and streams.

Regulated Trees and Oak Woodland

In San Benito County, the removal of trees and oak woodland are regulated by the San Benito County Zoning Ordinance: Title 25, Section 25.29.213 and the San Benito County Code, Chapter 19.33: Management and Conservation of Woodlands, respectively. Removal of County-regulated trees and oak woodland would require a permit and likely replacement plantings.

Wildlife Movement

Wildlife movement includes migration (i.e., usually movement one way per season), inter-population movement (i.e., long-term dispersal and genetic flow), and small travel pathways (i.e., daily movement within an animal's territory). While small travel pathways usually facilitate movement for daily home range activities, such as foraging or escape from predators, they also provide connection between outlying populations and the main populations, permitting an increase in gene flow among populations. These habitat linkages can extend for miles and occur on a large scale throughout the greater region. Habitat linkages facilitate movement between populations located in discrete locales and populations located within larger habitat areas.

The CDFW BIOS (2023) and the *California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California* (Spencer et al. 2010) were reviewed for information on wildlife corridors in the region. *Missing Linkages: Restoring Connectivity to the California Landscape and Critical Linkages: Bay Area & Beyond* (Penrod et al. 2001, 2013) identifies movement corridors throughout California, including specific details on corridors in San Benito County, and these reports were also reviewed for information on regional wildlife movement and known wildlife corridors. No Essential Habitat Connectivity Areas or linkages are mapped within the project site or project vicinity. The nearest mapped landscape linkages begin approximately six miles to the east of the project site, in the foothills and mountains of the Diablo Range.

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Impacts and Mitigation Measures

The CEQA standards of significance were used to determine potentially significant or significant impacts. Please refer to [Appendix B](#) for a summary of special-status plant and animal species potentially occurring in the project vicinity that were considered as part of the impact analysis. The project site's preliminary impact area, in relation to on-site plant communities and special-status biological resources, is depicted in Figure 4-1, Habitat Map.

6.1 CONCLUSIONS

Sensitive biological resources are expected to be impacted by the proposed project. Therefore, recommended avoidance/minimization measures are identified in this section to avoid or minimize potentially significant impacts to biological resources due to the proposed project. These measures are all dependent on regulatory agency coordination and approval of associated permit conditions. Therefore, final minimization and avoidance measures along with compensatory mitigation requirements will be established in consultation and coordination with all involved regulatory agencies and other project permitting authorities.

6.2 AVOIDANCE/MINIMIZATION MEASURES

IMPACT Potential Loss or Disturbance of San Joaquin Spearscale (Less than Significant with Mitigation)

If present, project development could result in impacts to San Joaquin spearscale during construction. Loss or harm to San Joaquin spearscale is considered a significant adverse impact. Implementation of the following mitigation measure would avoid or minimize disturbance; therefore, reducing potentially significant impacts to San Joaquin spearscale to a less than significant level.

Mitigation Measure

BIO-1 Prior to approval of grading permits, a biologist qualified in botany shall conduct a focused survey for San Joaquin spearscale in accordance with current CDFW and CNPS rare plant survey protocols (CDFW 2018 and CNPS 2001). The survey shall occur during the peak blooming period for this species to determine its presence or absence (typically April through October). If possible, a known

reference population of the target species in the project vicinity shall first be visited to verify that the species is observable, and the focused survey shall be conducted within two weeks of observing the reference population in full bloom.

The biologist shall then prepare a brief report documenting the results of the survey and, if appropriate, propose measures for avoiding or minimizing possible impacts to San Joaquin spearscale before and during construction, as included below. The report shall be submitted to the Director of Planning, Building & Code Enforcement or his/her designate. If the focused survey concludes the species is not present within the project site boundary, or if it is present but impacts to it can be completely avoided, then no mitigation would be required.

If the focused surveys identify San Joaquin spearscale within the project site boundary and it would be affected by the proposed project, then appropriate mitigation shall be developed by the biologist and implemented by the applicant prior to issuance of a grading permit. Measures may include, but are not limited to:

- a. A qualified biologist shall identify an on-site or off-site mitigation area suitable for restoration of habitat and seed transplantation for this annual herb. The applicant shall be responsible for the placement of a conservation easement over the mitigation area and the provision of funds to ensure the restoration of the mitigation area and its preservation in perpetuity.
- b. Prior to approval of a grading permit, a qualified biologist or native plant specialist shall perform seed collection from all special-status plants located within the impact areas and implement seed installation at the mitigation area at the optimal time. Additionally, topsoil from the special-status species occurrence area(s) shall be salvaged (where practical) for use in the mitigation area.
- c. A maintenance and monitoring program shall be developed by a qualified biologist and established for a minimum of five years after mitigation area installation to verify that restoration activities have been successful. Maintenance activities may include, but not be limited to, watering during the plant establishment period, supplemental seed planting as needed, and removal of non-native plants. Monitoring shall include, at a minimum, quarterly monitoring reports for the first year and annual reports for the remaining four years. The performance standard for successful mitigation shall be a minimum 3:1 replacement ratio (i.e., three plants observed in mitigation area for each plant lost from the project site) achieved in at least one of the five years of monitoring.

IMPACT Potential Loss or Disturbance of California Tiger Salamander and California Red-Legged Frog (Less than Significant with Mitigation)

There is a complicated history regarding impacts to California tiger salamander within the Ridgemark boundary. Development began in 1972, when little analysis was conducted regarding impacts to threatened and endangered species. A subsequent application for additional residential development was submitted in 1993.

It is important to note that in 1993, California tiger salamander was listed as a state species of special concern and a Category 1 candidate for federal listing as threatened or endangered. In 2004 its listing status was changed under the federal Endangered Species Act (ESA) to threatened and in 2005 its listing status was changed under the California Endangered Species Act (CESA) to threatened. Biological surveys were conducted as part of the CEQA analysis in 1993, and mitigation measures were adopted to offset impacts to special-status species. These measures were approved by the San Benito Planning Commission in 1993, and a final map was recorded in 1996.

Tentative Subdivision Map (TSM) condition number 39 included the creation and establishment of an off-site California tiger salamander conservation easement, as well as enhancements, management and on-going monitoring with the results to be submitted to the California Department of Fish and Wildlife (formerly CDFG). TSM condition number 40 included the establishment of a 100-foot buffer around the ponds at Paullus Drive (CTS Ponds 2 and 3 shown on Figure 4-1, Habitat Map) for the protection of California red-legged frog, along with revegetation and management of the area during operation. The applicant agreed to these conditions in 1996, however the County's records do not show evidence that either condition was fulfilled. As of February 2002, there is correspondence in the County's project file that indicates Code Enforcement action was being considered. To date, no evidence has been presented to indicate that an off-site conservation easement for California tiger salamander was established or any measures have been implemented for the protection of California red-legged frog. The property has subsequently changed ownership.

California tiger salamander is known to occur on the east side of Ridgemark and California red-legged frog is assumed to be present, although likely in low numbers. If California tiger salamander and/or California red-legged frog are present in the development area, soil disturbing activities could result in the loss or harm to individual animals. This would be a potentially significant adverse environmental impact. The project applicant has initiated consultation with CDFW and USFWS to obtain incidental take authorization for impacts related to project construction (Coats 2021). Implementation of conservation measures required in the state and federal take permits will reduce and/or mitigate impacts to the extent possible. In addition, the following mitigation measures would reduce the potential impact to a less-than-significant level.

Mitigation Measures

BIO-2 The project applicant will coordinate with the USFWS and CDFW to determine the appropriate course of action per the requirements of FESA and/or CESA (e.g., obtaining Incidental Take Permits) and implement the permit requirements prior to ground disturbance.

BIO-3 Before construction activities begin at a development area, a qualified biologist, shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of special-status species potentially occurring in the project vicinity, including, but not limited to California red-legged frog, California tiger salamander, western pond turtle, San Joaquin coachwhip, burrowing owl, American badger, San Joaquin kit fox, and nesting birds and raptors. Their habitats, general measures that are being implemented to conserve species as they relate to the project, and the boundaries within which construction activities will occur shall be explained. Informational handouts with photographs clearly illustrating the species' appearances shall be used in the training session. All new construction personnel shall undergo this mandatory environmental awareness training. The applicant shall submit evidence of completion of this training to the San Benito County Director of Planning, Building & Code Enforcement or his/her designate, prior to issuance of a grading permit.

The qualified biologist shall train biological monitors selected from the construction crew by the construction contractor (typically the project foreman). Before the start of work each day, the monitor shall check for animals under any equipment such as vehicles and stored pipes within active construction zones. The monitor shall also check all excavated steep-walled holes or trenches greater than one foot deep for trapped animals. If an animal is observed within an active construction zone, the qualified biologist shall be notified immediately and all work within 100 feet of the individual shall be halted and all equipment turned off until the individual has left the construction area. The applicant shall submit documentation of the sighting, measures taken to protect the individual, and communication with the California Department of Fish and Wildlife and US Fish and Wildlife Service to San Benito County Director of Planning, Building & Code Enforcement or his/her designate within 24 hours of the sighting.

BIO-4 A qualified biologist shall conduct preconstruction surveys for California tiger salamander and California red-legged frog no more than two weeks (14 days) prior to the start of construction activities. The development areas will be surveyed for potential breeding, migratory and/or upland activity. The qualified biologist shall prepare a report documenting the results of the preconstruction surveys for submittal to San Benito County Director of Planning, Building & Code Enforcement or his/her designate prior to issuance of a grading permit.

BIO-5 Subject to revision per any Incidental Take Permits, protective measures shall be implemented, including, but not be limited to, the following:

- a. A qualified biologist shall be on site during all activities within 200 feet of aquatic habitat that may result in take of the California red-legged frog or California tiger salamander.
- b. To the extent possible, all ground-disturbing work within 200 feet of aquatic habitat shall be avoided between November 1 and March 31, the time period when California tiger salamanders and/or California red-legged frogs are most likely to be moving through upland areas.
- c. All ground-disturbing work within 200 feet of aquatic habitat should be accomplished during the dry season, with no construction activities occurring during rain events or within 24-hours following a rain event.
- d. To minimize harassment, injury, death, and harm in the form of temporary habitat disturbances, all project-related vehicle traffic shall be restricted to established roads, construction areas, equipment staging, storage, parking, and stockpile areas.
- e. If a California red-legged frog or California tiger salamander is encountered, all activities which have the potential to result in the harassment, injury, or death of the individual shall be immediately halted. A qualified biologist shall then assess the situation and select a course of action that shall avoid or minimize adverse effects to the animal.
- f. Uneaten human food and trash attracts crows, ravens, coyotes, and other predators of the California red-legged frog or California tiger salamander. A litter control program shall be instituted at each development area. All workers shall ensure their food scraps, paper wrappers, food containers, cans, bottles, and other trash are deposited in covered or closed trash containers. The trash containers shall be removed from the development area at the end of each working day.
- g. Loss of soil from run-off or erosion shall be prevented with straw bales, straw wattles, or similar means provided they do not entangle, block escape or dispersal routes of the California red-legged frog or California tiger salamander.
- h. No insecticides or herbicides shall be used in the development area during construction or long-term operational maintenance where there is the

potential for these chemical agents to enter aquatic habitat or uplands that contain potential habitat for the California red-legged frog or California tiger salamander.

- i. No pets shall be permitted in the development area, to avoid and minimize the potential for harassment, injury, and death of California red-legged frog or California tiger salamander.
- j. For on-site storage of pipes, conduits, and other materials that could provide shelter for special-status species, an open-top trailer shall be used to elevate the materials above ground. This is intended to reduce the potential for animals to climb into the conduits and other materials.
- k. To the maximum extent possible, night-time construction shall be minimized or avoided because dusk and dawn are often the times when the California red-legged frog and California tiger salamander are most actively moving and foraging.
- l. Plastic monofilament netting (erosion control matting), loosely woven netting, or similar material in any form shall not be used in the development area to avoid California red-legged frogs or California tiger salamanders becoming entangled and trapped in them. Materials utilizing fixed weaves (strands cannot move), polypropylene, polymer, or other synthetic materials shall not be used.
- m. Trenches or pits one foot or deeper that are going to be left unfilled for more than 48 hours shall be securely covered with boards or other material to prevent the California red-legged frog or California tiger salamander from falling into them.
- n. The qualified biologist shall prepare monthly reports documenting compliance with protective measures for submission to the San Benito County Building Official or his/her designate during construction activities.

IMPACT Potential Loss or Disturbance of Western Pond Turtle and/or Western Spadefoot (Less than Significant with Mitigation)

If western pond turtle or western spadefoot are present in the development areas, soil disturbing activities could result in the loss or disturbance of individual animals. This would be a potentially significant adverse environmental impact. Implementation of the following mitigation measure would reduce the potential impact to a less-than-significant level.

Mitigation Measure

- BIO-6 The project applicant shall implement the following measures for the protection of western pond turtle and western spadefoot:
- a. Within 24 hours prior to vegetation removal or ground-disturbing activities within 200 feet of aquatic habitat, the project applicant shall retain a qualified biologist to conduct a pre-construction survey of the area in and adjacent to the development area for western pond turtle and western spadefoot. If any western pond turtles and/or western spadefoot are found in or adjacent to the development area, construction activities shall not commence until the individuals have left the area or the qualified biologist relocates the western pond turtle or western spadefoot to nearby suitable habitat a minimum of 300 feet from the development areas. Western pond turtle and western spadefoot relocation shall only be conducted with California Department of Fish and Wildlife authorization.
 - b. During all initial ground-disturbing activities within 200 feet of aquatic habitat, the qualified biologist shall monitor construction activity to assess the potential impacts to turtles and/or spadefoot, if present. If a western pond turtle nest is discovered during initial ground-disturbing activity, all work shall stop and the California Department of Fish and Wildlife shall be contacted for guidance on how to proceed. Relocation of pond turtles, their nests, or western spadefoot shall only be conducted with California Department of Fish and Wildlife authorization.
 - c. Disturbance to aquatic vegetation shall be avoided to the extent possible. Placement of all staging areas, access roads, and other construction related facilities shall be located a minimum of 100 feet away from aquatic habitat.
 - d. Within 200 feet of aquatic habitat, all construction-related holes shall be covered at the end of each workday to prevent entrapment of western pond turtles.
 - e. The qualified biologist shall prepare a report documenting the results of the preconstruction survey for submittal to San Benito County Director of Planning, Building & Code Enforcement or his/her designate prior to issuance of a grading permit. The qualified biologist shall submit monthly reports documenting compliance with the measures above to San Benito County Building Official or his/her designate during construction within 200 feet of aquatic habitat.

IMPACT Potential Loss or Disturbance of San Joaquin Coachwhip (Less than Significant with Mitigation)

If San Joaquin coachwhip is present in the development areas, soil disturbing activities could result in the loss or disturbance of individual animals. This would be a potentially significant adverse environmental impact. Implementation of the following mitigation measure would reduce the potential impact to a less-than-significant level.

Mitigation Measure

BIO-7 Within 14 days prior to vegetation removal or ground-disturbing activities, the project applicant shall retain a qualified biologist to conduct a pre-construction survey for San Joaquin coachwhip in and adjacent to the development areas. If any coachwhip(s) are found in or adjacent to the development areas, construction activities shall not commence until the coachwhip(s) have left the area or the qualified biologist relocates the coachwhip to nearby suitable habitat a minimum of 300 feet from the development area. Coachwhip relocation shall only be conducted with California Department of Fish and Wildlife authorization.

The qualified biologist shall prepare a report documenting the results of the preconstruction survey for submittal to San Benito County Director of Planning, Building & Code Enforcement or his/her designate prior to issuance of a grading permit. If coachwhip(s) are found during the preconstruction surveys and/or during construction, documentation of coordination with the California Department of Fish and Wildlife shall be provided to San Benito County Director of Planning, Building & Code Enforcement or his/her designate as needed.

IMPACT Potential Loss or Disturbance of Burrowing Owl (Less than Significant with Mitigation)

One burrowing owl nest was potentially spotted by the eastern property gate during the 2023 surveys. If burrowing owl is present in the development areas, soil disturbing activities could result in the loss or disturbance of individual animals. This would be a potentially significant adverse environmental impact. Implementation of the following mitigation measure would reduce the potential impact to a less-than-significant level.

Mitigation Measure

BIO-8 To avoid/minimize impacts to burrowing owls potentially occurring on or adjacent to the development areas, the project applicant shall retain a qualified biologist to conduct a two-visit (i.e. morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the development areas no less than 14 days prior to the start of construction or ground disturbance activities. Verification of presence/absence of burrowing owl at the burrow identified in 2023 near the eastern gatehouse shall be completed prior to construction in the vicinity. Surveys shall be conducted according to methods

described in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (CBOC 1993) and the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012). The applicant shall submit evidence of completion of the preconstruction survey to San Benito County Director of Planning, Building & Code Enforcement or his/her designate prior to issuance of a grading permit.

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

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

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

If surveys locate occupied burrows in or near construction areas, consultation with the California Department of Fish and Wildlife shall occur to interpret survey results and develop a project-specific avoidance and minimization approach. The applicant shall submit evidence of consultation with California Department of Fish and Wildlife and compliance with minimization measures to San Benito County Director of Planning, Building & Code Enforcement or his/her designate prior to issuance of a grading permit.

IMPACT Potential Loss or Disturbance of Protected Nesting Birds (Less than Significant with Mitigation)

Nesting birds observed during the May 2023 survey included killdeer, red-winged blackbirds, and, possibly burrowing owl. Additionally, protected nesting birds, including tricolored blackbird, horned lark, burrowing owl, and raptor species, have potential to nest on the ground or in vegetation or trees adjacent to the development areas during the nesting bird season (January 15 through September 15). If nesting birds protected by state and federal regulations are present during soil-disturbing or construction activities including vegetation removal and site preparation, the proposed project may directly result in loss of active nests, or indirectly result in nest abandonment and thereby cause loss of fertile eggs or nestlings. This would be a significant adverse environmental impact. Implementation of the following mitigation measure would reduce the potential impact to a less-than significant level.

Mitigation Measure

BIO-9 Prior to issuance of grading and construction permits, to avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities that include any vegetation removal or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, which is outside of the bird nesting season. If construction activities must commence during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

If construction activities are scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), nesting bird surveys shall be conducted by a qualified biologist.

- a. Two surveys for active nests of such birds shall occur within 10 days prior to start of grading or construction, with the second survey conducted with 48 hours prior to start of grading or construction. Appropriate minimum survey radius surrounding the work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities. The applicant shall submit evidence of completion of the preconstruction survey to the San Benito County Director of Planning, Building & Code Enforcement or his/her designate, prior to issuance of a grading permit.
- b. If the qualified biologist documents active nests within the development areas or in nearby surrounding areas, an appropriate buffer between each

nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. This measure shall be implemented by the applicant prior to start of grading and construction activities and compliance shall be documented and submitted to the San Benito County Director of Planning, Building & Code Enforcement or his/her designate.

IMPACT Potential Loss or Disturbance of American Badger (Less than Significant with Mitigation)

Potential habitat for American badger occurs in annual grassland habitats on or adjacent to the development areas. If American badger is present on or adjacent to the site, vegetation removal and other construction activities could result in the loss of individual animals. This would be a significant adverse environmental impact. Implementation of the following mitigation measure would reduce the potential impact to a less-than-significant level.

