Midpeninsula Regional Open Space District

R-12-104
Meeting 12-34
October 17, 2012

AGENDA ITEM 1

AGENDA ITEM

Approval of Remaining Project Elements of the Mount Umunhum Environmental Restoration and Public Access Project, Including Selection of a Radar Tower Option and Approval of Summit Area Amenities, as an Amendment to the Use and Management Plan for Sierra Azul Open Space Preserve

GENERAL MANAGER'S RECOMMENDATIONS

The Board of Directors (Board) approved the demolition portion of the Mount Umunhum Environmental Restoration and Public Access Project (Project) on June 12, 2012 (see Report R-12-59). At a later meeting on September 19, 2012, the Board approved select Project elements, as well as Factors to Consider for Structures to assist with the decision-making process for the radar tower (see Report R-12-91). This agenda item addresses remaining actions for the Project, as recommended below:

1. Adopt the California Environmental Quality Act (CEQA) Findings of Fact for the entire Project (Attachment 1).

2. Approve the Mitigated Monitoring Response Plan for the entire Project (Attachment 2).

3. Select one of the radar tower options described in this report.

4. Approve the following Project elements, which would be implemented once specific parameters, as described in this report, are met:
    a. Summit area amenities
    b. Future public vehicle access to the summit via Mount Umunhum Road
    c. Iterative approach for a future shuttle service
    d. Additional staff positions to be phased as needed (two rangers, one maintenance staff, and one administrative staff)
    e. Phased Project Implementation Plan
    f. Design of a parking fee system

5. Adopt the attached Resolution for the Project elements (refer to Attachment 3).

6. Direct staff to pursue small-scale capital fundraising for individual Project elements.

SUMMARY

The Project was developed to identify public access opportunities for the former Almaden Air Force Station (AFS) located atop Mount Umunhum and Mount Thayer in Sierra Azul Open Space Preserve (Preserve) (refer to Attachment 4). The purpose of the October 17, 2012 special meeting is to seek Board selection of a radar tower option and approval of the remaining Project elements. Following final Project approvals, efforts will shift to Project implementation, beginning with trail and parking design with the goal of opening public access to the summit as soon as possible.

BACKGROUND

Pursuant to the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) for the Project was certified by the Midpeninsula Regional Open Space District (District) Board at a special meeting on June 12, 2012 (refer to Report R-12-59). At that same meeting, the Board approved the demolition of all existing structures, excluding the radar tower, as part of the first phase of public access.

At a special meeting of September 19, 2012 (refer to Report R-12-91), the Board approved select Project elements, not including the radar tower and summit area amenities, and removed consideration of the backpack camp from the Project to instead include its consideration as part of the larger Preserve-wide Master Plan.

Project elements that have been approved by the Board to date include the following and are primarily located below the elevational summit and radar tower area (refer to Attachment 5). Note that a few of these elements are also proposed for the summit area, such as vault toilets and horse troughs, and are therefore included as part of the list of summit area amenities (see page 3) that are being considered for approval by the Board at the October 17 meeting:

- Vehicle staging area at Bald Mountain (estimated 30-40 car capacity)
- Multi-use trail to the summit from the Bald Mountain staging area
- Safety upgrades and improvements to Mt. Umunhum Road
- Parking areas adjacent to the summit
- Visitor center
- Vault toilet(s)
- Dedicated 911 call box
- Hang gliding/paragliding
- Water tank(s)
- Horse trough(s)
- Environmental restoration
- New trail connection from Mount Thayer to Ralph's Mountain in the Lexington Basin
- Nesting structures for avian Species of Special Concern (Purple Martin)

DISCUSSION

Project Description

The Project includes phased public access to the summit of Mount Umunhum, as well as roadway and access improvements, environmental restoration, development of public use facilities, and a range of amenities such as trails, observation and reflection areas, interpretive displays, picnic tables, shade structures, restrooms, and a future visitor center. Structures approved for demolition are scheduled to be removed starting in November or December of 2012 to allow for site restoration and public access improvements. Refer to Attachment 6, Project Summary, which includes a brief overview of the public planning process, goals, objectives, elements, phasing, and financial implications for the Project.

Remaining Project Elements under Consideration

As part of the October 17 special meeting, the Board is being asked to deliberate on the following remaining Project elements, which are discussed in detail further below:

- Selection of a radar tower option
- Approval of public access amenities for the summit of Mount Umunhum
- Approval of future public vehicle access to the summit via Mt. Umunhum Road
- Approval of future shuttle service
- Approval of four additional staff positions to be phased as needed (two rangers, one maintenance staff, and one administrative staff)
- Phased Project Implementation Plan
- Design of a parking fee system

Selection of a Radar Tower Option

Each radar tower option shares the goals of: 1) interpreting the site's cultural and natural history, i.e., the significance of the mountain to the local Native American Tribal Bands, its place in military and Cold War history, and the unique flora and fauna that are native to the summit; and 2) providing universal access to the summit and to the various site amenities for people of all ability levels.

Three options for the Mount Umunhum radar tower were evaluated as part of the Environmental Impact Report (EIR) prepared for the Project (refer to Attachment 7):

1. Restoration: remove entire structure and environmentally restore the footprint;
2. Open-air: substantially remove the structure but leave an open-air, publically accessible ground floor, and
3. Retain and seal: retain and seal entire structure, allowing public access to the exterior only.

As of the September 19 special meeting, two additional interim actions have been added for Board consideration to allow time for partnerships and/or outside funding to be secured to implement one of the options and address its long-term management and maintenance. The addition of the two new interim actions does not introduce new information requiring a separate CEQA analysis because these actions would not increase the severity of any environmental impact. These two new interim actions can be combined as an initial step toward implementing any of the three radar tower options evaluated in the EIR. A brief discussion of each option and the two new interim actions are described below.

Option 1. Restoration: Remove entire structure and environmentally restore the footprint
Under this option, the tower structure would be removed entirely, leaving only the subsurface foundation. The area would be returned to its former topography to provide proper drainage. Species from the existing native plant community would be selected to replant the area. Cost for the Restoration Option is estimated to be $614,319 with no maintenance requirements.

Option 2. Open Air: Remove most of the structure but leave an open-air, publically accessible foundation
Under this option, the tower structure would be mostly removed, leaving the foundation and wall sections of the former tower as an open-air public gathering location. The walls would be neatly saw cut, leaving some walls high and others low, allowing for seating, interpretive display, and wind and shade shelter. Cost for the Open Air Option is estimated to be $816,953 with minimal maintenance requirements, similar to what is normally required for District structures/facilities.