Mitigation Measure

BIO-10 Prior to issuance of a grading permit and within 14 days prior to vegetation removal or ground-disturbing activities, the project applicant shall retain a qualified biologist to conduct a pre-construction survey for American badger and their sign (dens, scat, etc.) in and adjacent to annual grassland within the development areas. If the species or a potential den is found in or adjacent to the development areas, the following measures shall be implemented:

- If the qualified biologist determines that potential American badger dens are inactive, the biologist shall excavate these dens during the first clearance survey. The dens shall be excavated by hand with a shovel to prevent badgers from re-use during construction.
- If the qualified biologist determines that potential dens may be active, construction activities shall not occur within 30 feet of active badger dens until an on-site passive relocation program can be implemented. This

program shall consist of excluding badgers from occupied burrows by installation of one-way doors at burrow entrances, remote camera monitoring of the burrow for one week to confirm usage has been discontinued, and excavation and collapse of the burrow to prevent reoccupation. After the qualified biologist determines that badgers have stopped using active dens within the project boundary, the dens shall be hand-excavated with a shovel to prevent re-use during construction. Implementation of a passive relocation program shall only be conducted with California Department of Fish and Wildlife authorization.

The qualified biologist shall prepare a report documenting the results of the preconstruction survey for submittal to the San Benito County Director of Planning, Building & Code Enforcement or his/her designate prior to issuance of a grading permit. If American badger and/or their dens are found during the preconstruction surveys and/or during construction, documentation of coordination with the California Department of Fish and Wildlife shall be provided to the San Benito County Building Official or his/her designate as needed.

IMPACT Potential Loss or Disturbance of San Joaquin Kit Fox (Less than Significant with Mitigation)

Potential habitat for San Joaquin kit fox occurs in annual grassland on or adjacent to the development areas. If San Joaquin kit fox are found on or adjacent to the site, vegetation removal and other construction activities could result in the loss of individual animals. This would be a significant adverse environmental impact. Implementation of the following mitigation measure would reduce the potential impact to a less-than-significant level.

Mitigation Measure

BIO-11 The U.S. *Fish and Wildlife Service Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance* (USFWS 2011) shall be implemented prior to initiation of and during any construction activity in the development areas to avoid unintended take of individual San Joaquin kit foxes.

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

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

In addition, the following measures shall be observed:

- Project-related vehicles shall observe a 20-mph speed limit in all development areas; this is particularly important at night when kit foxes are most active. To the extent possible, night-time construction shall be minimized. Off-road traffic outside of designated development area shall be prohibited.
- To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of the project, all excavated, steep-walled holes or trenches more than two feet deep shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the procedures under number 11 of the Construction and Operational Requirements in the Standardized Recommendations must be followed.
- Kit foxes are attracted to den-like structures such as pipes and may enter stored pipe becoming trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the U.S. Fish and Wildlife Service has been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved once to remove it from the path of construction activity, until the fox has escaped.
- All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and removed at least once a week from a construction or development area.
- No firearms shall be allowed on the project site during construction activities.

- To prevent harassment, mortality of kit foxes or destruction of dens by dogs or cats, no pets shall be permitted on site during construction activities.
- Use of rodenticides and herbicides on the project site during construction shall be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds shall observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the U.S. Fish and Wildlife Service. If rodent control must be conducted, zinc phosphide shall be used because of proven lower risk to kit fox.
- In the case of trapped animals, escape ramps or structures shall be installed immediately to allow the animal(s) to escape.
- Any contractor, employee, or agency personnel who inadvertently kills or injures a San Joaquin kit fox shall immediately report the incident to the qualified biologist and the San Benito County Building Official or his/her designate, as well as CDFW and USFWS.
- A letter report shall be submitted to San Benito County documenting the results of the preconstruction surveys. If San Joaquin kit fox is encountered during construction, documentation of coordination with CDFW and USFWS shall be provided to the San Benito County Building Official or his/her designate.

IMPACT Potential Loss or Disturbance of Bats (Less than Significant with Mitigation)

Potential habitat for western mastiff bat, pallid bat, and western red bat occurs in tree foliage and/or structures on or adjacent to the development areas. If special-status bats are present on or adjacent to the site, vegetation removal and other construction activities could result in the loss of individual animals. This would be a significant adverse environmental impact. Implementation of the following mitigation measure would reduce the potential impact to a less-than-significant level.

Mitigation Measure

BIO-12 Approximately 14 days prior to disturbance activities, a qualified biologist shall conduct a habitat assessment for bats and potential roosting sites in trees or structures to be removed, in trees within 50 feet of the development footprint, and within and surrounding any structures that will be demolished by the project.

Trees and habitat adjacent to ponds and drainages shall be surveyed thoroughly. These surveys shall include a visual inspection of potential roosting features (bats need not be present) and a search for presence of guano within the development areas, construction access routes, and 50 feet around these areas. Cavities, crevices, exfoliating bark, and bark fissures that could provide suitable potential nest or roost habitat for bats shall be surveyed. Assumptions can be made on what species is present due to observed visual characteristics along with habitat use, or the bats can be identified to the species level with the use of a bat echolocation detector such as an "Anabat" unit. Potential roosting features found during the survey shall be flagged or marked.

- a. If no roosting sites or bats are found, a letter report shall be prepared by the qualified biologist confirming absence and no further mitigation is required. The applicant shall submit the letter report to the San Benito County Director of Planning, Building & Code Enforcement or his/her designate prior to issuance of a grading permit.
- b. If bats or roosting sites are found, bats shall not be disturbed without specific notice to and consultation with the California Department of Fish and Wildlife.
- c. If bats are found roosting outside of the nursery season (May 1 through October 1), the California Department of Fish and Wildlife shall be consulted prior to any eviction or other action. If avoidance or postponement is not feasible, a Bat Eviction Plan shall be submitted to the California Department of Fish and Wildlife for written approval prior to project implementation. A request to evict bats from a roost includes details for excluding bats from the roost site and monitoring to ensure that all bats have exited the roost prior to the start of activity and are unable to re-enter the roost until activity is completed. Any bat eviction shall be timed to avoid lactation and young-rearing. If bats are found roosting during the nursery season, they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or by monitoring the roost after the adults leave for the night to listen for bat pups. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. Therefore, if a maternal roost is present, a 50-foot buffer zone (or different size if determined in consultation with the California Department of Fish and Wildlife) shall be established around the roosting site within which no construction activities including tree removal or structure disturbance will occur until after the nursery season.

IMPACT Disturbance of Sensitive Natural Communities (Less than Significant with Mitigation)

Two sensitive natural communities are found within the project boundary: oak woodland and wetland/riparian.

The San Benito County Code contains an Interim Woodlands Management Ordinance which is intended to control the removal of protected woodlands and maintain and enhance tree cover within unincorporated areas of the county. Phase 1 of the current project vesting tentative map (Figure 1-4) potentially encroaches upon coast live oak trees along the drainage near the southwestern border of the project. According to the Ordinance, if the project cannot be designed to avoid woodlands on-site, the total acreage and type of habitat, number of trees (including the species and each trees diameter at breast height) and canopy coverage that would be impacted shall be confirmed once the final design of the project component at issue is completed and prior to initiation of ground disturbance activities. This information shall be submitted to San Benito County Director of Planning, Building & Code Enforcement or his/her designate to determine whether a tree pruning/ removal permit would be necessary. If a permit is necessary for impacts to woodlands, the project applicant shall apply for and pay all associated fees for the acquisition of a permit. The fees would be applied to restoration activities that assure no net loss of woodlands habitat value.

Impacts to drainages or ponds from noise, dust, or run-off are considered significant adverse environmental impacts. Implementation of mitigation measures would reduce the potential impact to a less-than significant level.

Mitigation Measures

- BIO-13 All fueling and maintenance of vehicles and other equipment and staging areas shall occur at least 50 feet from aquatic habitat. Prior to the onset of work, the construction contractor shall provide written documentation to the San Benito County Director of Planning, Building & Code Enforcement or his/her designate that a plan to allow a prompt and effective response to any accidental spills has been prepared. All spills shall be cleaned up immediately with contaminated materials disposed of offsite in an appropriate facility.
- BIO-14 On-site landscaping shall be limited to drought-tolerant species, fire-resistant species, and species capable of increasing soil stability, with preference to plant species endemic to San Benito County. Species from the California Invasive Plant Council's (Cal-IPC) Invasive Plant List (Cal-IPC 2023) shall be removed if present and not included in any new landscaping. The plant palette used for on-site landscaping shall be reviewed and approved by the San Benito County Director of Planning, Building & Code Enforcement or his/her designate to confirm no invasive species shall be planted prior to occupation of the residences or commercial areas.

IMPACT Disturbance of Jurisdictional Wetlands and Waters (Less than Significant with Mitigation)

Impacts to jurisdictional wetland and waterway features are considered significant adverse environmental impacts. The following mitigation measure would ensure that this potentially significant impact is reduced to less than significant.

Mitigation Measure

BIO-15 Prior to issuance of a grading permit within the project boundary, the extent of potential wetlands and waterways regulated by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) shall be determined. If the USACE claims jurisdiction on any wetland or waters of the U.S., the applicant shall obtain a Clean Water Act Section 404 Nationwide Permit. If the impacts to the drainage features do not qualify for a Nationwide Permit, an Individual Permit shall be obtained from the USACE. If wetlands or waters of the State are present, the applicant shall coordinate with the RWQCB to obtain a Clean Water Act Section 401 Water Quality Certification. If impacts to wetlands, riparian areas, or streams are identified, the applicant shall coordinate with the CDFW to obtain a Streambed Alteration Agreement.

To compensate for temporary and/or permanent impacts to jurisdictional waters that would be impacted as a result of the proposed project, mitigation shall be provided as required by the regulatory permits. Mitigation would be provided through one of the following mechanisms:

- A Wetland Mitigation and Monitoring Plan shall be developed that will outline mitigation and monitoring obligations for temporary impacts to wetlands and other waters as a result of construction activities. The Wetland Mitigation and Monitoring Plan would include thresholds of success, monitoring and reporting requirements, and site-specific plans to compensate for wetland losses resulting from the project. The Wetland Mitigation and Monitoring Plan shall be submitted to the appropriate regulatory agencies for review and approval during the permit application process.
- To compensate for permanent impacts, the purchase and/or dedication of land to provide suitable wetland restoration or creation shall ensure a no net loss of wetland values or functions. If restoration is available and feasible, a minimum 1:1 mitigation to impact ratio would apply to projects for which mitigation is provided in advance.

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Report Preparers and Sources

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APPENDIX A

LIST OF SPECIES OBSERVED

Appendix A

List of Species Observed

PLANTS

The following non-vascular and vascular plant species were observed in the survey area by EMC Planning Group biologists during site visits conducted on July 10, 2019, and May 24, 2023.

Table 1 Non-Vascular and Vascular Plant Species Observed

| Common Name | Scientific Name | Year(s) Observed |
|--------------------|------------------------------|------------------|
| Bermuda buttercup* | <i>Oxalis pes-caprae</i> | 2019 |
| Black sage | <i>Salvia mellifera</i> | 2019, 2023 |
| Bull thistle* | <i>Cirsium vulgare</i> | 2019, 2023 |
| California buckeye | <i>Aesculus californica</i> | 2019, 2023 |
| California mugwort | <i>Artemisia douglasiana</i> | 2019 |
| Cattails | <i>Typha sp.</i> | 2019, 2023 |
| Cheeseweed* | <i>Malva parviflora</i> | 2019 |
| Coast redwood | <i>Sequoia sempervirens</i> | 2023 |
| Coffeeberry | <i>Frangula californica</i> | 2019, 2023 |
| Common tule | <i>Schoenoplectus acutus</i> | 2023 |
| Coyote brush | <i>Baccharis pilularis</i> | 2019, 2023 |
| Deerweed | <i>Acmispon glaber</i> | 2019 |
| Eucalyptus* | <i>Eucalyptus sp.</i> | 2019, 2023 |
| Field bindweed* | <i>Convolvulus arvensis</i> | 2019, 2023 |
| Fremont cottonwood | <i>Populus fremontii</i> | 2023 |
| Iceplant* | <i>Carpobrotus edulis</i> | 2019, 2023 |
| Italian thistle* | <i>Carduus pycnocephalus</i> | 2019, 2023 |
| Mulefat | <i>Baccharis salicifolia</i> | 2023 |
| Pepper tree* | <i>Schinus molle</i> | 2019 |
| Rushes | <i>Juncus sp.</i> | 2019, 2023 |
| Sandbar willow | <i>Salix exigua</i> | 2023 |
| Slender wild oat* | <i>Avena barbata</i> | 2019, 2023 |

| Common Name | Scientific Name | Year(s) Observed |
|-----------------|--------------------------------|------------------|
| Curly dock* | <i>Rumex crispus</i> | 2019, 2023 |
| Telegraph weed | <i>Heterotheca grandiflora</i> | 2019 |
| Tree tobacco* | <i>Nicotiana glauca</i> | 2019 |
| Trefoil | <i>Lotus corniculatus</i> | 2019 |
| Umbrella sedge | <i>Cyperus squarrosus</i> | 2023 |
| Weeping willow* | <i>Salix babylonica</i> | 2023 |
| Willow | <i>Salix sp.</i> | 2023 |
| Yarrow | <i>Achillea millefolium</i> | 2019, 2023 |

SOURCE: EMC Planning Group 2023

* Introduced species non-native to California or the survey area

NCN No Common Name

WILDLIFE

The following is a list of wildlife species seen, heard, or identified by the present of tracks, scat, or other signs in the survey area by EMC Planning Group biologists during site visits conducted on July 10, 2019, and May 24, 2023.

Table 2 Wildlife Species Detected or Observed

| Common Name | Scientific Name | Year(s) Observed |
|---------------------------|----------------------------------|------------------|
| Invertebrates | | |
| Buckeye butterfly | <i>Junonia coenia</i> | 2023 |
| European honey bee* | <i>Apis mellifera</i> | 2023 |
| Amphibians | | |
| American bullfrog* | <i>Lithobates catesbeianus</i> | 2019 |
| Reptiles | | |
| Red-eared slider* | <i>Trachemys scripta elegans</i> | 2019 |
| Western pond turtle | <i>Emys marmorata</i> | 2023 |
| Birds | | |
| (Potential) Burrowing owl | <i>Athene cunicularia</i> | 2023 |
| Acorn woodpecker | <i>Melanerpes formicivorus</i> | 2019 |
| American cliff swallow | <i>Petrochelidon pyrrhonota</i> | 2023 |
| American coot | <i>Fulica americana</i> | 2023 |
| American crow | <i>Corvus brachyrhynchos</i> | 2019 |
| American kestrel | <i>Falco sparverius</i> | 2019 |
| American robin | <i>Turdus migratorius</i> | 2023 |
| Anna's hummingbird | <i>Calypte anna</i> | 2023 |

| Common Name | Scientific Name | Year(s) Observed |
|----------------------------|----------------------------------|------------------|
| Barn swallow | <i>Hirundo rustica</i> | 2023 |
| Black phoebe | <i>Sayornis nigricans</i> | 2019, 2023 |
| Bullock's oriole | <i>Icterus bullockii</i> | 2023 |
| California towhee | <i>Melospiza crissalis</i> | 2023 |
| Canada goose | <i>Branta canadensis</i> | 2019, 2023 |
| Cedar waxwing | <i>Bombycilla cedrorum</i> | 2023 |
| Common raven | <i>Corvus corax</i> | 2023 |
| Eurasian collared dove* | <i>Streptopelia decaocto</i> | 2023 |
| European starling* | <i>Sturnus vulgaris</i> | 2023 |
| Great-tailed grackle | <i>Quiscalus mexicanus</i> | 2023 |
| House finch | <i>Haemorhous mexicanus</i> | 2019, 2023 |
| House sparrow | <i>Passer domesticus</i> | 2019, 2023 |
| Killdeer | <i>Charadrius vociferus</i> | 2023 |
| Mallard | <i>Anas platyrhynchos</i> | 2019, 2023 |
| Northern mockingbird | <i>Mimus polyglottos</i> | 2019 |
| Mourning dove | <i>Zenaida macroura</i> | 2019, 2023 |
| Nuttall's woodpecker | <i>Dryobates nuttallii</i> | 2023 |
| Red-winged blackbird | <i>Agelaius phoeniceus</i> | 2023 |
| Rock dove* | <i>Columba livia</i> | 2019 |
| Ruddy duck | <i>Oxyura jamaicensis</i> | 2023 |
| Savannah sparrow | <i>Passerculus sandwichensis</i> | 2019 |
| California scrub jay | <i>Aphelocoma californica</i> | 2019 |
| Tricolor blackbird | <i>Agelaius tricolor</i> | 2019 |
| Wild Turkey | <i>Meleagris gallopavo</i> | 2019 |
| Turkey vulture | <i>Cathartes aura</i> | 2019, 2023 |
| Violet-green swallow | <i>Tachycineta thalassina</i> | 2019 |
| Western meadowlark | <i>Sturnella neglecta</i> | 2019 |
| Mammals | | |
| Black-tailed jackrabbit | <i>Lepus californicus</i> | 2019 |
| California ground squirrel | <i>Spermophilus beecheyi</i> | 2019, 2023 |
| Raccoon | <i>Procyon lotor</i> | 2023 |
| Western grey squirrel | <i>Sciurus griseus</i> | 2019 |

SOURCE: EMC Planning Group 2023

* Introduced species non-native to California or the survey area

NCN No Common Name

APPENDIX B

SPECIAL-STATUS SPECIES WITH
POTENTIAL TO OCCUR IN THE PROJECT VICINITY

APPENDIX B

Special-Status Species with Potential to Occur in the Project Vicinity

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|------------------------------------|--|---|
| Plants | | | |
| Alkali milk-vetch (<i>Astragalus tener</i> var. <i>tener</i>) | --/--/1B.2 | Alkaline sites in playas, valley and foothill grassland (on adobe clay), and vernal pools; elevation 1-60m. Blooming Period: March - June | Not expected. No suitable habitat found at the project site. |
| California alkali grass (<i>Puccinellia simplex</i>) | --/--/1B.2 | Meadows and seeps, chenopod scrub, valley and foothill grasslands, vernal pools. Alkaline, vernal mesic. Sinks, flats, and lake margins; elevation 1-915m. Blooming Period: March - May | Not expected. No suitable habitat found at the project site. |
| Chaparral harebell (<i>Campanula exigua</i>) | --/--/1B.2 | Chaparral (rocky, usually serpentine); elevation 275-1250m. Blooming Period: May - June | Not expected. No suitable habitat found at the project site. |
| Congdon's tarplant (<i>Centromadia parryi</i> spp. <i>congdonii</i>) | --/--/1B.1 | Valley and foothill grassland (alkaline); elevation 1-230m. Known to occur on various substrates, and in disturbed and ruderal (weedy) areas. Blooming Period: June - November | Not expected. Nearest observation over ten miles from project site. |
| Coyote ceanothus (<i>Ceanothus ferrisiae</i>) | FE/--/1B.1 | Serpentine sites in chaparral, coastal scrub, and valley and foothill grassland; elevation 120-460m. Blooming Period: January - May | Not expected. No suitable habitat found at the project site. |
| Eastwood's goldenbush (<i>Ericameria fasciculata</i>) | --/--/1B.1 | Closed cone coniferous forest, chaparral (maritime), coastal dunes, and coastal scrub/sand; elevation 30 - 275 meters. Blooming Period: July - October | Not expected. No suitable habitat found at the project site. |
| Fragrant fritillary (<i>Fritillaria liliacea</i>) | --/--/1B.2 | Coastal scrub, valley and foothill grassland, and coastal prairie. Often on serpentine; various soils reported though usually clay in grassland; elevation 3-410m. Blooming Period: February - April | Not expected. No suitable habitat found at the project site. |
| Gabilan Mountains manzanita (<i>Arctostaphylos gabrielensis</i>) | --/--/1B.2 | Chaparral, cismontane woodland, granitic substrates; elevation 300-700m. Blooming Period: March | Not expected. No suitable habitat found at the project site. |
| Hairless popcorn flower (<i>Plagiobothrys glaber</i>) | --/--/1A | Meadows and seeps (alkaline), marshes and swamps (coastal salt); elevation 15-180m. Blooming Period: March - May | Not expected. No suitable habitat found at the project site. |