Option 3. Retain and Seal: Entire structure remains with exterior made publically-accessible
Under this option, the structural damage caused by the 1989 Loma Prieta earthquake would be repaired and the radar tower sealed to prevent public access into the interior structure. To safely allow the public to access the exterior base of the radar tower, necessary repairs to upgrade the structure to a "collapse" prevention level would include: epoxy injection of cracks, removal and replacement of loose concrete, and infilling openings on the east side the building. Openings would be filled with reinforced concrete doweled into the existing structure. In addition, new roofing would be installed, the roof drainage system repaired/replaced, and a new exterior coating applied to protect the concrete walls. A separate stairway would be preserved to allow access to the roof to perform maintenance and repairs. Interpretive panels may be added to the exterior of the structure. Cost for the Retain and Seal Option is estimated to be $1,105,876 for implementation, plus an additional $250,000 by year 20 and an additional $500,000 by year 40, for a total estimated 40-year cost of ownership of $1,855,876.

Security services may be needed and additional associated costs incurred if the Board decides to select this option. There is a concern that the structure's high profile and visibility will continue to draw unwanted interest by after-hours visitors. If security services are needed, costs may average approximately $7,300 per month to provide a presence at the summit during nighttime hours when District rangers are off duty.

Interim Action A: Near-term repair and securing of structure while seeking external partnerships
This is a new interim action to provide time (approximately 5 years) for proponents of the tower to seek partnerships, outside funding, and other additional resources to allow for implementation of Option 3. However, if no partnerships or additional funding is secured during this timeframe, the Board would reconsider all the options based on future funding and staffing constraints. This short-term solution would provide interim "Life Safety" repairs necessary to allow public access to the exterior base of the tower for this time period. Access to the interior of the structure would only be allowed to District employees, potential funding partners, and repair contractors. The near-term repairs needed for Interim Action A, which have been previously discussed with the County of Santa Clara (County) and the District's consulting structural engineers, Rutherford & Chekene, are estimated to cost $414,855 and would include the following:

1. Sealing all exterior openings
2. Performing epoxy crack repair on the first floor
3. Replacing guardrail at rooftop
4. Replacing interior stair handrails where missing

5. Improving stairs to rooftop and roof hatch
6. Installing fortified locks at interior doors to each floor
7. Covering openings in floors inside the structure

Interim Action B: Near-term fence around structure while seeking external partnerships
This is a new alternative interim action to provide additional time for proponents of the tower to seek partnerships, outside funding, and other additional resources to allow for implementation of Option 3. This interim action involves installation of a construction-grade chain link fence around the radar tower. Anticipating that the public may access the summit as early as summer 2016 via a multi-use trail, this near-term fence solution would be necessary for public safety if no repairs or upgrades are made to the tower. Preliminary discussions with the County of Santa Clara indicate that this fence would need to be placed a distance of 80 feet away from the base of the tower to reduce the potential for human injury from loose objects falling off the tall structure, such as sections of the rooftop rail that have corroded and rusted over time. Given the existing topography and tight ridgeline surrounding the tower, a perimeter fence located 80 feet from the base of the radar tower would nearly eliminate public access to the easternmost portions of the summit (known as the Summit Court) and possibly the emergency vehicle turn around area (refer to Attachment 8). As such, if the Board selects this interim action, staff would revisit the discussion with the County of Santa Clara to confirm the fence setback requirements and seek any solutions that would allow a smaller diameter fence. The cost for fence construction is estimated at $74,200.

In summary, costs for the three radar tower options and the interim actions are shown below:

Radar Tower Option	**Estimated Construction Cost**	**Estimated Cost of Maintenance**		**Total Estimate over 40 years**
		20 Years	40 Years	
Remove and restore footprint	$639,319	-	-	$639,319
Open-air with lowered walls	$816,953	-	-	$816,953
Retain and seal	$1,105,876	+$250,000	+$500,000	$1,855,876
Interim Action A Near-term Repair	$414,855	-	-	-
Interim Action B Near-term Fence	$74,200	-	-	-

Board-Approved Factors to Consider for Existing Structures – Including the Radar Tower
Consideration of existing structures that are acquired as part of District land purchases typically involves, at a minimum, an evaluation of existing conditions, a determination of the structure's value to the District and its constituents, short-term and long-term costs, maintenance, and staffing requirements. Because the radar tower has become the single greatest point of focus for the Project as a whole, a list of *Factors to Consider for Existing Structures* has been prepared and was recently approved by the Board to assist with the decision-making process (refer to Report R-12-91). These factors are intended to provide a framework for discussion to assist the Board with determining the outcome for any structure (in this case, the radar tower) and to

provide the public with an understanding of the factors that normally must be considered as part of the decision-making process.

Factors to Consider for Existing Structures

A.	Board-Adopted District Policies
B.	Compatibility with Open Space Character of the Site
C.	Historic and Educational Value
D.	Partnership Opportunities / Cooperation
E.	Potential Financial Cost, Including Liability and Management
F.	Proposed and Potential Uses
G.	Public Sentiment and Input
H.	Regional Importance or Value
I.	Consistency with Strategic Plan
J.	Tradeoffs and Impacts on District Resources
K.	Visitor Experience

The *Factors to Consider for Existing Structures* have been applied to each of the three radar tower options and the two new interim actions, and the findings of this evaluation are provided in Attachment 9.

Results of Public Preference Study as they relate to the Radar Tower Options

Earlier this year, the District commissioned Godbe Research to conduct a survey of local voters to, in part, test the influence of Project costs on the potential support for the various radar tower options.

The method of data collection was through telephone interviewing. A total of 505 residents within the District boundary and adjacent South Bay Cities outside the District boundary completed the surveys. The margin of error is plus or minus 4.9% for the District sample. Key conclusions from the survey included:

- Over 70 percent of the respondents (71.4%) indicated they support the effort to clean up the former Almaden AFS and open it to the public.
- Each of the informed preference options for the radar tower rated roughly equal given the margin of error for the survey.
- Cost considerations for each tower option somewhat moderate people's thinking, however, voters do not rank cost among their most important criteria for the site.