Appendix B

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|------------------------------------|---|--|
| Hall's tarplant (<i>Deinandra halliana</i>) | --/--/1B.1 | Cismontane woodland, chenopod scrub, valley and foothill grassland. Variety of substrates, including clay, sand, and alkaline soils; elevation 300-950m. Blooming Period: April - May | Not expected. No suitable habitat found at the project site. |
| Hoover's button-celery (<i>Eryngium aristulatum</i> var. <i>hooveri</i>) | --/--/1B.1 | Vernal pools. Alkaline depressions, roadside ditches, and other wet places near the coast; elevation 5-45m. Blooming Period: July | Not expected. No suitable habitat found at the project site. |
| Indian Valley bush-mallow (<i>Malacothamnus aboriginum</i>) | --/--/1B.2 | Chaparral and cismontane woodland; rocky, often burned areas. Prefers granitic outcrops and sandy bare soil; elevation 150-1700m. Blooming Period: April - October | Not expected. No suitable habitat found at the project site. |
| Loma Prieta hoita (<i>Hoita strobilina</i>) | --/--/1B.1 | Wet areas on serpentine substrate in chaparral, cismontane woodland, and riparian woodland; elevation 30-860m. Blooming Period: May - October | Not expected. No suitable habitat found at the project site. |
| Monterey spineflower (<i>Chorizanthe pungens</i> var. <i>pungens</i>) | FT/--/1B.2 | Sandy openings in maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grassland; elevation 3-450m. Blooming Period: April - June | Not expected. No suitable habitat found at the project site. |
| Most beautiful jewel-flower (<i>Streptanthus albidus</i> ssp. <i>peramoenus</i>) | --/--/1B.2 | Chaparral, valley and foothill grassland, and cismontane woodland; serpentine outcrops, on ridges and slopes; elevation 120-730m. Blooming Period: April - June | Not expected. No suitable habitat found at the project site. |
| Pajaro manzanita (<i>Arctostaphylos pajaroensis</i>) | --/--/1B.1 | Sandy soils in chaparral habitat; evergreen; elevation 30-760m. Blooming Period: December - March | Not expected. No suitable habitat found at the project site. |
| Pink creamsacs (<i>Castilleja rubicundula</i> ssp. <i>rubicundula</i>) | --/--/1B.2 | Chaparral, meadows and seeps, and valley and foothill grassland. Openings in chaparral or grasslands on serpentine soils; elevation 20-900m. Blooming Period: April - June | Not expected. No suitable habitat found at the project site. |
| Pinnacles buckwheat (<i>Eriogonum nortonii</i>) | --/--/1B.3 | Sandy sites in chaparral and valley and foothill grassland, often on recent burns; elevation 300-975m. Blooming Period: May - June | Not expected. No suitable habitat found at the project site. |
| Prostrate vernal pool navarretia (<i>Navarretia prostrata</i>) | --/--/1B.1 | Coastal scrub, valley and foothill grassland, and vernal pools. Alkaline soils in grassland, or in vernal pools; elevation 15-700m. Blooming Period: April - July | Not expected. No suitable habitat found at the project site. |
| Saline clover (<i>Trifolium hydrophilum</i>) | --/--/1B.2 | Marshes and swamps, valley and foothill grassland, and vernal pools. Prefers wet, alkaline sites; elevation 0-300m. Blooming Period: April - June | Not expected. No suitable habitat found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|------------------------------------|---|--|
| San Francisco popcornflower (<i>Plagiobothrys diffusus</i>) | --/SE/1B.1 | Valley and foothill grassland, and coastal prairie. Historically from grassy slopes with marine influence; elevation 60-485m. Blooming Period: March - June | Not expected. No suitable habitat found at the project site. |
| San Joaquin spearscale (<i>Extriplex joaquinana</i>) | --/--/1B.2 | Alkaline sites in chenopod scrub, meadows and seeps, playas, and valley and foothill grassland; elevation 1-320m. Blooming Period: April - October | Possible. Nearest recorded observation approximately 500 feet east of the project site and species known to occur in similar habitats found at the project site. |
| San Joaquin wooly-threads (<i>Monolopia congdonii</i>) | FE/--/1B.2 | Chenopod scrub and valley and foothill grassland. Alkaline or loamy plains, sandy soils, often with grasses and within chenopod scrub; elevation 60-800m. Blooming Period: February - May | Not expected. No suitable habitat found at the project site. |
| Santa Cruz tarplant (<i>Holocarpha macradenia</i>) | FT/SE/1B.1 | Coastal prairie, coastal scrub, and valley and foothill grassland; often on clay or sandy soils; elevation 10-220m. Blooming Period: June - October | Not expected. No suitable habitat found at the project site. |
| Shining navarretia (<i>Navarretia nigelliformis</i> ssp. <i>radians</i>) | --/--/1B.2 | Cismontane woodland, valley and foothill grassland, and vernal pools; elevation 200-1000m. Blooming Period: May - July | Not expected. No suitable habitat found at the project site. |
| Western Heermann's buckwheat (<i>Eriogonum heermannii</i> var. <i>occidentale</i>) | --/--/1B.2 | Openings in cismontane woodland, often on serpentine alluvium or on roadsides; rarely on clay or shale slopes; elevation 410-805m. Blooming Period: July - October | Not expected. No suitable habitat found at the project site. |
| Yadon's piperia (<i>Piperia yadonii</i>) | FE/-- | Sandy sites in coastal bluff scrub, closed cone coniferous forest, maritime chaparral; elevation 10-510m. Blooming Period: May - August | Not expected. No suitable habitat found at the project site. |
| Wildlife | | | |
| American badger (<i>Taxidea taxus</i>) | --/SSC | Most abundant in drier, open stages of most shrub, forest, and herbaceous habitats. Need sufficient food and open, uncultivated ground with friable soils to dig burrows. Prey on burrowing rodents. | Possible. Species known to occur within two miles of project site. |
| Bank swallow (<i>Riparia riparia</i>) | --/ST | Highly colonial species that nests in alluvial soils along rivers, streams, lakes, and ocean coasts. Nesting colonies only occur in vertical banks or bluffs of friable soils at least one meter tall, suitable for burrowing with some predator deterrence values. Breeding colony present in Salinas River. | Unlikely. Suitable habitat not found at the project site. |
| Big-eared kangaroo rat (<i>Dipodomys venustus elephantinus</i>) | --/SSC | Chaparral-covered slopes of the southern part of the Gabilan Range, in the vicinity of the Pinnacles. Forages under shrubs and in the open. Burrows for cover and for nesting. | Unlikely. Suitable habitat not found at the project site. |

Appendix B

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|------------------------------------|--|--|
| Blunt-nosed leopard lizard (<i>Gambelia sila</i>) | FE/SE | Resident of sparsely vegetated alkali and desert scrub habitats, in areas of low topographic relief. Seeks cover in mammal burrows, under shrubs or structures such as fence posts. | Unlikely. Suitable desert scrub habitat not found at the project site. |
| Burrowing owl (<i>Athene cunicularia</i>) | --/SSC | Open, dry, annual or perennial grasslands, desert, or scrubland, with available small mammal burrows. | Possible. Species known to occur within two miles of project site. |
| California condor (<i>Gymnogyps californianus</i>) | FE/SE | Requires vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Deep canyons containing clefts in the rocky walls provide nesting sites. Forages up to 100 miles from roost/nest. | Unlikely. Suitable open, undisturbed habitats not found at the project site. |
| California linderiella (<i>Linderiella occidentalis</i>) | FSC/-- | Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools typically has very low alkalinity, conductivity, and total dissolved solids. | Unlikely. Suitable undisturbed vernal pool habitat not found at the project site. |
| California horned lark (<i>Eremophila alpestris actia</i>) | --/SSC | Coastal regions, chiefly from Sonoma County to San Diego County, also within the main part of the San Joaquin Valley and east to the foothills. Prefers short-grass prairie, mountain meadows, open coastal plains, fallow grain fields, alkali flats. | Possible. Suitable annual grassland found at project site. |
| California red-legged frog (<i>Rana draytonii</i>) | FT/SSC | Rivers, creeks, and stock ponds with pools and overhanging vegetation. Requires dense, shrubby or emergent riparian vegetation, and prefers short riffles and pools with slow-moving, well-oxygenated water. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter. | Possible. Observations recorded at the ponds west of Paullus Drive until 2005, however surveys conducted in 2019 and 2020 were negative. |
| California tiger salamander (<i>Ambystoma californiense</i>) | FT/ST | Grasslands and oak woodlands near seasonal pools and stock ponds in central and coastal California. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter. Requires seasonal water sources that persist into late March for breeding habitat. | Known. Species observed at Pond 8 during 2019 pitfall trapping study. |
| Coast Range newt (<i>Taricha torosa</i>) | --/SSC | Coastal drainages; lives in terrestrial habitats and can migrate over 1 km to breed in ponds, reservoirs, and slow-moving streams. | Possible. Suitable habitat found at the project site. |
| Cooper's hawk (<i>Accipiter cooperii</i>) | --/WL | Oak or riparian woodlands. | Possible. Suitable habitat found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|------------------------------------|--|---|
| Foothill yellow-legged frog (<i>Rana boylei</i>) | --/SE | Partly shaded, shallow streams and riffles with rocky substrate in a variety of habitats. Requires at least some cobble-sized substrate for egg-laying and 15 weeks of available water to attain metamorphosis. | Unlikely. Suitable habitat not found at the project site. |
| Giant kangaroo rat (<i>Dipodomys ingens</i>) | FE/SE | Annual grasslands on the western side of the San Joaquin Valley, marginal habitat in alkali scrub. Needs level terrain and sandy loam soils for burrowing. | Unlikely. Suitable habitat not found at the project site. |
| Golden eagle (<i>Aquila chrysaetos</i>) | --/SFP | Rolling foothill mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range. Also uses large trees in open areas. | Unlikely. Suitable habitat not found at the project site. |
| Hoary bat (<i>Lasiurus cinereus</i>) | --/SSC | Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water. | Possible. Suitable habitat present at the project site. |
| Least Bell's vireo (<i>Vireo bellii pusillus</i>) | FE/SE | Summer resident of southern and central California in riparian habitats below 2,000 feet in elevation. Often nests in large shrubs, along margins of bushes or on twigs projecting into pathways. | Unlikely. Suitable habitat not found at the project site. |
| Merlin (<i>Falco columbarius</i>) | --/-/WL | Seacoast, tidal estuaries, open woodlands, savannahs, edges of grassland and deserts, farms and ranches, clumps of trees or windbreaks are required for roosting in open county. | Possible. Suitable habitat present at the project site. |
| Monterey hitch (<i>Lavinia exilicauda harengus</i>) | --/SSC | Widely distributed in the Pajaro and Salinas river systems. Most abundant in lowland areas with large pools or in small reservoirs. | Unlikely. Suitable habitat not found at the project site. |
| Northern California legless lizard (<i>Anniella pulchra</i>) | --/SSC | Sandy or loose loamy soils under sparse vegetation, moist soils. <i>Anniella pulchra</i> is traditionally split into two subspecies: <i>A. pulchra pulchra</i> (silvery legless lizard) and <i>A. pulchra nigra</i> (black legless lizard), but these subspecies are typically no longer recognized. | Unlikely. Suitable habitat not found at the project site. |
| Pallid bat (<i>Antrozous pallidus</i>) | --/SSC | Deserts, grasslands, scrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. | Possible. Suitable habitat present at the project site. |
| Pinnacles optioservus riffle beetle (<i>Optioservus canus</i>) | --/- | Aquatic, found on rocks and in gravel of riffles in cool, swift, clear streams. | Unlikely. Suitable habitat not found at the project site. |

Appendix B

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|------------------------------------|--|--|
| Prairie falcon (<i>Falco mexicanus</i>) | --/WL | Nesting Habitats. Open terrain, either level or hilly breeding sites located on cliffs. Forages far distances, including to marshlands and ocean shores. | Unlikely. Suitable nesting habitat not found at the project site. |
| San Joaquin coachwhip (<i>Masticophis flagellum ruddocki</i>) | --/SSC | Open, dry habitats with little or no tree cover. Found in valley grassland and saltbush scrub in the San Joaquin Valley. Requires mammal burrows for refuge and oviposition sites. | Possible. Suitable habitat present at the project site. |
| San Joaquin kit fox (<i>Vulpes macrotis mutica</i>) | FE/ST | Annual grasslands or grassy open stages with scattered shrubby vegetation. Needs loose-textured sandy soils for burrowing, and suitable prey base. | Possible. There are eight recorded observations of San Joaquin kit fox within ten miles of the Ridgemark boundary. |
| San Francisco garter snake (<i>Thamnophis sirtalis tetrataenia</i>) | FE/SE, SFP | Typically found in the vicinity of freshwater marshes, ponds and slow-moving streams in San Mateo County and extreme northern Santa Cruz County. Prefers dense cover and water depths of at least one foot. Upland areas near water are also very important. | Unlikely. Species not known from regional vicinity. |
| Santa Cruz black salamander (<i>Aneides flavipunctatus niger</i>) | --/SSC | Mixed deciduous and coniferous woodlands and coastal grasslands in San Mateo, Santa Cruz, and Santa Clara Counties. Adults found under rocks, talus, and damp woody debris. | Unlikely. Suitable habitat not found at the project site. |
| Santa Cruz long-toed salamander (<i>Ambystoma macrodactylum croceum</i>) | FE/SE | Wet meadows near sea level in a few restricted locales in Santa Cruz and Monterey Counties. Aquatic larvae prefer shallow (<12 inches) water; use clumps of vegetation or debris for cover. Adults use mammal burrows. | Unlikely. Suitable habitat not found at the project site. |
| Southwestern willow flycatcher (<i>Empidonax traillii extimus</i>) | FE/SE | Riparian woodlands in Southern California. Requires dense riparian habitats (cottonwood/willow and tamarisk vegetation) for nesting. Riparian woodland not suitable for nesting may be used for migration and foraging. | Unlikely. Species not known from regional vicinity. |
| Steelhead (<i>Oncorhynchus mykiss irideus</i>) | FT/-- | Coastal stream with clean spawning gravel. Requires cool water and pools. Needs migratory access between natal stream and ocean. | Unlikely. Suitable habitat not found at the project site. |
| Swainson's hawk (<i>Buteo swainsoni</i>) | --/ST | Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas, such as grasslands or agricultural fields supporting rodent populations. | Unlikely. Suitable habitat not found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|--|------------------------------------|---|--|
| Townsend's big-eared bat (<i>Corynorhinus townsendii</i>) | --/SSC | Inhabits a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance. | Possible. Suitable habitat found at the project site. |
| Tricolored blackbird (<i>Agelaius tricolor</i>) | --/SSC | Areas adjacent to open water with protected nesting substrate, which typically consists of dense, emergent freshwater marsh vegetation. | Possible. There are three recorded observations of tricolored blackbird within two miles of the Ridgemark boundary and individuals were observed during surveys. |
| Vernal pool fairy shrimp (<i>Branchinecta lynchi</i>) | FT/-- | Endemic to the grasslands of the Central Valley, Central Coast Mtns., and South Coast Mtns. in astatic rain-filled pools. Inhabits small, clear-water sandstone depression pools and grass swale, earth slump, or basalt-flow depression pools. | Unlikely. Suitable habitat not found at the project site. |
| Western mastiff bat (<i>Eumops perotis californicus</i>) | --/SSC | Many open, semi-arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels. | Possible. Suitable habitat found at the project site. |
| Western pond turtle (<i>Emys marmorata</i>) | --/SSC | Ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs basking sites (such as rocks or partially submerged logs) and suitable upland habitat for egg-laying (sandy banks or grassy open fields). | Known. Species observed during 2019-2020 surveys at Ponds 2, 5, and 6-8. |
| Western red bat (<i>Lasiurus blossevillei</i>) | --/SSC | Roosts primarily in trees, 2-40 feet above the ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging. | Possible. Suitable habitat found at the project site. |
| Western spadefoot (<i>Spea hammondi</i>) | --/SSC | Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands, breeds in winter and spring (January - May) in quiet streams and temporary pools. | Possible. Suitable habitat found at the project site. |
| Western yellow-billed cuckoo (<i>Coccyzus americanus</i>) | FT/SE | Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape. | Unlikely. Suitable habitat not found at the project site. |
| White-tailed kite (<i>Elanus leucurus</i>) | --/SFP | Rolling foothills and valley margins with scattered oaks, and river bottomlands or marshes next to deciduous woodlands. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching. | Possible. Suitable habitat found at the project site. |

Appendix B

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|--|------------------------------------|--|---|
| Yellow rail (<i>Cortunicops noveboracensis</i>) | --/SSC | Summer resident in eastern Sierra Nevada Mountains, prefers freshwater marshlands. | Unlikely. Suitable habitat not found at the project site. |
| Yellow-breasted chat (<i>Icteria virens</i>) | --/SSC | Summer resident. Inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian vegetation consisting of willow, blackberry, and wild grape. Forages and nests within 10 feet off the ground. | Unlikely. Suitable habitat not found at the project site. |

SOURCE: CDFW CNDDDB 2023, CNPS 2023, USFWS 2023

NOTE: Status Codes:

Federal (USFWS)

FE: Listed as Endangered under the Federal Endangered Species Act.

FT: Listed as Threatened under the Federal Endangered Species Act.

FC: A Candidate for listing as Threatened or Endangered under the Federal Endangered Species Act.

FSC: Species of Special Concern.

FD: Delisted under the Federal Endangered Species Act.

State (CDFW)

SE: Listed as Endangered under the California Endangered Species Act.

ST: Listed as Threatened under the California Endangered Species Act.

SR: Listed as Rare under the California Endangered Species Act.

SC: A Candidate for listing as Threatened or Endangered under the California Endangered Species Act.

SSC: Species of Special Concern.

SFP: Fully Protected species under the California Fish and Game Code.

SD: Delisted under the California Endangered Species Act.

CNPS Rare Plant Ranks and Threat Code Extensions

1B: Plants that are considered Rare, Threatened, or Endangered in California and elsewhere.