Approval of Summit Area Amenities

The following public access amenities and site improvements are located near the base of the radar tower at the Mount Umunhum elevational summit area (refer to Attachments 5 and 6) and are under Board consideration for approval as part of this Agenda Item:

- Summit Court and Drop-off: includes seating, bicycle rack, interpretation amenities, and view overlook
- Emergency vehicle turn-around
- ADA accessible parking
- ADA interpretive trails
- ADA and service vehicle accessible ramp to elevational summit
- Environmental restoration, including native plant community establishment

- Ceremonial space(s)
- Benches and picnic tables
- Shade structures
- Parking areas
- Vault toilet(s)
- Horse trough(s)
- Nesting structures for avian Species of Special Concern (Purple Martin)

Approval of Future Public Vehicular Access to the Summit via Mt. Umunhum Road
The Board is being asked at this time to also approve the long-term goal of allowing public vehicular use of Mt. Umunhum Road to allow District staff to proceed with the following:

1. Seek resolution of access issues to allow public use of Mt. Umunhum Road.
2. Explore funding and/or partnership opportunities to help defray the cost of road upgrades and safety improvements along Mt. Umunhum Road.

Staff would not proceed with allowing public vehicular access to the summit or the construction of new parking facilities at the summit until the two items described above are first resolved.

Approval of Future Shuttle Service
Staff further recommends Board approval of an iterative approach to allow for a future shuttle service, provided there is resolution on all of the parameters and constraints listed below:

1. Resolution of access issues to allow public use of Mt. Umunhum Road
2. Adequate public demand
3. Public willingness to pay
4. Partnership opportunities (including concessionaires)
5. Available offsite parking for staging

A shuttle service to the summit of Mount Umunhum would wholly or partially replace personal vehicle access to the summit and may lessen the number of parking spaces needed at the summit. A shuttle service could occur on weekends and holidays from April through November.
To inform this recommendation, staff conducted research into similar shuttle systems. The shuttle from Marin City to the Muir Woods National Monument in Marin County is the result of a unique partnership originally funded through federal grant dollars, now operated through federal and county funds, to address traffic issues through residential neighborhoods en route to Muir Woods due to high visitor demand. This shuttle provides comparable data, as it exists specifically to carry round-trip passengers to one destination on narrow, steep, and windy roads. Also, a brief fee study performed in 2011 revealed that the public would support paying fees to visit and/or park vehicles in order to gain access to District Open Space Preserves in general. Although the specific question of willingness to pay a shuttle fee was not included in the survey, public support for visitor fees is encouraging and bodes well for potential future shuttle fees.

Based on staff research, public demand would need to be high and shuttles regularly filled for a partner or concessionaire to provide this service. Given that it is too speculative at this time to determine if a shuttle service would be cost-effective to be feasible, staff recommends an iterative approach to implement a shuttle system. Staff would monitor visitation levels and visitor interest once the area is made open to the public to determine whether visitation regularly exceeds expectations. If adequate demand exists, staff would then seek partnerships with appropriate local companies and/or organizations to provide the shuttle service. Implementation

of a shuttle service would not require further CEQA analysis beyond what has been already analyzed as part of the Project EIR, unless additional elements were added or site conditions had changed such that new environmental impacts could result.

Approval of Additional Staff Positions
The Board is being asked at this time to also consider approving the phasing of additional staff positions to support the Project. It is not anticipated that the Project, in its early phases, would create a substantial demand for staffing. However, as more facilities are developed on Mount Umunhum, and if (1) visitation levels increase significantly and remain steady and (2) the public is allowed to drive and park at the summit, additional staff will be needed to meet increased patrol, maintenance, and visitor services needs. Two new rangers, one new maintenance field staff position, and one new administrative staff position may be needed over the long-term to address increased staffing needs associated with full build-out/high visitation levels for the Project. New staff positions would be added and staffing levels adjusted based on trends and level of visitation.

It is anticipated that visitation at Mount Umunhum will initially be high, after the first phase of public access improvements are completed (a staging area at the Bald Mountain trailhead and a new multi-use trail to the summit), and the excitement of the project is fresh. However, since upper Mt. Umunhum Road would remain closed to vehicles until public access issues are resolved, visitation will be initially limited to those who are able to traverse the approximately 1.75-mile trail on foot, bicycle, or horse. Moreover, access by vehicle (once and if public vehicular access to the summit is allowed) is also expected to be limited at first via a permit or shuttle system. Visitation is not expected to increase substantially until and if the road is made fully accessible to the public and parking facilities are made available at the summit.

Approval of Phased Project Implementation Plan
As part of this Agenda Item, the Board is also asked to approve a phased implementation plan for the Project (refer to Attachment 10). Implementation would be phased as funding is made available, with the expectation that staff would seek outside funding (e.g. donations, grants) to help defray implementation costs. Following Phase I demolition (which was previously approved by the Board), staff recommends that implementation of remaining Project elements be phased as follows:

Phase II, Trails and Staging
1. Approximately 30-40 vehicle parking area on Mount Umunhum Road near Bald Mountain
2. Multi-use trail from the parking area to the summit for hikers, bicyclists, and equestrians
3. Environmental restoration (re-establishing natural drainage features and native plants)
4. Minimal and preliminary site amenities at the summit, including vault toilet and trail; may include seating, shade, and summit loop trail

Phase III, Radar Tower and Summit Area
1. Environmental restoration (other summit area improvements are discussed in the Unscheduled Phase of the Project and dependent on outside factors)

Phase IV, Additional Project Development
1. Interpretive amenities and programming
2. Multi-use trail throughout summit area
3. Further environmental restoration

Unscheduled Phase – dependent on outside factors (e.g. partnerships, access, etc)

1. Implementation of the Board-approved radar tower option
2. Small parking area at summit with limited permit-only driving access via Mount Umunhum Road, once road access issues have been resolved, with the following considerations:
    - Limited number of permits per day;
    - Offered on select weekend and holidays between April and November;
    - Subject to weather;
    - Issued on a first-come, first-served basis.
3. Interpretive / visitor center
4. Safety and road upgrades to Mount Umunhum Road and new parking area(s) at the summit; general public access by vehicle allowed and permit-only vehicle access discontinued.
5. ADA accessible trail construction at summit area (dependent on public vehicle access).