2B: Plants that are considered Rare, Threatened, or Endangered in California, but more common elsewhere.

.1: Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat).

.2: Fairly endangered in California (20-80% occurrences threatened).

.3: Not very endangered in California (<20% of occurrences threatened or no current threats known).

EMFAC Results

F

APPENDIX

APPENDIX F
EMFAC2021
Ridgemark Subdivision
Fuel Demand

2035 Fuel Demand

| Vehicle Class | Fuel | Process | Kgal/day | Fuel Type | Demand |
|-------------------------|------|---------|----------|-----------|---------------|
| All Other Buses | Dsl | IDLEX | 4.96E-06 | Diesel | |
| LHD1 | Dsl | IDLEX | 0.000177 | Kgal/day | 8.63E-01 |
| LHD2 | Dsl | IDLEX | 0.000132 | KGal/yr | 3.15E+02 |
| Motor Coach | Dsl | IDLEX | 6.52E-05 | | |
| SBUS | Dsl | IDLEX | 0.000144 | Gas | |
| T6 CAIRP Class 4 | Dsl | IDLEX | 6.13E-08 | Kgal/day | 1.036525565 |
| T6 CAIRP Class 5 | Dsl | IDLEX | 7.71E-08 | KGal/yr | 378.3318312 |
| T6 CAIRP Class 6 | Dsl | IDLEX | 3.24E-07 | | |
| T6 CAIRP Class 7 | Dsl | IDLEX | 5.77E-07 | Hybrid | |
| T6 Instate Delivery Cl: | Dsl | IDLEX | 6.59E-05 | kcal/day | 0.016090764 |
| T6 Instate Delivery Cl: | Dsl | IDLEX | 6.26E-05 | Kgal/yr | 5.873128917 |
| T6 Instate Delivery Cl: | Dsl | IDLEX | 0.000127 | | |
| T6 Instate Delivery Cl: | Dsl | IDLEX | 1.74E-05 | TOTAL | |
| T6 Instate Other Class: | Dsl | IDLEX | 0.00017 | KGal/yr | 6.99E+02 |
| T6 Instate Other Class: | Dsl | IDLEX | 0.000452 | Gal/yr | 699322.50 |
| T6 Instate Other Class: | Dsl | IDLEX | 0.000287 | | |
| T6 Instate Other Class: | Dsl | IDLEX | 0.000385 | | |
| T6 Instate Tractor Cla | Dsl | IDLEX | 6.35E-12 | | |
| T6 Instate Tractor Cla | Dsl | IDLEX | 3.29E-05 | Mileage | |
| T6 OOS Class 4 | Dsl | IDLEX | 1.04E-07 | Check: | |
| T6 OOS Class 5 | Dsl | IDLEX | 1.30E-07 | | |
| T6 OOS Class 6 | Dsl | IDLEX | 5.60E-07 | VMT/yr | 15,364,985.93 |
| T6 OOS Class 7 | Dsl | IDLEX | 7.12E-07 | mpg | 21.97124498 |
| T6 Public Class 4 | Dsl | IDLEX | 1.15E-05 | | |
| T6 Public Class 5 | Dsl | IDLEX | 4.10E-05 | | |
| T6 Public Class 6 | Dsl | IDLEX | 2.70E-05 | | |
| T6 Public Class 7 | Dsl | IDLEX | 8.74E-05 | | |
| T6 Utility Class 5 | Dsl | IDLEX | 6.57E-05 | | |
| T6 Utility Class 6 | Dsl | IDLEX | 1.24E-05 | | |
| T6 Utility Class 7 | Dsl | IDLEX | 1.37E-05 | | |
| T7 CAIRP Class 8 | Dsl | IDLEX | 0.016127 | | |
| T7 NNOOS Class 8 | Dsl | IDLEX | 0.019627 | | |
| T7 NOOS Class 8 | Dsl | IDLEX | 0.008543 | | |
| T7 Other Port Class 8 | Dsl | IDLEX | 9.09E-12 | | |
| T7 POAK Class 8 | Dsl | IDLEX | 0.000442 | | |
| T7 POLA Class 8 | Dsl | IDLEX | 1.06E-11 | | |
| T7 Public Class 8 | Dsl | IDLEX | 0.000149 | | |
| T7 Single Concrete/Tr | Dsl | IDLEX | 8.06E-05 | | |
| T7 Single Dump Class | Dsl | IDLEX | 0.000329 | | |
| T7 Single Other Class | Dsl | IDLEX | 0.000369 | | |
| T7 SWCV Class 8 | Dsl | IDLEX | 7.11E-05 | | |
| T7 Tractor Class 8 | Dsl | IDLEX | 0.008702 | | |
| T7 Utility Class 8 | Dsl | IDLEX | 5.91E-05 | | |

APPENDIX F
EMFAC2021
Ridgemark Subdivision
Fuel Demand

| | | | |
|------------------------|-----|-------|----------|
| All Other Buses | Dsl | RUNEX | 0.000446 |
| LDA | Dsl | RUNEX | 0.00037 |
| LDT1 | Dsl | RUNEX | 2.97E-07 |
| LDT2 | Dsl | RUNEX | 0.000821 |
| LHD1 | Dsl | RUNEX | 0.023399 |
| LHD2 | Dsl | RUNEX | 0.01303 |
| MDV | Dsl | RUNEX | 0.002702 |
| MH | Dsl | RUNEX | 0.000979 |
| Motor Coach | Dsl | RUNEX | 0.001374 |
| PTO | Dsl | RUNEX | 0.004381 |
| SBUS | Dsl | RUNEX | 0.001585 |
| T6 CAIRP Class 4 | Dsl | RUNEX | 7.84E-06 |
| T6 CAIRP Class 5 | Dsl | RUNEX | 1.09E-05 |
| T6 CAIRP Class 6 | Dsl | RUNEX | 2.75E-05 |
| T6 CAIRP Class 7 | Dsl | RUNEX | 0.000198 |
| T6 Instate Delivery Cl | Dsl | RUNEX | 0.001239 |
| T6 Instate Delivery Cl | Dsl | RUNEX | 0.001183 |
| T6 Instate Delivery Cl | Dsl | RUNEX | 0.002402 |
| T6 Instate Delivery Cl | Dsl | RUNEX | 0.00049 |
| T6 Instate Other Class | Dsl | RUNEX | 0.003364 |
| T6 Instate Other Class | Dsl | RUNEX | 0.008974 |
| T6 Instate Other Class | Dsl | RUNEX | 0.005729 |
| T6 Instate Other Class | Dsl | RUNEX | 0.006763 |
| T6 Instate Tractor Cla | Dsl | RUNEX | 1.14E-10 |
| T6 Instate Tractor Cla | Dsl | RUNEX | 0.000775 |
| T6 OOS Class 4 | Dsl | RUNEX | 1.41E-05 |
| T6 OOS Class 5 | Dsl | RUNEX | 1.93E-05 |
| T6 OOS Class 6 | Dsl | RUNEX | 5.00E-05 |
| T6 OOS Class 7 | Dsl | RUNEX | 0.000334 |
| T6 Public Class 4 | Dsl | RUNEX | 0.000157 |
| T6 Public Class 5 | Dsl | RUNEX | 0.000539 |
| T6 Public Class 6 | Dsl | RUNEX | 0.000368 |
| T6 Public Class 7 | Dsl | RUNEX | 0.001423 |
| T6 Utility Class 5 | Dsl | RUNEX | 0.001871 |
| T6 Utility Class 6 | Dsl | RUNEX | 0.000354 |
| T6 Utility Class 7 | Dsl | RUNEX | 0.000469 |
| T7 CAIRP Class 8 | Dsl | RUNEX | 0.203457 |
| T7 NNOOS Class 8 | Dsl | RUNEX | 0.276728 |
| T7 NOOS Class 8 | Dsl | RUNEX | 0.100972 |
| T7 Other Port Class 8 | Dsl | RUNEX | 5.04E-10 |
| T7 POAK Class 8 | Dsl | RUNEX | 0.010587 |
| T7 POLA Class 8 | Dsl | RUNEX | 3.91E-10 |
| T7 Public Class 8 | Dsl | RUNEX | 0.003743 |
| T7 Single Concrete/Tr | Dsl | RUNEX | 0.001957 |
| T7 Single Dump Class | Dsl | RUNEX | 0.005938 |
| T7 Single Other Class | Dsl | RUNEX | 0.009164 |
| T7 SWCV Class 8 | Dsl | RUNEX | 0.005242 |

APPENDIX F
EMFAC2021
Ridgemark Subdivision
Fuel Demand

| | | | |
|--------------------|-----|-------|----------|
| T7 Tractor Class 8 | Dsl | RUNEX | 0.099958 |
| T7 Utility Class 8 | Dsl | RUNEX | 0.002767 |
| UBUS | Dsl | RUNEX | 9.39E-05 |
| LHD1 | Gas | IDLEX | 0.000192 |
| LHD2 | Gas | IDLEX | 2.10E-05 |
| OBUS | Gas | IDLEX | 7.35E-06 |
| SBUS | Gas | IDLEX | 8.82E-05 |
| T6TS | Gas | IDLEX | 4.01E-05 |
| LDA | Gas | RUNEX | 0.431704 |
| LDT1 | Gas | RUNEX | 0.030663 |
| LDT2 | Gas | RUNEX | 0.27046 |
| LHD1 | Gas | RUNEX | 0.041083 |
| LHD2 | Gas | RUNEX | 0.004423 |
| MCY | Gas | RUNEX | 0.002516 |
| MDV | Gas | RUNEX | 0.207949 |
| MH | Gas | RUNEX | 0.003145 |
| OBUS | Gas | RUNEX | 0.001449 |
| SBUS | Gas | RUNEX | 0.001779 |
| T6TS | Gas | RUNEX | 0.008096 |
| T7IS | Gas | RUNEX | 3.30E-05 |
| UBUS | Gas | RUNEX | 0.001047 |
| LDA | Gas | STREX | 0.01314 |
| LDT1 | Gas | STREX | 0.00116 |
| LDT2 | Gas | STREX | 0.008899 |
| LHD1 | Gas | STREX | 0.000635 |
| LHD2 | Gas | STREX | 5.83E-05 |
| MCY | Gas | STREX | 0.000302 |
| MDV | Gas | STREX | 0.007544 |
| MH | Gas | STREX | 6.14E-07 |
| OBUS | Gas | STREX | 1.24E-05 |
| SBUS | Gas | STREX | 7.67E-06 |
| T6TS | Gas | STREX | 6.77E-05 |
| T7IS | Gas | STREX | 1.76E-07 |
| UBUS | Gas | STREX | 3.26E-06 |
| LDA | Phe | RUNEX | 0.01065 |
| LDT1 | Phe | RUNEX | 0.000207 |
| LDT2 | Phe | RUNEX | 0.002702 |
| MDV | Phe | RUNEX | 0.001719 |
| LDA | Phe | STREX | 0.000515 |
| LDT1 | Phe | STREX | 1.10E-05 |
| LDT2 | Phe | STREX | 0.00016 |
| MDV | Phe | STREX | 0.000127 |

Environmental Noise Assessment



ENVIRONMENTAL NOISE ASSESSMENT

RIDGEMARK SUBDIVISION EIR UPDATE
SAN BENITO COUNTY, CALIFORNIA

WJVA Report No. 22-03

PREPARED FOR

EMC PLANNING
301 LIGHTHOUSE AVENUE, SUITE C
MONTEREY, CA 93940

PREPARED BY

WJV ACOUSTICS, INC.
VISALIA, CALIFORNIA



wjv acoustics

JUNE 27, 2022

1. INTRODUCTION

Project Description

The proposed project would amend the zoning on the site as needed to establish a base zone of Single-family Residential (R-1) District combined with either the Planned Unit Development (PUD) Combining District or the Neighborhood Commercial District (C-2) Combining District, a vesting tentative map, residential and commercial/non-residential development, recreational/open space improvements, roadway improvements, and utility improvements. Proposed development is summarized in Table 1, Proposed Development. The project site plan is provided as Figure 1.

| TABLE I PROPOSED DEVELOPMENT | | | |
|---------------------------------|---|-------|----------------------|
| Lot | Proposed Use | Acres | Building Square Feet |
| B | Commercial | 3.39 | 15,000 |
| C | Commercial | 3.30 | 30,300 |
| D | Hotel (154 Rooms) | 7.36 | 107,000 |
| E | Maintenance/Service | 2.71 | 13,800 |
| F | Maintenance/Service | 1.08 | 5,400 |
| 1-190 | Single-family Residential (Includes 38 affordable units) | 71.68 | TBD |

Source: EMC Planning Group

Residential Development

The proposed 190 new residential lots would comprise approximately 71.68 acres of land that was previously used as a golf course/driving range.

Single-family Residential

Most of the proposed lots would enable new residential units to be located a minimum of 50 feet distant from any existing residential lot; however, there are several new lots proposed (lots 31, 32, 38, 43, 94, 95, and 102) where a 50-foot building separation from existing lots may not be possible. All new proposed residential lots are a minimum of 10,000 square feet in size. Development of residential lots, related support access and utility infrastructure improvements will be phased, depending on market demand. 160 single-family residential lots are proposed.

Affordable Housing

The project would include the development of affordable housing units. These residential units may share a common wall with another unit but would face and have driveways on each street frontage. 30 affordable units are proposed on 15 duplex/duet lots.

Commercial/Non-residential Development

The proposed commercial/non-residential development includes five lots, Lot B through Lot F, totaling 17.84 acres. Commercial development of Lot A shown on the tentative map has already been approved and therefore, is not included in the proposed project. New commercial development is proposed on Lots B and C, which are located between the existing developed areas and State Route 25. Existing uses on Lot D include the club house, pro-shop, food and bar service, overnight cottages, office and meeting room areas.

A 154-room hotel is proposed to replace the existing cottages on Lot D. Lots E and F, located farther east along State Route 25, would be developed for maintenance and service support facilities for the project site.

Access and Circulation

A new entry gate feature is proposed on Ridgemark Drive. A new intersection would be constructed prior to entering the gate area that provides access to Lot A and Lot B. In order to accommodate project-generated traffic, Ridgemark Drive between State Route 25 and Marks Drive will be widened from two to four lanes where possible, and to three lanes if adequate room is not available for a four-lane road design. All proposed roadways would be developed consistent with existing street standards within the project site area. Project residents would be able to access Southside Road by way of a gated access road in the adjoining Promontory at Ridgemark subdivision south of the project site. The access route is shown on Figure 7, Access to Southside Road. Circulation improvements that enable project traffic to use this route are being constructed by the developer of the Promontory at Ridgemark project. The EIR analysis will assume that the access route is fully operational and available to project residents.

Environmental Noise Assessment

This environmental noise assessment has been prepared to determine if significant noise impacts would be produced by the project and to describe mitigation measures for noise if significant impacts are determined. The environmental noise assessment, prepared by WJV Acoustics, Inc. (WJVA), is based upon the project site plan (Kelley Engineering and Surveying, February 2022), project-related traffic data provided by Hexagon Transportation Consultants, Inc. and a project site visit on May 30, 2019 and March 23, 2022. Revisions to the site plan, project-related traffic data or other project-related information available to WJVA at the time the analysis was prepared may require a reevaluation of the findings and/or recommendations of the report.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise. Appendix B provides typical A-weighted sound levels for common noise sources.

In terms of human perception, a 5 dB increase or decrease is considered to be a noticeable change in noise levels. Additionally, a 10 dB increase or decrease is perceived by the human ear as half as

loud or twice as loud. In terms of perception, generally speaking the human ear cannot perceive an increase (or decrease) in noise levels less than 3 dB.

2. THRESHOLDS OF SIGNIFICANCE

The CEQA Guidelines apply the following questions for the assessment of significant noise impacts for a project:

- a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?
- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

a. **Noise Level Standards**

County of San Benito

Section 9 (Health and Safety Element) of the San Benito County 2035 General Plan¹ (adopted July 25, 2015) establishes land use compatibility criteria in terms of the Day-Night Average Level (L_{dn} /DNL). The L_{dn} represents the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The L_{dn} represents cumulative exposure to noise over an extended period of time and are therefore calculated based upon *annual average* conditions. The General Plan establishes noise exposure criteria for specific land use types. The Noise level criteria (relative to the project) established in the General Plan are provided below.

Goal HS-8.1

The County shall require new development to comply with the noise standards shown in Tables 9-1 and 9-2 through proper site and building design, such as building orientation, setbacks, barriers (e.g., earthen berms), and building construction practices. The County shall only consider the use of soundwalls after all design-related noise mitigation measures have been evaluated or integrated into the project or found infeasible.

Table 9-1 of the General Plan is summarized below as Table II. Table 9-2 of the General Plan is summarized below as Table III.

| TABLE II | | | |
|--|------------------|----------------------------|------------------|
| NON-TRANSPORTATION NOISE LEVEL STANDARDS FOR NOISE-SENSITIVE USES SAN BENITO COUNTY 2035 GENERAL PLAN | | | |
| Daytime (7 a.m.-10 p.m.) | | Nighttime (10 p.m.-7 a.m.) | |
| L _{eq} | L _{max} | L _{eq} | L _{max} |
| 55 | 70 | 45 | 65 |
| Source: San Benito County 2035 General Plan | | | |

| TABLE III | | | | |
|--|--|-------|-------|-----|
| LAND USE COMPATIBILITY GUIDELINES FOR COMMUNITY NOISE ENVIRONMENTS SAN BENITO COUNTY 2035 GENERAL PLAN | | | | |
| Land Use Category | Community Noise Exposure L _{dn} /CNEL, dB | | | |
| | I | II | III | IV |
| Residential – Low Density Single Family, Duplex, Mobile Homes | <60 | 60-65 | 65-75 | 75+ |
| Residential – Multi. Family | <60 | 60-65 | 65-75 | 75+ |
| Transient Lodging – Motels, Hotels | <65 | 65-70 | 70-80 | 80+ |
| Schools, Libraries, Churches, Hospitals, Nursing Homes | <60 | 60-65 | 65-75 | 75+ |
| Auditoriums, Concert Halls, Amphitheaters | -- | <60 | 60-70 | 70+ |
| Sports Arenas, Outdoor Spectator Sports | <60 | 60-65 | 65-75 | 75+ |
| Playgrounds, Neighborhood Parks | <55 | 55-65 | 65-75 | 75+ |
| Golf Course, Riding Stables, Water Recreation, Cemeteries | <60 | 60-70 | 70-80 | 80+ |
| Office Buildings, Business Commercial and Professional | <65 | 65-75 | 75-80 | 80+ |
| Industrial, Manufacturing Utilities, Agriculture | <70 | 70-80 | 80+ | -- |
| NOTES: | | | | |
| 1. Noise Range I: Clearly Acceptable. The noise exposure is such that the activities associated with the land use may be carried out with essentially no interference from aircraft noise. (Residential areas: both indoor and outdoor noise environments are pleasant.) | | | | |
| 2. Noise Range II: Normally Acceptable. The noise exposure is great enough to be of some concern, but common building construction will make the indoor environment acceptable, even for sleeping quarters. | | | | |
| 3. Noise Range III: Normally Unacceptable. The noise exposure is significantly more severe so that unusual and costly building construction is necessary to insure adequate performance of activities. (Residential areas: barriers must be created between the site and prominent noise sources to make the outdoor environment tolerable.) | | | | |
| 4. Noise Range IV: Clearly Unacceptable. The noise exposure is so severe that construction costs to make the indoor environment acceptable for performance of activities would be prohibitive. (Residential areas: the outdoor environment would be intolerable for normal residential use.) | | | | |
| Source: San Benito County 2035 General Plan | | | | |

Goal HS-8.9 Interior Noise Standards

Adopt the State of California Code of Regulations' (Title 24) minimum noise insulation interior performance standard of 45 dBA L_{dn} for all new residential construction including hotels, motels, dormitories, apartment houses, and single-family dwellings.

Goal HS-8.10 Reduction in Noise Levels at Existing Land Uses

The County shall require new development to comply with the noise standards shown in Tables 9-1 and 9-2 through proper site and building design, such as building orientation, setbacks, barriers (e.g., earthen berms), and building construction practices. The County shall only consider the use of soundwalls after all design-related noise mitigation measures have been evaluated or integrated into the project or found infeasible.

Goal HS-8.11 New Project Noise Mitigation Requirements

Require new projects to include appropriate noise mitigation measures to reduce noise levels in compliance with the Table 9-1 and 9-2 standards within sensitive areas. If a project includes the creation of new non-transportation noise sources, require the noise generation of those sources to be mitigated so they do not exceed the interior and exterior noise level standards of Table 9-2 at existing noise-sensitive areas in the project vicinity, unless an exception is made by the County on a case-by-case basis. However, if a noise-generating use is proposed adjacent to lands zoned for residential uses, then the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the standards shown in Table 9-2 at the property line of the generating use in anticipation of the future residential development, unless an exception is made by the County on a case-by-case basis.

b. Construction Noise and Vibration

The General Plan provides the following guidelines related to construction activities:

Goal HS-8.3 Construction Noise

The County shall control the operation of construction equipment at specific sound intensities and frequencies during day time hours between 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. No construction shall be allowed on Sundays or federal holidays.

Goal HS-8.12 Construction Noise Control Plans

Require all construction projects to be constructed within 500 feet of sensitive receptors to develop and implement construction noise control plans that consider the following available controls in order to reduce construction noise levels as low as practical:

- *Utilize ‘quiet’ models of air compressors and other stationary noise sources where technology exists;*

- *Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;*
- *Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;*
- *Locate staging areas and construction material areas as far away as possible from adjacent land uses;*
- *Prohibit all unnecessary idling of internal combustion engines;*
- *Notify all abutting land uses of the construction schedule in writing; and*

Designate a "disturbance coordinator" (e.g. contractor foreman or authorized representative) who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

The General Plan also provides some guidance associated with vibration.

Goal HS-8.6 Vibration Screening Distances

The County shall require new residential and commercial uses located adjacent to major freeways or railroad tracks to follow the Federal Transit Administration (FTA) screening distance criteria.

Additional guidance is provided by the Caltrans Transportation and Construction Vibration Guidance Manual². The Manual provides guidance for determining annoyance potential criteria and damage potential threshold criteria. These criteria are provided below in Table IV and Table V, and are presented in terms of peak particle velocity (PPV) in inches per second (in/sec).

| TABLE IV | | |
|--|----------------------|--|
| GUIDELINE VIBRATION ANNOYANCE POTENTIAL CRITERIA | | |
| Human Response | Maximum PPV (in/sec) | |
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| Barely Perceptible | 0.04 | 0.01 |
| Distinctly Perceptible | 0.25 | 0.04 |
| Strongly Perceptible | 0.9 | 0.1 |
| Severe | 2.0 | 0.4 |
| Source: Caltrans | | |

| TABLE V | | |
|--|----------------------|--|
| GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA | | |
| Structure and Condition | Maximum PPV (in/sec) | |
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| Extremely fragile, historic buildings, ancient monuments | 0.12 | 0.08 |
| Fragile buildings | 0.2 | 0.1 |
| Historic and some old buildings | 0.5 | 0.25 |
| Older residential structures | 0.5 | 0.3 |
| New residential structures | 1.0 | 0.5 |
| Modern industrial/commercial buildings | 2.0 | 0.5 |
| Source: Caltrans | | |

3. SETTING

The proposed project is located on approximately 253 acres within the approximately 618- acre Ridgemark Golf Course and Country Club property (project site), south of State Route 25 (Airline Highway) in unincorporated San Benito County, and southeast of the City of Hollister. Regional access to the site is provided by State Route 25 and Fairview Road. The development area boundary represents the general locations of the Ridgemark property that would be subdivided and modified by future residential and commercial development. Direct access to the site is provided from three gated entry points off of State Route 25: Ridgemark Drive, Dan Drive, and South Ridgemark Drive. Ridgemark Drive provides the primary access route into the project site.

Surrounding land uses in the project area include residential land uses, agricultural land uses, a future location of a community college campus, and vacant land. Noise sensitive receptors in the project vicinity include residential land uses within the existing Ridgemark Subdivision and residential land uses outside (and adjacent to) the Ridgemark Subdivision.

a. Background Noise Level Measurements

Existing ambient noise levels in the project vicinity are dominated by traffic noise along local roadways adjacent to and within the project site. Additional sources of noise observed during site inspection included aircraft overflights, birds, barking dogs, construction activities and landscaping activities.

Measurements of existing ambient noise levels in the project vicinity were conducted on May 30, 2019 and March 23, 2022. Long-term (24-hour) ambient noise level measurements were conducted at three (3) locations (sites LT-1, LT-2 and LT-3) during both ambient noise measurement periods. Site LT-1 was located along Ridgemark Drive at a distance of approximately eighty (80) feet from the centerline of roadway. Site LT-1 was exposed to traffic noise associated with vehicles on Ridgemark Drive and noise associated with residential activities, including golf course activities and landscaping activities.

Ambient noise measurement site LT-2 was located along the eastern portion of the project, in an area where new residential land uses are proposed with the project. The site was located approximately 450 feet west of Airline Highway (State Route 25) and approximately fifty feet above elevation grade of the roadway. Measurement site LT-2 was exposed to traffic noise associated with vehicles on SR 25. Other sources of noise at site LT-2 included occasional aircraft overflights, noise associated with wind blowing leaves and vegetation and birds.

Ambient noise measurement site LT-3 was located along Ridgemark Drive, in the vicinity of the roadway access route from SR 25 into the existing residential land uses. The noise meter was located approximately 30 feet from the centerline of the roadway. Measurement site LT-3 was exposed to traffic noise associated with vehicles on Ridgemark Drive. Other sources of noise at site LT-3 included occasional aircraft overflights, noise associated with landscaping activities as well as golf course activities.

Additionally, short-term (15-minute) ambient noise level measurements were conducted at six (6) locations (Sites ST-1 through ST-6) during both ambient noise measurement periods. Two (2) individual measurements were taken at each of the six short-term sites to quantify ambient noise levels in the morning and afternoon hours. The project vicinity and locations of the noise monitoring sites are shown on Figure 2.

Noise monitoring equipment consisted of Larson-Davis Laboratories Model LDL-820 sound level analyzers equipped with B&K Type 4176 1/2" microphones. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meters were calibrated with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements.

During the 2019 ambient noise measurement period, measured hourly energy average noise levels (L_{eq}) at site LT-1 ranged from a low of 33.3 dB between 3:00 a.m. and 4:00 a.m. to a high of 58.4 dB between 10:00 a.m. and 11:00 a.m. Hourly maximum (L_{max}) noise levels at site LT-1 ranged from 48.3 to 90.1 dB. Residual noise levels at the monitoring site, as defined by the L_{90} statistical descriptor ranged from 22.9 to 45.4 dB. The L_{90} is a statistical descriptor that defines the noise level exceeded 90% of the time during each hour of the sample period. The L_{90} is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, aircraft and other local noise sources. The measured L_{dn} value at site LT-1 during the 2019 24-hour noise measurement period was 52.1 dB L_{dn} . Figure 3 graphically depicts hourly variations in ambient noise levels at the LT-1 long-term monitoring site during the 2019 and 2022 ambient noise measurement periods. Figure 4 provides a site photograph.

During the 2022 ambient noise measurement period, measured hourly energy average noise levels (L_{eq}) at site LT-1 ranged from a low of 34.0 dB between 3:00 a.m. and 4:00 a.m. to a high of 58.1 dB between 11:00 a.m. and noon. Hourly maximum (L_{max}) noise levels at site LT-1 ranged from 55.5 to 84.0 dB. Residual noise levels at the monitoring site, as defined by the L_{90} statistical descriptor ranged from 24.2 to 50.0 dB. The measured L_{dn} value at site LT-1 during the 2022 24-hour noise measurement period was 52.5 dB L_{dn} .

During the 2019 ambient noise measurement period, measured hourly energy average noise levels (L_{eq}) at site LT-2 ranged from a low of 36.4 dB between 11:00 p.m. and midnight to a high of 53.9 dB between 1:00 p.m. and 2:00 p.m. Hourly maximum (L_{max}) noise levels at site LT-2 ranged from 48.3 to 90.1 dB. Residual noise levels at the monitoring site, as defined by the L_{90} statistical descriptor ranged from 27.1 to 46.0 dB. The measured L_{dn} value at site LT-2 during the 24-hour noise measurement period was 53.5 dB L_{dn} . Figure 5 graphically depicts hourly variations in ambient noise levels at the LT-2 long-term monitoring site during the 2019 and 2022 ambient noise measurement periods. Figure 6 provides a site photograph.

During the 2022 ambient noise measurement period, measured hourly energy average noise levels (L_{eq}) at site LT-2 ranged from a low of 35.7 dB between 11:00 p.m. and midnight to a high of 54.2 dB between 4:00 p.m. and 5:00 p.m. Hourly maximum (L_{max}) noise levels at site LT-2 ranged from 52.2 to 76.6 dB. Residual noise levels at the monitoring site, as defined by the L_{90} statistical descriptor ranged from 27.9 to 46.7 dB. The measured L_{dn} value at site LT-2 during the 2022 24-hour noise measurement period was 53.7 dB L_{dn} .

During the 2019 ambient noise measurement period, measured hourly energy average noise levels (L_{eq}) at site LT-3 ranged from a low of 45.5 dB between 2:00 a.m. and 3:00 a.m. to a high of 65.3 dB between 8:00 a.m. and 9:00 a.m. Hourly maximum (L_{max}) noise levels at site LT-3 ranged from 71.2 to 85.2 dB. Residual noise levels at the monitoring site, as defined by the L_{90} statistical descriptor ranged from 25.0 to 49.0 dB. The measured L_{dn} value at site LT-3 during the 24-hour noise measurement period was 65.4 dB L_{dn} . Figure 7 graphically depicts hourly variations in ambient noise levels at the LT-3 long-term monitoring site during the 2019 and 2022 ambient noise measurement periods. Figure 8 provides a site photograph.

During the 2022 ambient noise measurement period, measured hourly energy average noise levels (L_{eq}) at site LT-3 ranged from a low of 48.9 dB between 3:00 a.m. and 4:00 a.m. to a high of 66.9 dB between 8:00 a.m. and 9:00 a.m. Hourly maximum (L_{max}) noise levels at site LT-3 ranged from 69.8 to 84.5 dB. Residual noise levels at the monitoring site, as defined by the L_{90} statistical descriptor ranged from 27.5 to 49.5 dB. The measured L_{dn} value at site LT-3 during the 2022 24-hour noise measurement period was 65.7 dB L_{dn} .

The short-term site noise measurement data included energy average (L_{eq}) maximum (L_{max}) as well as five (5) individual statistical parameters. Observations were made of the dominant noise sources affecting the measurements. The statistical parameters describe the percent of time a noise level was exceeded during the measurement period. Table VI summarizes 2019 short-term noise measurement results. Table VII summarizes 2022 short-term noise measurement results.

| <p>TABLE VI</p> <p>SUMMARY OF SHORT-TERM NOISE MEASUREMENT DATA</p> <p>RIDGEMARK SUBDIVISION EIR</p> <p>SAN BENITO COUNTY</p> <p>MAY 30, 2019</p> | | | | | | | | | |
|--|------------|--------------------------|-----------|-------|-------|----------|----------|----------|-----------|
| Site | Time | A-Weighted Decibels, dBA | | | | | | | Sources |
| | | L_{eq} | L_{max} | L_2 | L_8 | L_{25} | L_{50} | L_{90} | |
| ST-1 | 9:50 a.m. | 50.9 | 68.7 | 60.6 | 54.7 | 47.5 | 44.7 | 43.2 | TR, L |
| ST-1 | 3:35 p.m. | 52.4 | 71.1 | 62.3 | 55.0 | 48.2 | 45.8 | 44.1 | TR, AC, C |
| ST-2 | 10:15 a.m. | 49.2 | 61.6 | 58.8 | 54.0 | 46.4 | 44.5 | 43.1 | TR, B, D |
| ST-2 | 4:10 p.m. | 53.4 | 72.1 | 60.9 | 56.1 | 47.9 | 43.7 | 42.5 | TR, AC |
| ST-3 | 10:40 a.m. | 58.0 | 78.9 | 69.3 | 51.1 | 45.6 | 43.7 | 41.1 | TR, B |
| ST-3 | 4:35 p.m. | 59.1 | 82.4 | 70.0 | 55.5 | 48.7 | 45.1 | 43.0 | TR, AC |
| ST-4 | 11:00 a.m. | 56.7 | 67.6 | 66.8 | 63.3 | 54.2 | 47.3 | 44.5 | TR, D, AC |
| ST-4 | 5:05 p.m. | 57.4 | 73.8 | 67.0 | 64.2 | 55.0 | 47.8 | 45.1 | TR, V |
| ST-5 | 11:20 a.m. | 43.5 | 49.4 | 45.3 | 44.5 | 43.8 | 43.4 | 42.4 | B |
| ST-5 | 5:25 p.m. | 52.4 | 62.7 | 63.1 | 46.2 | 44.4 | 44.0 | 43.6 | TR, V |
| ST-6 | 11:40 a.m. | 57.8 | 76.7 | 63.3 | 60.5 | 57.8 | 54.9 | 48.0 | TR, C, L |
| ST-6 | 5:50 p.m. | 56.1 | 72.4 | 62.8 | 59.7 | 56.2 | 53.0 | 47.1 | TR, V |

TR: Traffic AC: Aircraft V: Voices B: Birds D: Barking Dogs L: Landscaping Activities C: Construction
Source: WJV Acoustics, Inc.

TABLE VI
SUMMARY OF SHORT-TERM NOISE MEASUREMENT DATA
RIDGEMARK SUBDIVISION EIR
SAN BENITO COUNTY
MARCH 23, 2022

| Site | Time | A-Weighted Decibels, dBA | | | | | | | Sources |
|------|------------|--------------------------|------------------|----------------|----------------|-----------------|-----------------|-----------------|--------------|
| | | L _{eq} | L _{max} | L ₂ | L ₈ | L ₂₅ | L ₅₀ | L ₉₀ | |
| ST-1 | 9:10 a.m. | 53.1 | 72.4 | 62.2 | 56.1 | 48.6 | 45.1 | 44.0 | TR, L |
| ST-1 | 2:55 p.m. | 51.8 | 69.4 | 60.8 | 54.2 | 47.2 | 44.2 | 43.8 | TR, C |
| ST-2 | 9:45 a.m. | 52.8 | 63.4 | 60.1 | 56.2 | 47.7 | 45.9 | 45.0 | TR, B, D, AC |
| ST-2 | 3:25 p.m. | 55.7 | 77.8 | 62.4 | 58.6 | 55.0 | 46.4 | 44.0 | TR, AC |
| ST-3 | 10:10 a.m. | 59.4 | 76.2 | 66.6 | 55.2 | 46.0 | 44.8 | 41.1 | TR, B, D |
| ST-3 | 3:55 p.m. | 58.7 | 71.8 | 65.2 | 54.8 | 47.7 | 45.0 | 42.2 | TR, AC, V |
| ST-4 | 10:40 a.m. | 57.4 | 71.1 | 67.0 | 61.7 | 55.1 | 50.2 | 46.9 | TR, D |
| ST-4 | 4:25 p.m. | 54.0 | 70.6 | 62.1 | 59.4 | 53.7 | 47.0 | 44.9 | TR, AC, V |
| ST-5 | 11:05 a.m. | 48.7 | 55.5 | 64.8 | 58.6 | 52.9 | 44.0 | 41.1 | TR, L |
| ST-5 | 5:00 p.m. | 53.3 | 64.2 | 61.4 | 54.9 | 52.1 | 43.7 | 42.2 | TR, AC, V |
| ST-6 | 11:40 a.m. | 59.1 | 82.4 | 64.1 | 61.0 | 58.8 | 54.1 | 49.2 | TR |
| ST-6 | 5:40 p.m. | 57.4 | 77.0 | 63.4 | 60.0 | 57.2 | 55.3 | 48.6 | TR, V |

TR: Traffic AC: Aircraft V: Voices B: Birds D: Barking Dogs L: Landscaping Activities C: Construction
Source: WJV Acoustics, Inc.

Short-term noise measurements were conducted for 15-minute periods. Sites ST-1, ST-2 and ST-3 were located within the western portion of the project site, while sites ST-4, ST-5 and ST-6 were located within the eastern portion of the project site. The same six short-term noise monitoring sites were used for both the 2019 and 2022 ambient noise measurement periods. All of the six short-term monitoring sites were exposed to noise from traffic sources as well as a combination of construction noise sources, aircraft overflights and other sources typical of an urban residential environment (barking dogs, birds, landscaping activities, etc.).

4. PROJECT IMPACTS AND MITIGATION MEASURES

a. Project Traffic Noise Impacts on Existing Off-Site Noise-Sensitive Receptors (Less Than Significant)

WJVA utilized the FHWA Traffic Noise Model³ to quantify expected project-related increases in traffic noise exposure at representative noise-sensitive receptor locations in the project vicinity. Traffic noise exposure levels for Existing, Existing Plus Project, Cumulative No Project and Cumulative Plus Project traffic conditions were calculated based upon the FHWA Model and traffic volumes provided by Hexagon Transportation Consultants. Cumulative traffic volumes reflect projected traffic volumes on the planned roadway network with completion of the pending developments in the area as well as the proposed project and approved developments. The day/night distribution of traffic and the percentages of trucks on the roadways used for modeling were obtained from previous studies WJVA has conducted along similar roadways. The Noise modeling assumptions used to calculate project traffic noise are provided as Appendix C.

Project-related significant impacts would occur if an increase in traffic noise associated with the project would result in noise levels exceeding the County's applicable noise level standards at the location(s) of sensitive receptors. For the purpose of this analysis a significant impact is also assumed to occur if traffic noise levels were to increase by 3 dB at sensitive receptor locations where noise levels already exceed the County's applicable noise level standards (without the project), as 3 dB generally represents the threshold of perception in change for the human ear.

This analysis of project traffic noise focuses on residential land uses, as they represent the most restrictive noise level criteria by land use type provided in the General Plan. The San Benito County 2035 General Plan classifies a noise exposure level up to 60 dB L_{dn} as "Clearly Acceptable" and a noise exposure level between 60-65 dB L_{dn} as "Normally Acceptable". Traffic noise was modeled at 24 receptor locations (R-1 through R-24). The 24 modeled receptors are located at roadway setback distances representative of the sensitive receptors (residences) along each analyzed roadway segment. The receptor locations are described below in Table VII and provided graphically on Figure 9, Figure 10, Figure 11, Figure 12 and Figure 13.