Funding Opportunities for the Project

To proceed with Project implementation, staff recommends that the Board direct staff to pursue small-scale capital fundraising to help offset the cost of individual Project elements. There has been much discussion regarding ways to offset implementation costs for the Project, including capital campaigns and partnership opportunities. At this time, staff does not recommend that the District pursue a large development program to fund the entirety of the project as described below, but instead, focus on smaller opportunities to fund discreet portions of the Project such as the trail to the summit and the parking area near Bald Mountain. The reasoning for this recommendation is provided below.

In 2011, the District contracted with Stewart Woods and Associates (SWA), a development consulting firm based in Palo Alto, to evaluate the potential for generating additional streams of revenue to fund District capital improvement projects. Specifically, SWA evaluated the potential for enhancing the relationship with our current funding partners, building an in-house development program, and conducting a stand-alone capital campaign to fund the Project. SWA's scope of services did not include interviews with potential donors but rather was focused on partner organizations, the Board, and District staff to summarize potential opportunities and constraints associated with various forms of funds development.

Information generated by the study suggested that the very significant institutional changes needed to support an in-house development program make it infeasible at this time for the District to conduct a large-scale capital campaign (e.g. a campaign to fund the entire Project). Such a campaign would require dedicated full-time staff and an institutional culture focused on donor stewardship and outreach. Should the Board decide that this is an appropriate direction for the District, SWA noted that a minimum of two years and significant operating funds would be required to build this capacity.

However, the District does have the capacity to fundraise and secure outside funds on a smaller scale through federal, state, and local grant programs that support recreational facilities and "grassroots" methodologies to seek donations through direct mailings, web-based outreach, and special events. While these efforts also require staff time, the District has prior experience and success with these efforts. Depending on staff resources and capacity, these efforts may be staff-led or managed with the help of outside consultants or short-term contract positions. Given our prior experience, although this type of effort can result in a contribution towards Project implementation, the District will very likely need to provide matching funds to cover implementation costs.

Other Potential Sources of Revenue – Parking Fees

Another method that has been examined to defer implementation costs is through a parking fee system. Based on our findings regarding parking fees, staff recommends that the Board consider approving an iterative approach to implement a future parking fee system for the Project, starting with the design of a suitable fee system. Such a fee system could be established once the following parameters are sufficiently met:

- Safety and road upgrades to Mt. Umunhum Road are completed;
- Public vehicle access is established;
- Expected visitation levels are sufficiently determined;
- Public willingness to pay is confirmed;
- Amenities offered at the summit are sufficient to sustain visitation levels over time; and
- Cost-benefit analysis is adequate.

Public Sentiment Regarding Fees

Last June 2011, the District contracted with Godbe Research of San Mateo to perform a representative study to reveal the sentiment and readiness of District constituents to pay a fee for vehicle access to Mount Umunhum and other preserves. Results showed a willingness to pay for visitor access to Mount Umunhum as well as support for a broader parking fee for select Preserves. Select questions asked during the poll and the results are as follows:

1. **Mount Umunhum**: Do you support or oppose a fee to park?
$9 fee: 50% within District support; 53% in neighboring areas support
$6 fee: 67% within District support; 77% in neighboring areas support
$3 fee: 84% within District support; 87% in neighboring areas support

2. **Parking fee in general**: Would you support a $6 fee at selected preserves?
54% within District support; 67% in neighboring areas support

The survey included residents in neighboring areas of San Jose, who live outside the District boundary. The opinions of San Jose residents were included because South Bay residents are expected to be among the heaviest users of the Mount Umunhum area given the close geographic proximity. Data regarding visitor willingness to pay a fee can inform the District's calculation of potential income that can be generated to help offset ongoing, operational expenses and capital costs, including the maintenance of Mt. Umunhum Road.

Anticipated Visitor Use

Projections of potential open space visitation are difficult to calculate, especially for unique visitor sites located in remote areas such as that found atop Mount Umunhum. The best approach to arrive at a rough projection and range is through the extrapolation of daily traffic volumes based on yearly attendance levels at other similar local and remote parks. Crane Transportation Group (Crane) of San Pablo produced a rough annual visitation estimate for the Project. Visitation was estimated by comparing traffic count data for Hicks and Mt. Umunhum Roads with traffic data from State Route 130 between Joseph D. Grant County Park (Grant Park) and Mount Hamilton, and visitor data from these two facilities was factored in. By extrapolating the visitor and associated traffic data at these other facilities, Crane estimates that peak annual visitor levels for the Project could range from 20,000-25,000 people with minimum amenities, to as much as 35,000-40,000 people if all facilities were constructed, including public vehicle access on Mt. Umunhum Road and a visitor center at the summit. Moreover, based in part on 2009 data

for Grant Park, Crane projects that peak summer season weekday traffic on Mt. Umunhum Road may account for a weekday Average Annual Daily Traffic Count of +/-120 vehicles (60 in/60 out), a Saturday count of +/- 340 vehicles (170 in/170 out), and a Sunday count of +/- 240 vehicles (120 in/120 out). These numbers assume that public access issues along Mt. Umunhum Road have been resolved, the road made open to public vehicles, and the Project has reached full build-out.

Parking Fee System for Mount Umunhum
Parking fees may be collected on the honor system using non-staffed collection boxes at or near the parking areas; this system has been commonly used at many State and County parks. However, discussions with neighboring parks indicate an average 70% or less compliance rate with this system. Staffed kiosks and patrol services require ongoing staff resources to collect and process fees as well as check for compliance on every parked vehicle, and can cost more to implement than is collected through fees.

Maximum monthly income from parking could generate up to $14,000 per month before expenses. This was calculated assuming a $6 per vehicle fee, and utilizing the figures for the Average Annual Daily Traffic Counts at full Project build-out including a visitor center. This reflects a maximum value for one of the peak summer months that could potentially be generated if the summit was open for visitation seven days a week; however, actual income after expenses are deducted is expected to be less. If the Board approves a fee system, staff would first begin by designing a system that is both appropriate for the site and can be managed with existing staff resources.

FISCAL IMPACT

Funds for the Project, including consultant fees, public meeting facility rentals, and public notification costs, were included in the Planning Department's FY2012-13 budget. Since the FY2012-13 budget was approved in March 2012, a number of additional public meetings, additional data collection, and increased consultant support have been required. To account for this additional work, staff will be requesting a Midyear Budget Adjustment later this calendar year.