TABLE VII
TRAFFIC NOISE EXPOSURE MODELED RECEPTORS
RIDGEMARK SUBDIVISION EIR
SAN BENITO COUNTY

| Receptor | Roadway | Distance (feet) to Roadway Centerline | Description |
|----------|---------------|---------------------------------------|--------------------------|
| R-1 | Airline Hwy | 200 | e/o Ridgemark Dr/Best Rd |
| R-2 | Airline Hwy | 230 | e/o Fairview Rd |
| R-3 | Airline Hwy | 140 | w/o Fairview Rd |
| R-4 | Fairview Rd | 75 | n/o Airline Hwy |
| R-5 | Airline Hwy | 90 | w/o Enterprise Rd |
| R-6 | Airline Hwy | 90 | s/o Sunset Dr |
| R-7 | Sunset Dr | 60 | w/o Airline Hwy |
| R-8 | Sunnyslope Rd | 80 | e/o Airline Hwy |
| R-9 | SR 25 | 100 | n/o Sunnyslope Rd |
| R-10 | SR 25 | 100 | n/o E. Park St. |
| R-11 | SR 25 | 80 | s/o Meridian St |
| R-12 | SR 25 | 80 | n/o Meridian St |
| R-13 | Meridian St | 75 | w/o SR 25 |
| R-14 | Meridian St | 75 | e/o SR 25 |
| R-15 | Santa Anna Rd | 50 | w/o SR 25 |
| R-16 | Santa Ana Rd | 60 | e/o SR 25 |
| R-17 | Fairview Rd | 70 | n/o Sunnyslope Rd |
| R-18 | Sunnyslope Rd | 70 | w/o Fairview Rd |
| R-19 | Sunnyslope Rd | 70 | e/o Fairview Rd |
| R-20 | Fairview Rd | 90 | s/o Sunnyslope Rd |
| R-21 | Hillcrest Rd | 60 | w/o Fairview Rd |
| R-22 | Fairview Rd | 100 | s/o Santa Anna Rd |
| R-23 | Santa Anna Rd | 100 | w/o Fairview Rd |
| R-24 | Nash Rd | 95 | e/o San Benito St |

Source: WJV Acoustics, Inc.

Table VIII provides a comparison of traffic noise levels at the 24 modeled receptor locations for Existing, Existing Plus Project, Cumulative and Cumulative Plus Project traffic conditions. Noise levels described in Table VIII do not take into account any localized acoustic shielding that may result from intervening topography, existing buildings or existing sound walls, and should be considered a worst-case assessment of traffic noise exposure levels at the receptor locations.

As described in Table VIII, project-related increases in traffic would result in increases of traffic noise exposure levels of approximately 0-2 dB L_{dn} at all modeled receptor locations. Reference to Table VIII indicates that project-related traffic would not be expected to result in noise exposure levels at any modeled receptor locations to exceed applicable 65 dB L_{dn} noise exposure level land use compatibility criteria nor result in an increase of noise exposure over 3 dB at modeled receptor locations where noise level exposure would already exceed compatibility criteria without the project's contribution.

TABLE VIII
PROJECT-RELATED INCREASES IN TRAFFIC NOISE, dB, L_{dn}
RIDGEMARK SUBDIVISION EIR
SAN BENITO COUNTY

| Modeled Receptor | Existing | Existing Plus Project | Cumulative | Cumulative Plus Project | Change (Maximum) | Significant Impact? |
|-------------------|----------|-----------------------|------------|-------------------------|------------------|---------------------|
| R-1 | 57 | 57 | 63 | 63 | 0 | No |
| R-2 | 56 | 57 | 62 | 62 | +1 | No |
| R-3 | 61 | 63 | 66 | 67 | +2 | No |
| R-4 | 60 | 61 | 63 | 63 | +1 | No |
| R-5 ¹ | 65 | 66 | 69 | 70 | +1 | No |
| R-6 ¹ | 63 | 63 | 67 | 67 | 0 | No |
| R-7 ¹ | 59 | 60 | 61 | 62 | +1 | No |
| R-8 ¹ | 63 | 63 | 66 | 66 | 0 | No |
| R-9 ¹ | 65 | 66 | 69 | 69 | +1 | No |
| R-10 ¹ | 65 | 65 | 68 | 69 | +1 | No |
| R-11 ¹ | 67 | 67 | 70 | 70 | +1 | No |
| R-12 ¹ | 66 | 67 | 69 | 69 | +1 | No |
| R-13 ¹ | 59 | 59 | 61 | 61 | 0 | No |
| R-14 ¹ | 58 | 58 | 60 | 60 | 0 | No |
| R-15 ¹ | 61 | 61 | 63 | 63 | 0 | No |
| R-16 ¹ | 59 | 59 | 60 | 60 | 0 | No |
| R-17 ¹ | 60 | 60 | 63 | 64 | +1 | No |
| R-18 ¹ | 58 | 58 | 62 | 62 | 0 | No |
| R-19 ¹ | 54 | 54 | 61 | 61 | 0 | No |
| R-20 ¹ | 56 | 57 | 61 | 61 | +1 | No |
| R-21 ¹ | 57 | 57 | 62 | 62 | 0 | No |
| R-22 | 58 | 58 | 61 | 61 | 0 | No |
| R-23 | 54 | 54 | 56 | 56 | 0 | No |
| R-24 | 59 | 60 | 61 | 61 | +1 | No |

¹ Receptor has existing soundwall (noise levels do not take into account)

Source: WJV Acoustics, Inc.
Hexagon Transportation Consultants

As described above, the modeled noise levels described in Table VIII do not take into account any acoustical shielding provided by existing sound walls, and should therefore be considered a worst-case assessment of noise level exposure. Table VIII provides a footnote to indicate which of the modeled receptor locations have existing sound walls along the roadways. Existing sound walls would typically be expected to provide a minimum of 5 dB of noise reduction of traffic noise exposure levels within individual backyards.

San Benito County noise compatibility criteria establish a noise exposure level of up to 65 dB L_{dn} as “normally acceptable”. Reference to Table VIII indicates that project-related traffic would not result in noise exposure levels to exceed 65 dB L_{dn}, at locations where noise exposure levels would

otherwise be below 65 dB L_{dn} , without project implementation. Additionally, if applying the 5 dB reduction provided by existing sound walls along analyzed receptor locations, only one (1) analyzed receptor location (R-3) would be expected to have exterior noise levels exceeding 65 dB L_{dn} (which would occur with or without project implementation).

b. Traffic Noise Impacts To Proposed On-Site Receptors (Less Than Significant With Mitigation)

Exterior Noise

The San Benito County Land Use Compatibility Guidelines (Table III above) establish exterior noise exposure levels for new noise-sensitive land uses. The County considers noise exposure levels up to 60 dB L_{dn} to be “Clearly Acceptable” and noise exposure levels between 60-65 dB L_{dn} to be “Normally Acceptable” The project would include new residential land uses. Of the new proposed residential land uses, Lots 145 & 146 would be located in close proximity (and adjacent to) Airline Highway (SR 25). The exact setback distances of these lots to the roadway are not known at this time.

WJVA used the above-described FHWA traffic noise model and traffic noise modeling assumptions to determine the distances from the center of Airline Highway (SR 25) to the 60 dB L_{dn} and 65 dB L_{dn} noise exposure contours in the vicinity of these lots. The contour distances were calculated using Cumulative Plus Project traffic conditions, as this represents the worst-case assessment of traffic noise exposure levels within these lots. The distances to the 60 dB L_{dn} and 65 dB L_{dn} contours are provided below, for Lots 145 & 146.

- 60 dB L_{dn} contour: 323 feet
- 65 dB L_{dn} contour: 150 feet

Interior Noise

The County’s interior noise level standard is 45 dB L_{dn} . A specific analysis of interior noise levels was not performed, as the exact locations of residential construction setbacks as well as the construction details were not known at the time of this analysis. It may be assumed that residential construction methods complying with current building code requirements will reduce exterior noise levels by approximately 25 dB or more if windows and doors are closed. This assumes air conditioning or mechanical ventilation is provided, allowing doors and windows to remain closed for sound insulation purposes.

This means that any proposed residential land uses located within the 70 dB L_{dn} contour (70-25=45) could have interior noise exposure levels exceeding the 45 dB L_{dn} interior noise level standard. This distance from Airline Highway (SR 25) to 70 dB L_{dn} traffic noise exposure contour, for Cumulative Plus Project conditions is 70 feet.

Potential Impact (Exterior Noise Levels):

An exterior noise impact would occur if proposed sensitive receptors are located inside the 65 dB L_{dn} traffic noise contour at Lots 145 & 146 (less than 150 feet from the centerline of Airline Highway). Based upon the conceptual Site Plan (Figure 1), residential land uses are likely proposed within these setback distances, and impacts are likely to occur.

Mitigation Measures:

Exterior noise levels from transportation noise sources may be effectively mitigated by incorporating noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources and the path of transmission between noise sources and sensitive receptors. Options for noise mitigation include the use of building setbacks and the construction of berms and/or sound walls. The effectiveness of a sound wall is determined by the height of the sound wall in respect to the heights of the noise source and receiver, the distance between the noise source and the sound wall and distance between the sound wall and the receiver.

When specific residential construction details are proposed an acoustical analysis should be required that quantifies traffic noise exposure at proposed Lots 145 & 146, and recommends appropriate mitigation measures to achieve compliance with the County's noise standards. The acoustical analysis should be the responsibility of the project applicant and should be completed prior to issuance of a building permit.

Potential Impact (Interior Noise Levels):

An interior noise impact could occur if proposed residential construction is located within the 70 dB L_{dn} traffic noise contour (less than 75 feet from the centerline of Airline Highway) at Lots 145 & 146.

Mitigation Measures:

Generally speaking, the window component(s) of an exterior façade represent the acoustic "weak link" of the overall wall assembly. Interior noise levels from transportation noise sources may be effectively mitigated by incorporating sound-rated windows, doors and wall assemblies, or by increasing the setback between the residential construction and noise source.

When specific residential construction details are proposed an acoustical analysis should be required that quantifies traffic noise exposure at proposed Lots 145 & 146, and recommends appropriate mitigation measures to achieve compliance with the County's noise standards. The acoustical analysis should be the responsibility of the project applicant and should be completed prior to issuance of a building permit.

**c. Project Noise Impacts from Operational On-Site Noise Sources
(Less Than Significant With Mitigation)**

The project would include commercial land uses to be located along Ridgemark Drive, near the project site access roadway off of Airline Highway (SR 25). The project would also include a 154-room hotel to replace existing cottages within Lot D. As shown on the site plan (Figure 1), new

residential land uses are proposed near these proposed commercial land uses (Commercial Area C and Commercial Area D). A wide variety of noise sources can be associated with hotel and commercial land use designations. The noise levels produced by such sources can also be highly variable and could potentially impact proposed on-site sensitive receptors. From the perspective of the County's stationary noise standards (Table II), noise sources not associated with transportation sources are considered stationary noise sources. Additionally, noise associated with vehicles off public roadways (parking lot activities) are considered stationary noise sources. Typical examples of stationary noise sources associated with hotel and commercial land use designations include:

- Fans and blowers
- HVAC units
- Truck deliveries
- Loading Docks
- Compactors
- Parking lot movements

Potential Impact:

Noise levels from new stationary noise sources cannot be predicted with any certainty at this time since specific uses have not yet been proposed and the locations of stationary noise sources relative to the locations of noise sensitive uses are not known. However, under some circumstances there is a potential for such uses to cause annoyance to nearby existing and planned noise-sensitive uses and/or exceed the County's noise standards for stationary noise sources.

Mitigation Measures:

Noise levels from new stationary noise sources may be effectively mitigated by incorporating noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources and the path of transmission between noise sources and sensitive receptors. Options for noise mitigation include the use of building setbacks, the construction of berms and/or sound walls and the use of noise source equipment enclosures.

When specific commercial uses are proposed that could result in a noise-related conflict between a commercial noise source and existing or proposed noise-sensitive receptors, an acoustical analysis should be required that quantifies project-related noise levels and recommends appropriate mitigation measures to achieve compliance with the County's noise standards. The acoustical analysis should be the responsibility of the project applicant and should be completed prior to issuance of a building permit.

d. Noise From Construction (Less Than Significant With Mitigation)

Construction noise would occur at various locations within and near the project site through the build-out period. Table VIII provides typical construction-related noise levels at distances of 100 feet, 200 feet, and 300 feet.

TABLE VIII
TYPICAL CONSTRUCTION EQUIPMENT
MAXIMUM NOISE LEVELS, dBA

| Type of Equipment | 100 Ft. | 200 Ft. | 300 Ft. |
|---------------------|---------|---------|---------|
| Concrete Saw | 84 | 78 | 74 |
| Crane | 75 | 69 | 65 |
| Excavator | 75 | 69 | 65 |
| Front End Loader | 73 | 67 | 63 |
| Jackhammer | 83 | 77 | 73 |
| Paver | 71 | 65 | 61 |
| Pneumatic Tools | 79 | 73 | 69 |
| Dozer | 76 | 70 | 66 |
| Rollers | 74 | 68 | 64 |
| Trucks | 80 | 72 | 70 |
| Pumps | 74 | 68 | 64 |
| Scrapers | 81 | 75 | 71 |
| Portable Generators | 74 | 68 | 64 |
| Backhoe | 80 | 74 | 70 |
| Grader | 80 | 74 | 70 |

Source: FHWA

Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman, 1987

Noise impacts associated with construction activities typically depend on the noise levels generated by the type of equipment in use, the duration of usage of the equipment and the distance at which the equipment is used in respect to nearby sensitive receptors. Noise impacts typically occur when construction activities occur beyond the limited hours of construction and/or within close proximity to sensitive receptors (residential land uses).

Construction noise is typically not considered to be a significant impact if construction is limited to the daytime hours and construction equipment is adequately maintained and muffled. Extraordinary noise-producing activities (e.g., pile driving) are not anticipated. San Benito County limits the allowable hours of construction to between 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. No construction is allowed on Sundays or federal holidays.

Construction of various phases of the project would often occur within 500 feet of existing sensitive receptors. The County of San Benito provides additional measures that are required when construction activities occur within 500 feet of sensitive receptors.

Potential Impact: A potential impact could occur if construction activities occur within 500 feet of sensitive receptors, as determined by the County of San Benito 2035 General Plan.

Mitigation Measure: If project construction occurs within 500 feet of sensitive receptors, San Benito County requires the implementation of the following mitigation measures:

- Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists;
- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;
- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;
- Locate staging areas and construction material areas as far away as possible from adjacent land uses;
- Prohibit all unnecessary idling of internal combustion engines;
- Notify all abutting land uses of the construction schedule in writing; and

e. Vibration Impacts (Less Than Significant)

The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. None of these activities are anticipated to occur with construction or operation of the proposed project. Vibration from construction activities could be detected at the closest sensitive receptors, especially during movements by heavy equipment or loaded trucks and during some paving activities. Typical vibration levels at distances of 100 feet and 300 feet are summarized by Table IX. Project-related vibration levels would not be expected to exceed any significant threshold levels for annoyance or damage, as provided above in Table III and Table IV.

| TABLE IX TYPICAL VIBRATION LEVELS DURING CONSTRUCTION | | |
|--|--------------|---------|
| Equipment | PPV (in/sec) | |
| | @ 100' | @ 300' |
| Bulldozer (Large) | 0.011 | 0.006 |
| Bulldozer (Small) | 0.0004 | 0.00019 |
| Loaded Truck | 0.01 | 0.005 |
| Jackhammer | 0.005 | 0.002 |
| Vibratory Roller | .03 | 0.013 |
| Caisson Drilling | .01 | 0.006 |

Source: Caltrans

After full project build out, it is not expected that ongoing operational activities will result in any vibration impacts at nearby sensitive uses. Activities involved in trash bin collection could result in minor on-site vibrations as the bin is placed back onto the ground. Such vibrations would not be expected to be felt at the closest off-site sensitive uses. Additional mitigation is not required.

f. Noise Impacts from Nearby Airports or Airstrips (No Impact)

The Project site is not located within two miles of a public airport or private airstrip. The Hollister Municipal Airport is located approximately six miles northwest of the project site. Additionally, there is a private airstrip (Christensen Ranch Airport) located approximately four miles north of the project site.

5. IMPACT SUMMARY

This impact summary addresses only the noise impacts determined to be “potentially significant” and summarizes the mitigation measures that would be required to reduce noise levels to a “less than significant” level. Project-related noise levels resulting from the proposed Ridgemark Subdivision project are not expected to exceed any applicable San Benito County noise level standards if proper mitigation measures are incorporated into project design and construction operations. Potential impacts and correlating mitigation measures are described in detail above, and summarized below.

Potential Impact #1 (Exterior Noise Levels):

An exterior noise impact would occur if proposed sensitive receptors are located inside the 65 dB L_{dn} traffic noise contour at Lots 145 & 146 (less than 150 feet from the centerline of Airline Highway). Based upon the conceptual Site Plan (Figure 1), residential land uses are likely proposed within these setback distances, and impacts are likely to occur.

Mitigation Measures:

Noise levels from transportation noise sources may be effectively mitigated by incorporating noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources and the path of transmission between noise sources and sensitive receptors. Options for noise mitigation include the use of building setbacks and the construction of berms and/or sound walls. The effectiveness of a sound wall is determined by the height of the sound wall in respect to the heights of the noise source and receiver, the distance between the noise source and the sound wall and distance between the sound wall and the receiver.

When specific residential construction details are proposed an acoustical analysis should be required that quantifies traffic noise exposure at proposed Lots 145 & 146, and recommends appropriate mitigation measures to achieve compliance with the County’s noise standards. The acoustical analysis should be the responsibility of the project applicant and should be completed prior to issuance of a building permit.

Potential Impact #2 (Interior Noise Levels):

An interior noise impact could occur if proposed residential construction is located within the 70 dB L_{dn} traffic noise contour (less than 75 feet from the centerline of Airline Highway) at Lots 145 & 146.

Mitigation Measures:

Generally speaking, the window component(s) of an exterior façade represent the acoustic “weak link” of the overall wall assembly. Interior noise levels from transportation noise sources may be effectively mitigated by incorporating sound-rated windows, doors and wall assemblies, or by increasing the setback between the residential construction and noise source.

When specific residential construction details are proposed an acoustical analysis should be

required that quantifies traffic noise exposure at proposed Lots 145 & 146, and recommends appropriate mitigation measures to achieve compliance with the County's noise standards. The acoustical analysis should be the responsibility of the project applicant and should be completed prior to issuance of a building permit.

Potential Impact #3:

Noise levels from new stationary noise sources cannot be predicted with any certainty at this time since specific uses have not yet been proposed and the locations of stationary noise sources relative to the locations of noise sensitive uses are not known. However, under some circumstances there is a potential for such uses to cause annoyance to nearby existing and planned noise-sensitive uses and/or exceed the County's noise standards for stationary noise sources.