Financial Implications of Project
Following demolition, full Project build-out, including environmental restoration and public access improvements, is expected to cost approximately $9.2 million, not including safety and road upgrades to Mt. Umunhum Road, which are expected to cost an additional $3 million (estimates are in 2011 dollars). A summary of these estimated costs by phase is provided as Attachment 10. These costs will be phased in as funding allows.

BOARD COMMITTEE REVIEW

The Sierra Azul/ Bear Creek Redwoods Ad Hoc Committee have been continuously receiving information and providing feedback and guidance on the Project. Over the last two years, the Ad Hoc Committee has met many times for this purpose, specifically to review Project elements and to develop a consensus on what elements to forward to the full Board of Directors for their consideration.

PUBLIC NOTICE

Notices about this special meeting of September 19, 2012 were sent to nearly 3,200 interested parties, in addition to approximately 1,500 email recipients, including all individuals and organizations requesting notice. Notification about the meeting was included in the District's fall 2012 newsletter and the District's website.

Public Participation and Comment

The most recent Project Decision Hearing held in Menlo Park on September 17, 2012 was attended by approximately 36 members of the public. Written comments collected at the meeting and other public comments received since the meeting are provided as Attachment 11. Late public comments will be included as a late attachment for the October 17, 2012 meeting.

It is clear that of all the project elements, the radar tower has produced the strongest and widest range of opinions among the public, staff, and agencies. To date, the total number of individual online petitions that have been received since the start of the project total 2,065 signatures and 587 individual comments. The signatures and comments that have been received since the last meeting on September 19, 2012 (see Report R-12-91) are also provided as Attachment 11.

CEQA COMPLIANCE

On June 12, 2012, the Board certified the Environmental Impact Report (EIR) for the Project (refer to Report R-12-59) and also approved demolition of the remaining structures except for the radar tower. On September 19, 2012, the Board approved select Project elements not including the radar tower and summit area amenities (refer to Report R-12-91). Although the radar tower decision was deferred, the Project EIR analyzed all of the potential environmental impacts and mitigation measures associated with the summit area amenities and radar tower options that are currently under public and Board review. Prior to making any decision on any remaining Project elements, which is the purpose of this meeting, the Board will first need to consider adoption of the CEQA Findings of Fact, approval of the Mitigation Monitoring Plan, and adoption of a Resolution for the Project for the relevant portions of the Project under consideration for approval (Attachments 1, 2, and 3).

NEXT STEPS

If the Board approves all Project elements, efforts will focus on Project implementation, which would begin with trail and parking design to allow public access to the summit as soon as possible.

Attachment(s)

1. Findings of Fact for Portions of the Project
2. Mitigated Monitoring Plan for Portions of the Project
3. Resolution Approving Portions of the Project
4. Map of Project Area
5. Summit Concept Plan and Elements Included in Project Approval
6. Project Summary
7. Landscape Architect Rendering of Three Tower Options
8. Summit Concept Plan and Radar Tower Fence Location
9. Evaluation of Each Radar Tower Option against the Board-Approved Factors to Consider for Existing Structure

10. Cost and Phasing Summary
11. Public comment through October 11, 2012
12. Late public comment through noon October 17, 2012 (will be provided at the October 17 meeting.)

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Findings of Fact for the Mount Umunhum Environmental Restoration and Public Access Project Environmental Impact Report

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October 17, 2012

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1.0 STATEMENT OF FINDINGS

1.1 INTRODUCTION

a. BACKGROUND AND NEED FOR THE PROJECT

The Midpeninsula Regional Open Space District's (MROSD or District) purpose is to purchase, permanently protect, and restore lands forming a regional open space greenbelt, preserve unspoiled wilderness, wildlife habitat, watershed, viewshed, and fragile ecosystems, and provide opportunities for low-intensity recreation and environmental education.

In the late 1950s, the United States government procured Mount Umunhum to build the Almaden AFS, a US Air Force early warning radar base that operated from 1958 to 1980. The base was constructed as part of the North American Aerospace Defense (NORAD) Command to keep watch over northern California's airspace during the Cold War. With the end of the Cold War, and as a result of advancements in satellite technology, this and other radar base sites became obsolete. The official "inactivation" date of the facility was June 30, 1980. In June 1982, control of the property and improvements was transferred to the General Services Administration (GSA). The District purchased the 44-acre base in April 1986 from the GSA.

The District acquired the former Almaden AFS and all remaining facilities at the site with the ultimate intent to restore the area to a natural condition and provide public access; however, hazardous materials associated with the construction and operation of the base had to first be removed. While a portion of hazardous materials was cleaned up by the federal government soon after the District's purchase, other materials, particularly lead-based paint and asbestos-containing construction materials used on buildings, fell outside the scope of the original federal cleanup program. The District approved the structure abatement project in August 2010, which was complete in the summer of 2011.

MROSD officially proposed the Mount Umunhum Environmental Restoration and Public Access project in 2010. In the fall of 2010, MROSD held two public meetings to gather input on the project features. A public scoping meeting was held in December 2010 to help determine the scope of the Draft EIR. On December 13, 2010 notice of preparation (NOP) was released for 30-day public review ending January 12, 2011. On December 12, 2011 the Draft EIR was released and a public hearing on the Draft EIR was held in January 2012. On May 25, 2012, the Final EIR was released.

The project decisions have occurred in stages. On June 12, 2012, the District certified the EIR and approved the demolition phase of the proposed Mount Umunhum Environmental Restoration and Public Access Project . This approved phase did not include demolition of the radar tower. The District hosted a public open house/workshop on July 18, 2012 to gather public input on the radar tower options. The open house/workshop was well-attended, and the public provided substantial comments to District staff. A second decision hearing was held on September 19th at which the Board of Directors approved development of all project components not located on the summit of Mount Umunhum. It should also be noted that the proposed backpack camp was removed from the overall project at the September 19th hearing.

The EIR considered three options for disposition of the radar tower: demolition/site restoration, partial demolition and retention of the foundation, or seal in place. These findings apply to any of the three options, except as specified in specific impact discussions herein. These Findings of Fact address the portions of the project currently under consideration, as well as the findings of fact identified for the two previous approvals.

b. PROJECT GOALS/OBJECTIVES

The goal of the proposed project is to establish a fiscally and environmentally sustainable visitor destination that aligns with the District's mission by balancing public access, enjoyment, and education with environmental restoration. This goal will be achieved through the following objectives:

- Create a destination that is accessible to and accommodates a broad range of user groups and introduces new visitors to open space.
- Remove or permanently cap physical hazards and restore the native landscape and habitat for wildlife as much as possible.
- Provide minimalist visitor amenities that complement and highlight the world-class views and open space experience.
- Provide ample, rich, and diverse trail experiences for hikers, bicyclists, and equestrians.
- Highlight the rich natural and cultural history of the site through self-discovery and focused interpretive and educational opportunities.

The project site is located at the former Almaden Air Force Station, which is currently closed to the public. Structures were recently abated to remove hazardous building materials (mostly containing asbestos and lead). The proposed project requires demolition of most (possibly all) of the abandoned structures associated with the former Almaden Air Force Station. The site includes a visually-prominent five-story concrete structure, the "radar tower", constructed as the base for a long-range radar "sail" which was removed some time ago. Three options are proposed for addressing the radar tower: 1) retain and seal entire structure; 2) substantially remove the structure but leave a publically accessible foundation; or 3) remove entire structure and environmentally restore the footprint.

Aside from demolition, the primary components of the proposed project include phased public access to the summit of Mount Umunhum, as well as roadway and access improvements, environmental and landform restoration, development of public use facilities and a range of possible amenities such as trails, observation and reflection areas, interpretive displays, picnic tables, shade structures, restrooms, and visitor center. The project also includes longer term plans to allow public access to the summit of Mount Thayer via a trail connection from Ralph's Mountain. Note that the proposed backpack camp is no longer included among the project components.

c. CEQA REQUIREMENTS FOR FINDINGS

The California Environmental Quality Act, Public Resources Code §§ 21000 *et seq*. and the regulations implementing that statute, Cal. Code Regs. tit. 14, §§ 15000 *et seq.* (the "CEQA Guidelines") (collectively, the act and the CEQA Guidelines are referred to as "CEQA") require public agencies to consider the potential effects of their discretionary activities on the environment and, when feasible, to adopt and implement mitigation measures that avoid or substantially lessen the effects of those activities on the environment. Specifically, Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed

projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See Pub. Resources Code, § 21081, subd. (a); CEQA Guidelines, § 15091, subd. (a).) For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The three possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by the other agency.

(3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(Public Resources Code Section 21081, subd (a); see also CEQA Guidelines Sections 15091, subd. (a).)

Public Resources Code section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." CEQA Guidelines section 15364 adds another factor: "legal" considerations. (See also *Citizens of Golden Valley v. Board of Supervisors* (*Goleta II*) (1990) 52 Cal.3d 553, 565.)

The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 (*City of Del Mar*).) "[F]easibility" under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Ibid.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715 (*Sequoyah Hills*); see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 [after weighing "'economic, environmental, social, and technological factors' … 'an agency may conclude that a mitigation measure or alternative is impracticable or undesirable from a policy standpoint and reject it as infeasible on that ground'"].)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).) The California Supreme Court has stated, "[t]he wisdom of approving…any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II*, 52 Cal.3d at p. 576)

Because the EIR identified significant effects that may occur as a result of the project, including implementation of components of the project under consideration at this time, and in accordance with the

provisions of the CEQA Guidelines presented above, the District hereby adopts these Findings as part of the approval of the development of the Mount Umunhum Environmental Restoration and Public Access Project. These Findings constitute the District's best efforts to set forth the evidentiary and policy bases for its decision to approve the Project in a manner consistent with the requirements of CEQA. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that come into effect with the District's approval of these portions of the Project.

d. ORGANIZATION OF FINDINGS

These Findings are organized into a number of sections: Section 1.1 provides the background and context of the Project and describes the need for these Findings; Section 1.2 includes a description of the Project being approved within the overall context of the entire Project; Section 1.3 describes the CEQA environmental review process for the Project; Section 1.4 describes the record of documents for the Project; Section 1.5 describes the significant environmental impacts of the Project; Section 1.6 contains the District's general Findings about the Project; Section 1.7 contains the District's Findings regarding alternatives to the Project; Section 1.8 contains District's Findings that the Project as a whole, including this element of the project, has no significant and unavoidable effects; and Section 1.9 describes the Mitigation Monitoring Plan (MMP) for this element of the Project. Because there are no significant and unavoidable impacts, a Statement of Overriding Considerations is not needed.

1.2 DESCRIPTION OF THE APPROVED PROJECT

For a complete project description please refer to Chapter 3 of the Draft EIR, which is attached hereto as Attachment B.

a. PROJECT LOCATION

The project site is located on approximately 44 acres within the 18,000-acre Sierra Azul Open Space Preserve. The site is located on the summits of Mount Umunhum and Mount Thayer, in the southern Santa Cruz Mountains. The project site is the site of the former Almaden Air Force Station, which was decommissioned in 1980. The project site consists of the former military complex comprised of operations, housing and support structures and self-contained infrastructure requirements (water, sewer, electrical). Among these is the five-story high, massive concrete "radar tower" formerly used as the base supporting an 85-ton radar sail. The sail was removed by the federal government before the District purchased the property. The buildings have been abandoned for 30 years, and due to the passage of time, vandalism, and extreme weather conditions, the structures are severely dilapidated. The main site access road, Mt. Umunhum Road, begins at Hicks Road and continues for approximately five miles to the entrance of the former Almaden AFS near the summit. As a result of prior clean-up activities, centered in removing lead based paint and asbestos-containing material, most of the existing buildings have been substantially altered, with siding removed and similar alterations.

b. PROJECT DESCRIPTION

For a complete project description, including components of the project already approved, please refer to Chapter 3 of the Draft EIR.

1. As described in the EIR, individual components of the project may be phased as funding and other constraints are removed. The portion of the project currently under consideration includes selection of a radar tower option and development of the Mount Umunhum Summit. The project considered in the

EIR, including previously approved components (as noted), includes: Demolition of former military buildings (except the Radar Tower) on Mt. Umunhum and Mount Thayer. **(Approved by the Board of Directors on June 12, 2012)**

2. Three options for the Radar Tower: retain and seal, remove most of the structure but leave a publically accessible foundation, or remove the entire structure and environmentally restore the footprint are being considered.

3. Environmental Restoration: following demolition of structures, the landform and habitat on the site would be restored. **(Approved by the Board of Directors on September 19, 2012)**

4. Observation, Reflection, and Ceremonial Facilities: a trail and viewpoint would provide interpretive features of the site's natural, Native American, and military cultural history.