Mitigation Measures:

Noise levels from new stationary noise sources may be effectively mitigated by incorporating noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources and the path of transmission between noise sources and sensitive receptors. Options for noise mitigation include the use of building setbacks, the construction of berms and/or sound walls and the use of noise source equipment enclosures.

When specific commercial uses are proposed that could result in a noise-related conflict between a commercial or other stationary noise source and existing or proposed noise-sensitive receptor, an acoustical analysis should be required that quantifies project-related noise levels and recommends appropriate mitigation measures to achieve compliance with the County's noise standards. The acoustical analysis should be the responsibility of the project applicant and should be completed prior to issuance of a building permit.

Potential Impact #4: A potential impact could occur if construction activities occur within 500 feet of sensitive receptors, as determined by the County of San Benito 2035 General Plan.

Mitigation Measure: If project construction occurs within 500 feet of sensitive receptors, San Benito County requires the implementation of the following mitigation measures:

- Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists;
- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;
- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;
- Locate staging areas and construction material areas as far away as possible from adjacent land uses;

- Prohibit all unnecessary idling of internal combustion engines;
- Notify all abutting land uses of the construction schedule in writing; and

6. SOURCES CONSULTED

1. San Benito 2035 General Plan, July 25, 201.
2. California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, September 2013.
3. Federal Highway Administration, *Traffic Noise Model, Version 2.5*, April 14, 2004

FIGURE 1: PROJECT SITE PLAN



FIGURE 2: PROJECT VICINITY AND AMBIENT NOISE MONITORING SITES

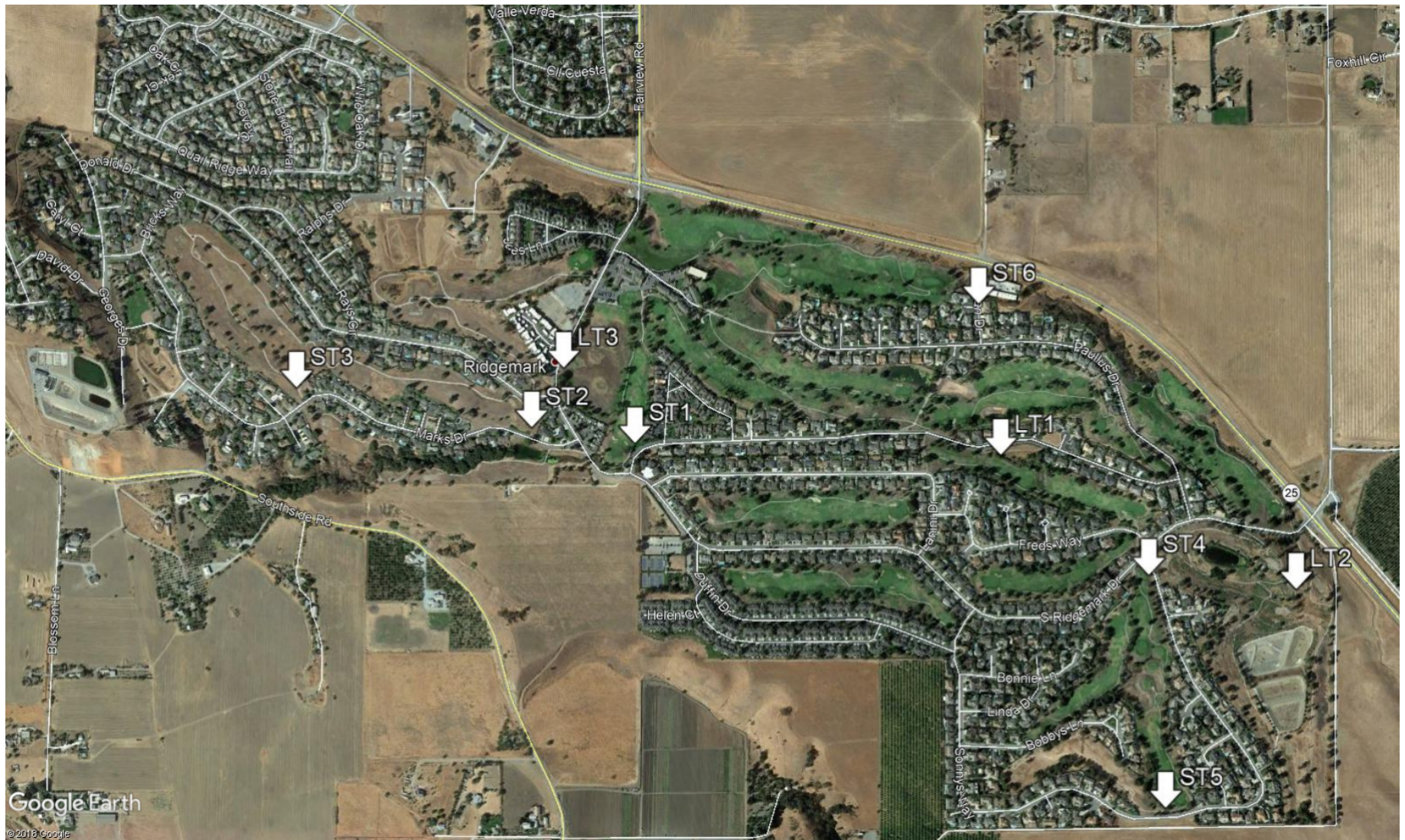


FIGURE 3: HOURLY NOISE LEVELS AT LONG-TERM MONITORING SITE LT-1

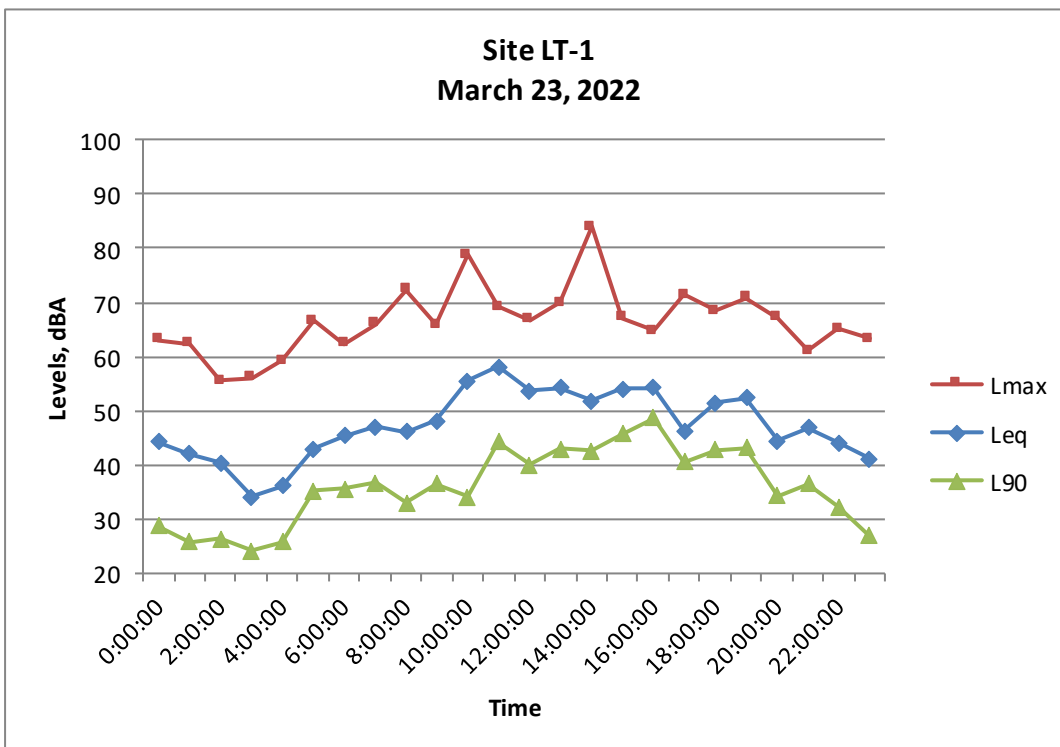
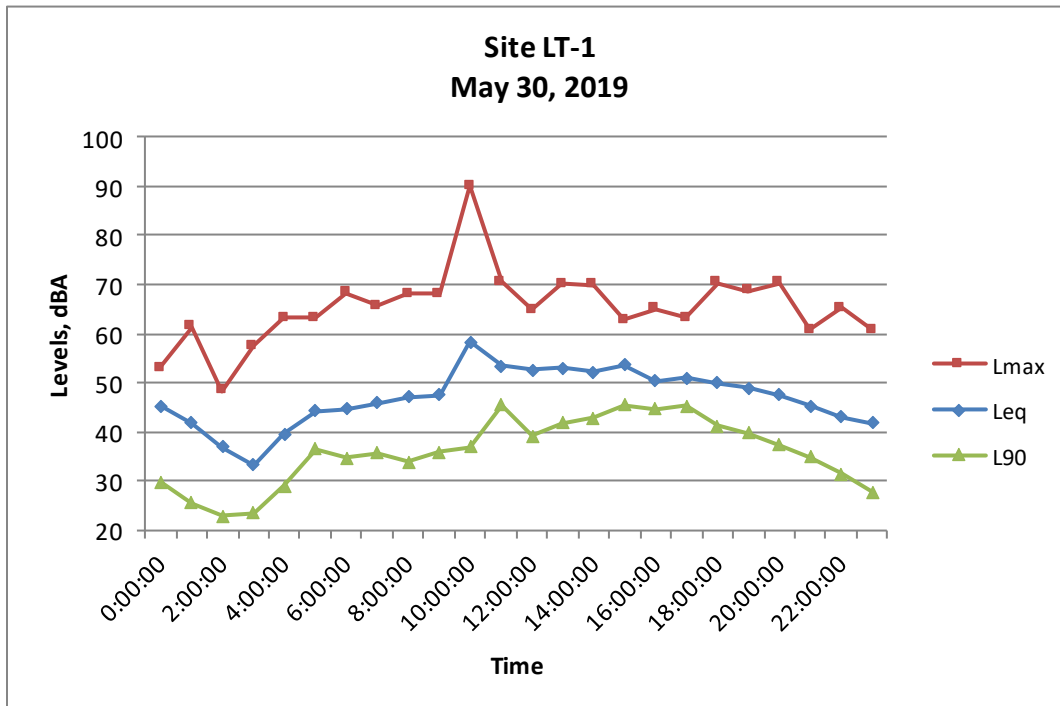


FIGURE 4: LONG-TERM MONITORING SITE LT-1



FIGURE 5: HOURLY NOISE LEVELS AT LONG-TERM MONITORING SITE LT-2

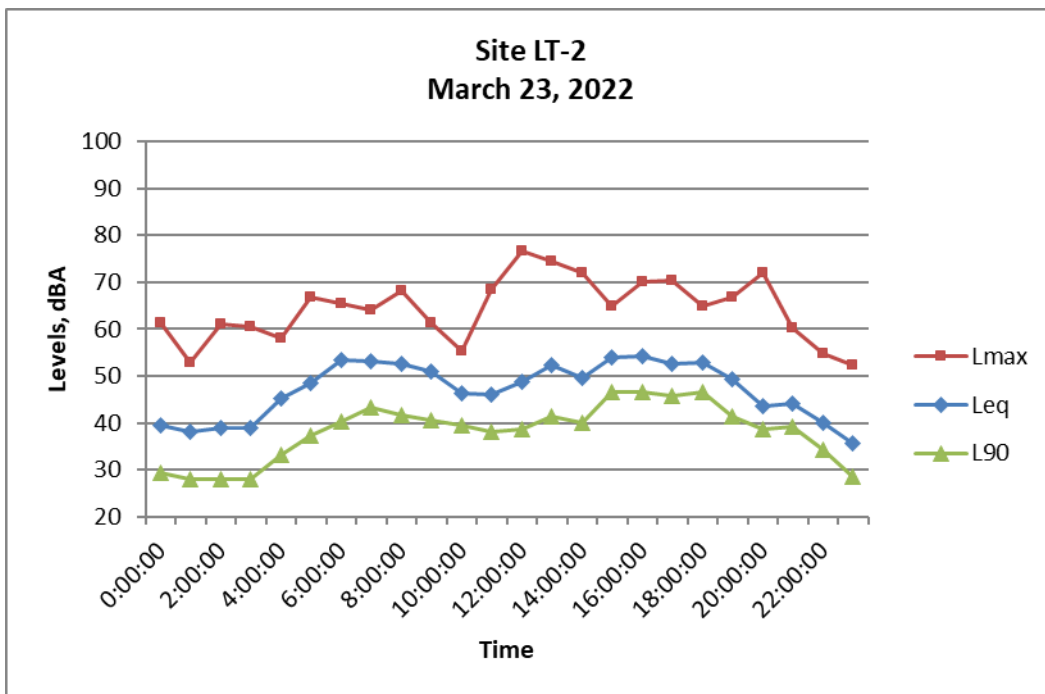
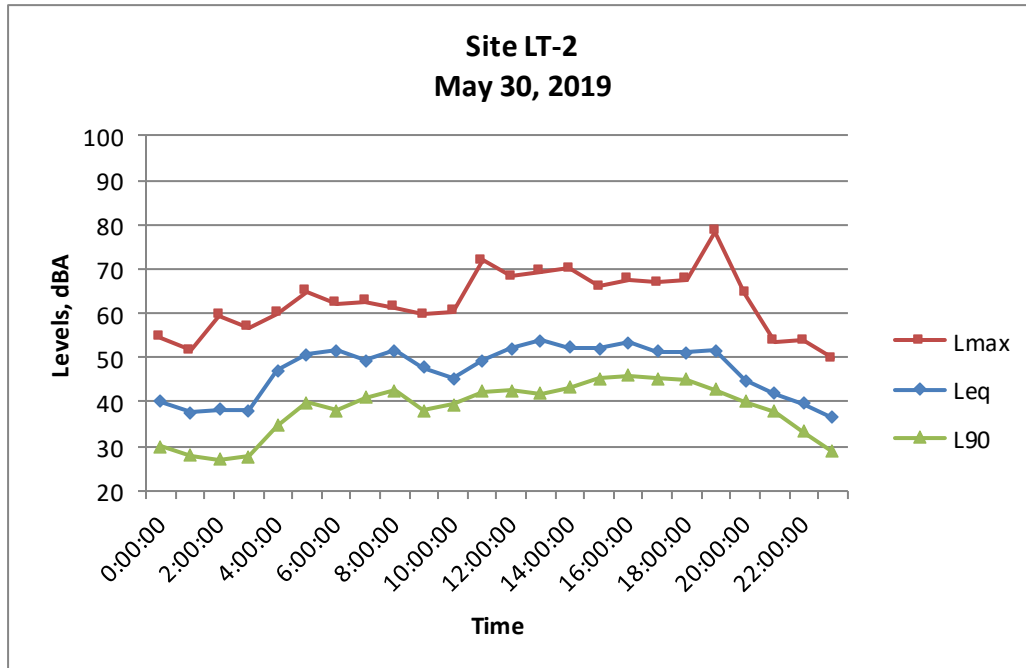


FIGURE 6: LONG-TERM MONITORING SITE LT-2



FIGURE 7: HOURLY NOISE LEVELS AT LONG-TERM MONITORING SITE LT-3

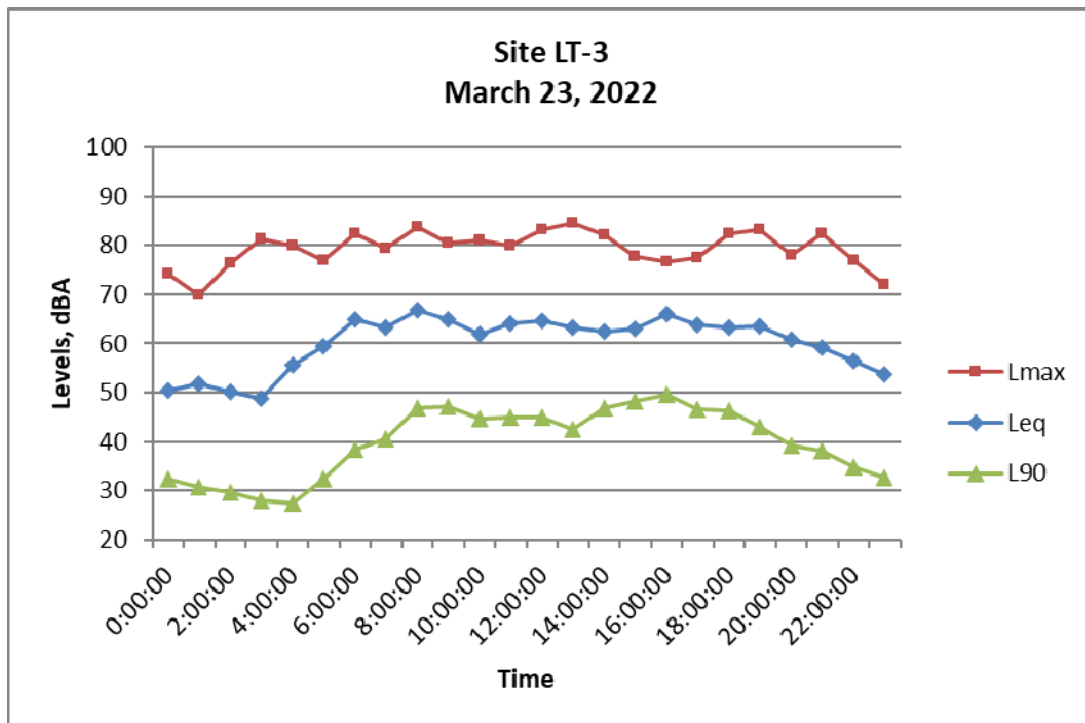
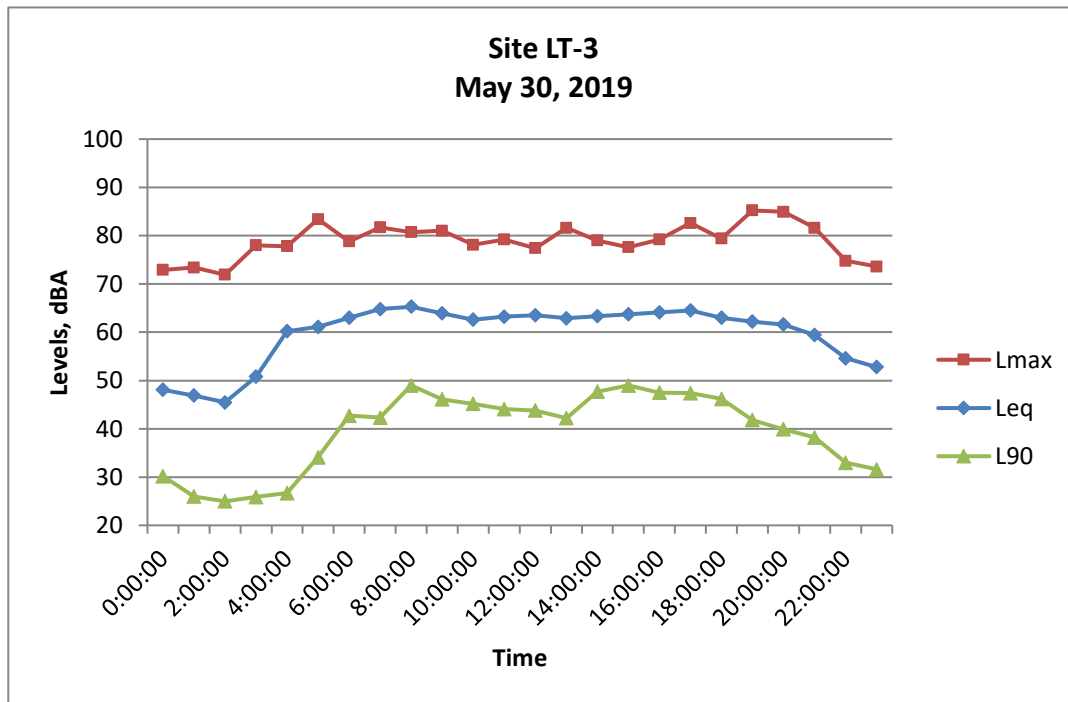