5. Trails: a variety of trails and trail connections would be provided as feasible, based on land ownership and other considerations. **(Approved by the Board of Directors on September 19, 2012)**

6. Hang Gliding: A hang gliding launch site and landing area would be provided, with restrictions on the numbers of people using the facilities at any one time. **(Approved by the Board of Directors on September 19, 2012)**

7. Parking, Circulation, Access: a new parking/staging area would be constructed on Mt. Umunhum road at the Bald Mountain trailhead with additional parking at the summit in the future. Mt. Umunhum Road pavement conditions would be improved and safety signage would be added. **(Approved by the Board of Directors on September 19, 2012)**

8. Other components of the project would include benches, picnic tables, utilities, and staffing. **(Approved by the Board of Directors on September 19, 2012)**

Previously approved components are not being reconsidered and are included here to provide overall context. These Findings of Fact identify previously approved portions of the project for informational purposes, and the findings specific to the actions before the District are highlighted.

1.3 ENVIRONMENTAL REVIEW PROCESS

The MROSD has prepared an EIR, pursuant to the requirements of CEQA, to analyze the potential effects of the Project on the environment. As required by CEQA, the MROSD has conducted a thorough public outreach effort during the environmental review process so as to ensure that District decision makers and members of the public are informed about the potential for significant adverse effects on the environment from proposed activities.

The District began its public outreach effort at the outset of the current CEQA process. Prior to initiation of the Draft EIR, the MROSD held a public meeting to receive input on project features and preferences. This public meeting was held September 30, 2010. A public open house was held on November 18, 2010, to present the results of the first meeting and obtain further public feedback. A public scoping meeting on the issues to be addressed in the Draft EIR was held on December 9, 2010. Following these meetings, a notice of preparation (NOP) of this Draft EIR was released for public review, with the review period running from December 13, 2010 through January 12, 2011. This Draft EIR was circulated for a 60-day review period, which exceeds CEQA 45-day requirements specified in CEQA Guidelines §15105. The Draft EIR review period began December 12, 2011 and

ended February 10, 2012. A public hearing to receive oral comments on the Draft EIR was held January 18, 2012. The Final EIR was released May 25, 2012.

The MROSD has met with members of the public and public agencies, on request. Additionally, although the comment period on the Draft EIR closed February 10, 2012, the District responded to all comments received on the Draft EIR prior to the May 25, 2012 release of the Final EIR, even if the comments were received after February 10.

At a public hearing held on June 12, 2012, the District certified the EIR and approved the demolition phase of the project (excluding the radar tower). The District relied on the certified EIR to approve the "non-summit" components of the proposed project on September 19th, 2012.

1.4 DESCRIPTION OF THE RECORD

For purposes of CEQA and these Findings, the record before the MROSD Board of Directors is composed of all documents relating to the Project in the MROSD's files on this matter, including, without limitation:

a. The Notice of Preparation prepared for the Project (December 13, 2010);

b. The Draft EIR for the Mount Umunhum Environmental Restoration and Public Access Project, together with all appendices to the Draft EIR (December 13, 2011);

c. All comments or documents submitted by public agencies or by members of the public during or after the comment period on the Draft EIR (December 12, 2011 through February 10, 2012) or up to the MROSD Board of Directors' approval of the Project;

d. The Final EIR for the Mount Umunhum Environmental Restoration and Public Access Project (May 25, 2012);

e. The Mitigation Monitoring Plans (MMPs) for the previous two approvals and the overall project included as a separate attachment;

f. All findings and resolutions from the two previous approvals and the overall project adopted by the Board of Directors in connection with the Project and all documents cited or referred to therein;

g. All staff reports and presentation materials related to the Project, including those prepared for the following public scoping, input, and project decision meetings and hearings: Public Scoping Meeting (December 9, 2010); DEIR public hearing (January 18, 2012); project decision hearing for non-tower building demolition (June 12, 2012); project decision hearing for non-summit development (September 19, 2012) ; and the final decision hearing for summit development and selection of a radar tower option.

h. All studies conducted for the Project and contained in, or referenced by, staff reports, the Draft EIR, or the Final EIR;

i. All public reports and documents related to the Project prepared for or by the MROSD, including, without limitation, all planning documents.

j. All documentary and oral evidence received and reviewed at public hearings, meetings and workshops related to the Project, the Draft EIR, the Final EIR or the MMPs;

k. All other public reports and documents relating to the Project that were used by the MROSD staff or consultants in the preparation of the Draft EIR, the Final EIR or the MMPs; and

l. All other documents, not otherwise included above, required by Public Resources Code section 21167.6.

1.5 SIGNIFICANT ENVIRONMENTAL IMPACTS OF THE PROJECT

The EIR identifies significant impacts to a number of environmental resources related to the entire Project:

- Cultural Resources
- Biological Resources
- Hydrology and Water Quality
- Geology and Solis
- Hazards and Hazardous Materials
- Air Quality
- Traffic and Circulation

As described below (Section 1.8), mitigation measures are available to reduce each of these impacts to a less-than-significant level, and the District has adopted such measures. It should also be noted that the MROSD will voluntarily commit to measures to reduce fire risk and also to measures to reduce impacts to historic resources (only if the District chooses not to retain the radar tower), even though the Draft EIR concludes these impacts to be less than significant.

1.6 GENERAL FINDINGS

a. CERTIFICATION OF THE EIR

The MROSD Board of Directors certified the EIR on June 12, 2012, which addressed the entire project, and the Board approved the demolition phase of the proposed project. The certified EIR also addresses the components under consideration as described in Section 1.2, which for purposes of these Findings are hereafter generally referred to in total as the Project. In accordance with CEQA, the MROSD Board of Directors has considered the effects of the Project on the environment, as shown in the Draft and Final EIRs and the whole of the administrative record prior to taking any action on the Project. The Final EIR was presented to the Board of Directors and released for public review on May 25, 2012. The Board of Directors has reviewed and considered the certified Draft and Final EIRs and the information relating to the environmental impacts of the Project contained in those documents. A copy of the Board of Directors' prior resolution certifying the EIR is included as a separate attachment. By these Findings, the Board ratifies and adopts the conclusions of the Final EIR as set forth in these Findings, except where such conclusions are specifically modified by these Findings. The Final EIR and these Findings represent the independent judgment and analysis of the Board of Directors.

b. EVIDENTIARY BASIS FOR FINDINGS

These Findings are based upon substantial evidence in the entire record before the District. The references to the Draft EIR and Final EIR set forth in the Findings are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these Findings.

c. Findings Regarding Mitigation Measures

i. Mitigation Measures Adopted

The mitigation measures herein referenced are those identified in the Final EIR and adopted by the District as set forth in the MMP.

ii. Impact After Implementation of Mitigation Measures.