FIGURE 8: LONG-TERM MONITORING SITE LT-3



FIGURE 9: LOCATIONS OF MODELED TRAFFIC NOISE RECEPTORS R-1 THROUGH R-5

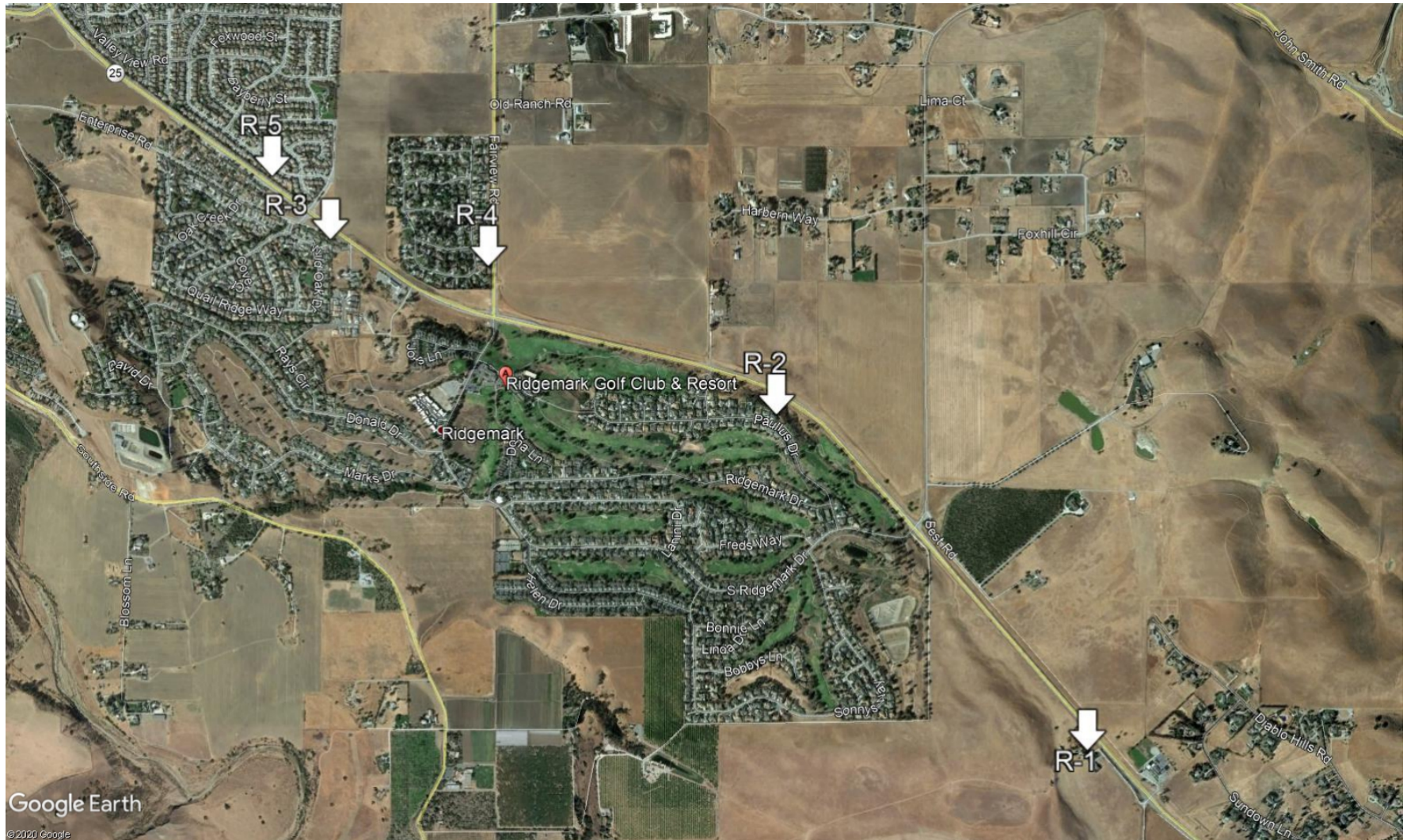


FIGURE 10: LOCATIONS OF MODELED TRAFFIC NOISE RECEPTORS R-6 THROUGH R-10, R-24

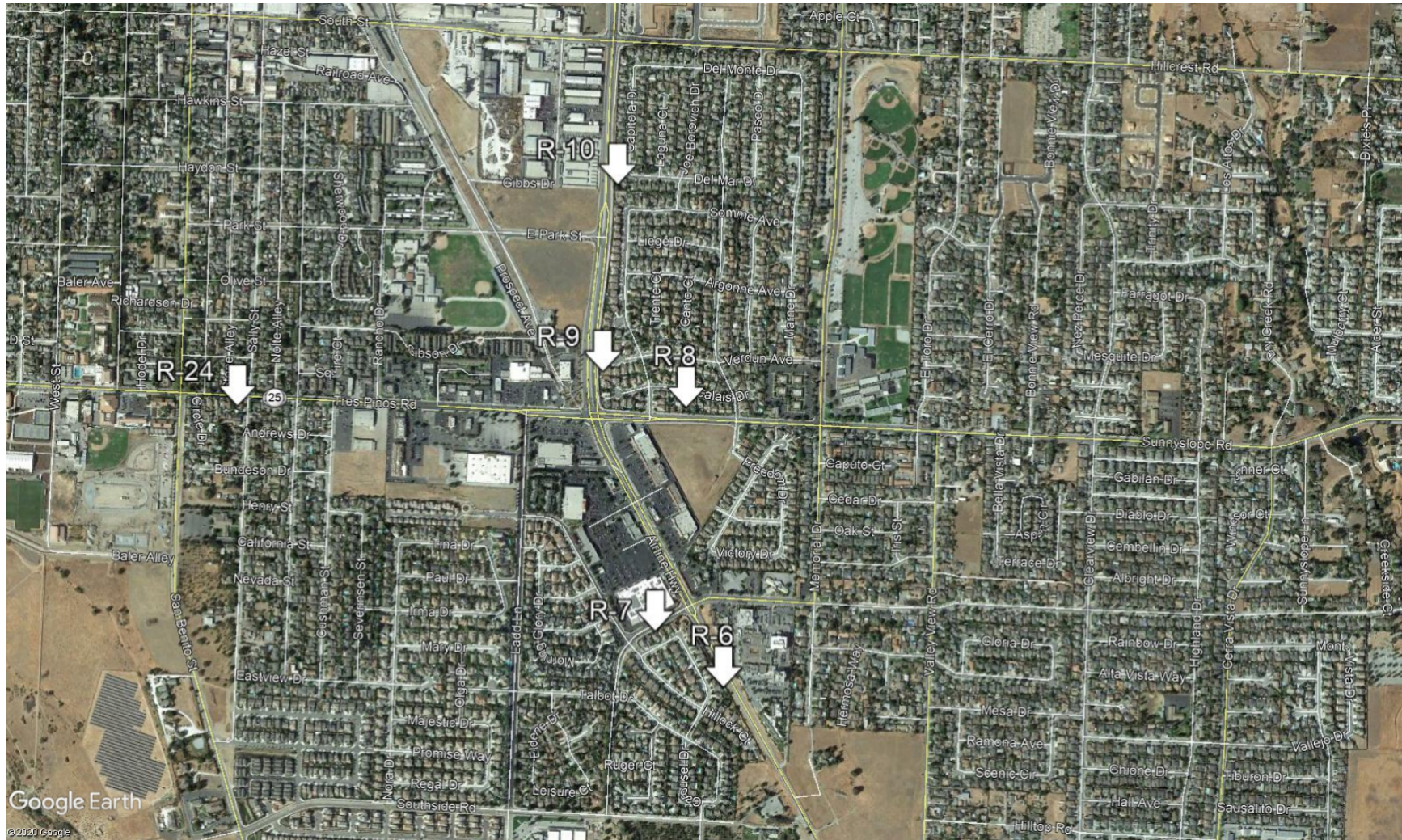


FIGURE 11: LOCATIONS OF MODELED TRAFFIC NOISE RECEPTORS R-11 THROUGH R-16

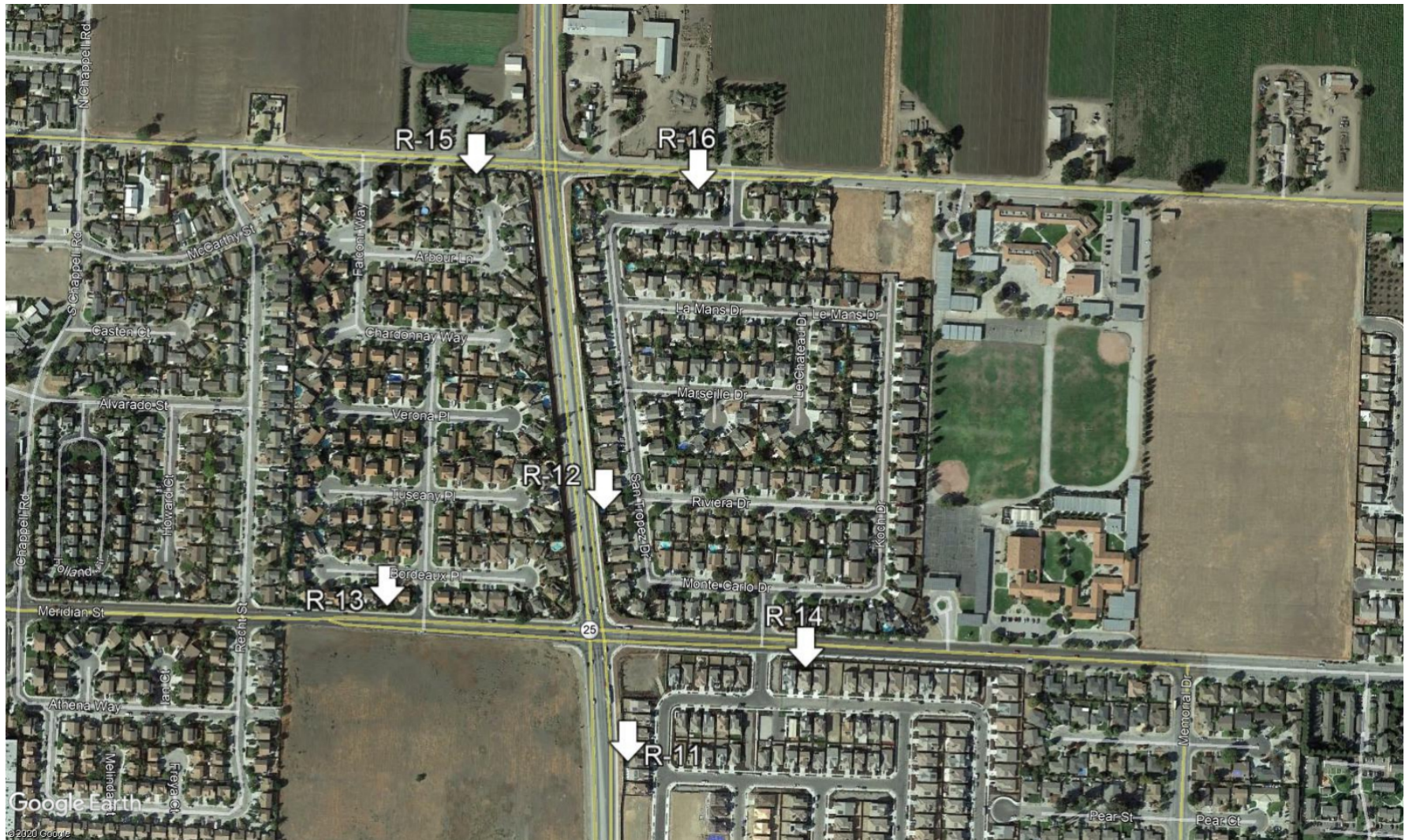


FIGURE 12: LOCATIONS OF MODELED TRAFFIC NOISE RECEPTORS R-17 THROUGH R-20



FIGURE 13: LOCATIONS OF MODELED TRAFFIC NOISE RECEPTORS R-21 THROUGH R-23



APPENDIX A-1

ACOUSTICAL TERMINOLOGY

| | |
|---------------------------------|---|
| AMBIENT NOISE LEVEL: | The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location. |
| CNEL: | Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m. |
| DECIBEL, dB: | A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter). |
| DNL/L_{dn}: | Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m. |
| L_{eq}: | Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods. |
| NOTE: | The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the average noise exposure for a shorter time period, typically one hour. |
| L_{max}: | The maximum noise level recorded during a noise event. |
| L_n: | The sound level exceeded "n" percent of the time during a sample interval (L_{90} , L_{50} , L_{10} , etc.). For example, L_{10} equals the level exceeded 10 percent of the time. |

A-2

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE CONTOURS:

Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

NOISE LEVEL REDUCTION (NLR):

The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of "noise level reduction" combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

SEL or SENEL:

Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

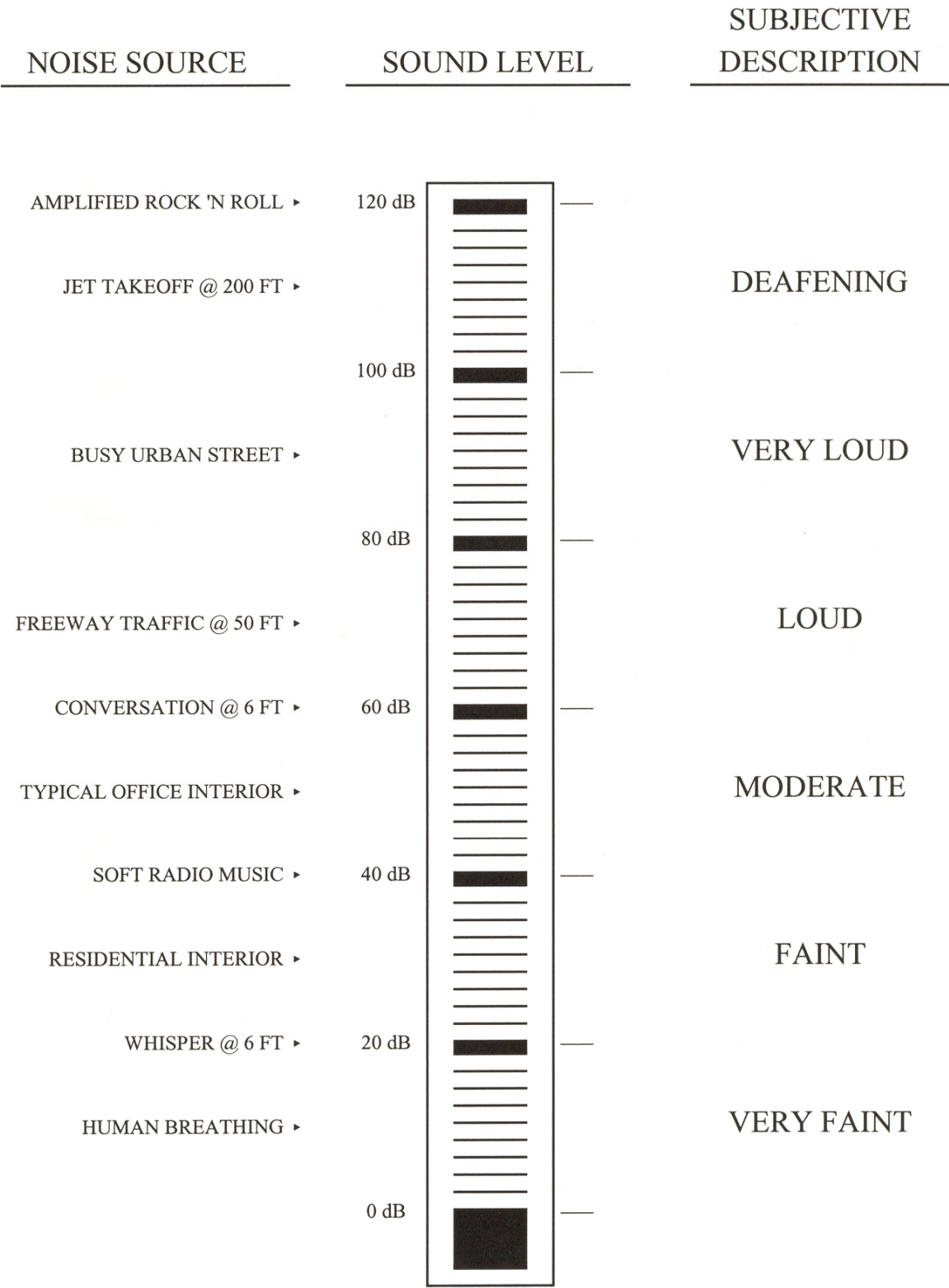
SOUND LEVEL:

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

SOUND TRANSMISSION CLASS (STC):

The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

APPENDIX B EXAMPLES OF SOUND LEVELS



APPENDIX C

TRAFFIC NOISE MODELING CALCULATIONS

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
 April 28, 2022

Project #:
Description:
Ldn/Cnel:
Site Type:

| | | | |
|-------|----------|-----|------|
| 22-03 | Existing | Ldn | Soft |
|-------|----------|-----|------|

Contour Levels (dB)

60

65

70

75

[illegible]

April 28, 2022

Contour Levels (dB)

| | | | | | | | | |
|----|----|----|----|--|--|--|--|--|
| 60 | 65 | 70 | 75 | | | | | |
|----|----|----|----|--|--|--|--|--|

[illegible]

WJV Acoustics, Inc
 FHWA-RD-77-108
 Calculation Sheets
 April 28, 2022

| | |
|--------------|------------|
| Project #: | 22-03 |
| Description: | Cumulative |
| Ldn/Cnel: | Ldn |
| Site Type: | Soft |

| Contour Levels (dB) | 60 | 65 | 70 | 75 | | | | |
|---------------------|----|----|----|----|--|--|--|--|
|---------------------|----|----|----|----|--|--|--|--|

[illegible]

WJV Acoustics, Inc
 FHWA-RD-77-108
 Calculation Sheets
 April 28, 2022

| | |
|--------------|----------------------|
| Project #: | 22-03 |
| Description: | Cumulative + Project |
| Ldn/Cnel: | Ldn |
| Site Type: | Soft |

| | | | | | | | | |
|---------------------|----|----|----|----|--|--|--|--|
| Contour Levels (dB) | 60 | 65 | 70 | 75 | | | | |
|---------------------|----|----|----|----|--|--|--|--|

[illegible]