As stated in these Findings, in accordance with CEQA Guidelines §15092, the MROSD finds that environmental effects of the Project, including those elements considered in the current approval, will not be significant or will be mitigated to a less than significant level by the adopted mitigation measures. The MROSD has substantially lessened or eliminated all significant environmental effects. The MROSD finds that the mitigation measures incorporated into and imposed upon the portions of the Project will not have new significant environmental impacts that were not analyzed in the Draft EIR.

iii. Relationship of Findings and MMP to Final EIR

These Findings and the MMP are intended to summarize and describe the contents and conclusions of the Draft and Final EIR pertaining to the demolition phase for policymakers and the public. The MROSD will implement all measures contained in the Final EIR. In the event that there is any inconsistency between the descriptions of mitigation measures in these Findings or the MMP and the Final EIR, the MROSD will implement the measures as they are described in the Final EIR. In the event a mitigation measure recommended in the Final EIR has inadvertently been omitted from these Findings or from the MMP, such a mitigation measure is hereby adopted and incorporated in the Findings and/or MMP as applicable.

d. Location and Custodian of Records

Pursuant to Public Resource Code §15091, the MROSD is the custodian of the documents and other materials that constitute the record of proceedings upon which the decision is based, and such documents and other materials are located at MROSD, 330 Distel circle, Los Altos, CA 94022. Copies of the Draft and Final EIRs are also available at the MROSD's website at http://www.openspace.org/plans_projects/mt_umunhum.asp.

1.7 Alternatives

In accordance with Section 15126.6 of the State CEQA Guidelines, a range of reasonable alternatives to the project that could, potentially, accomplish the basic project objectives addressed in the EIR. However, the MROSD finds that specific environmental, economic, legal, social, technological, or other considerations, as enumerated in the discussion of alternatives, below, make infeasible each of the alternatives considered in the EIR. Most importantly, the project as proposed will not result in any unmitigated significant impacts, so no alternatives are needed to substantially reduce significant effects. This is enumerated in more detail below.

Chapter 6, Alternatives, of the Draft EIR provides an analysis of the comparative impacts anticipated from four alternatives to the proposed project: 1) the No Project Alternative, which assumes no demolition, environmental restoration, or public access and associated facilities would occur; 2) Limited Ground Disturbance Alternative, which would eliminate nearly all of the proposed components of the project that would require ground disturbance, including environmental and landform restoration and regional trail connections; 3)

Reduced Amenities/Increased Restoration Alternative, which includes elimination of most of the "structural" public amenities, such as the visitors center, restrooms, picnic tables, shade structures, etc., and would increase the amount of environmental restoration; and 4) Shuttle Alternative, which would generally restrict auto access to the site and would instead include a shuttle service.

As discussed in Section 6, although the No Project Alternative would not avoid or substantially reduce any environmental impacts of the proposed project, it would result in a greater reduction than the other three alternatives and would therefore be considered the environmentally superior alternative. However, CEQA requires that if the No Project alternative is identified as the environmentally superior alternative, another alternative must be selected from the range as the environmentally superior. In this case, all three of the other alternatives result in similar impacts to the proposed project. However, the proposed project itself involves minimal development, includes environmental restoration, and is designed to be low impact. Consequently, with implementation of proposed mitigation measures, the proposed project results in no significant impacts to the environment. Therefore, none of the Alternatives avoids or substantially reduces a significant impact of the proposed project. Furthermore, because the level of impact is similar between the proposed project and all of the Alternatives (except for No Project), there is no clear environmentally superior alternative aside from the No Project Alternative.

In addition, the EIR evaluated the potential for environmental impacts resulting from three options for the existing radar tower: 1) retain and seal the structure onsite; 2) remove majority of structure but leave a publically accessible foundation; and 3) remove entire structure and environmentally restore the footprint. There is not a clear environmentally superior option for the radar tower. Because the radar tower is not considered to be eligible for listing as an historic resource, demolition would not be considered a significant historic resources impact. Furthermore, as described in the EIR, retaining the radar tower is less aesthetically desirable than removing the tower, although some public comments have expressed that retaining the tower is more aesthetically desirable (this is a subjective issue) . Mitigation measures are included in the EIR to reduce the impacts related to tower demolition (i.e. dust and air quality emissions) to a less-than-significant level. Retention of the tower also requires mitigation to reduce hazards associated with the nearby slope. Option 2 would be the least environmentally superior option (although negligibly so) because it shares the environmental impacts of the other two options and does not avoid any of their impacts. However, Option 2 should still be considered by the District equally along with the other two radar tower options. No option is considered environmentally superior.

Only the No Project Alternative and the Limited Ground Disturbance Alternative would reduce impacts associated with demolition of existing buildings, and they are the only alternatives considered in these Findings. The MROSD finds that these alternatives to the project are infeasible due to social and other considerations. As described in the EIR, although the alternatives may reduce some of the significant impacts, mitigation measures adopted to implement the demolition phase would reduce all significant impacts to a less than significant level. Further, since no actions would occur, the No Project Alternative would not meet any objectives of the proposed project, including creating a destination accessible to a broad user group, removal of physical hazards, and restoration of native landscape. The Limited Ground Disturbance Alternative similarly would not meet most project objectives, including restoration of native landscape. Because the alternatives do not meet key project objectives, the MROSD finds the alternatives to be infeasible.

1.8 FINDINGS OF FACT

The MROSD Board of Directors has reviewed the Final EIR for the Mount Umunhum Environmental Restoration and Public Access Phase Project, consisting of the Draft EIR (December 2011) and the Final EIR (May

2012), together which form the Final EIR. The MROSD Board of Directors has considered the public record on the portions of the project, which, in addition to the above documents and this Statement of Findings, is composed of the following element:

> Mitigation Monitoring Plan (MMP) for the Mount Umunhum Environmental Restoration and Public Access Phase Project, dated October 2012. The MMP meets the requirements of Section 21081.6 of the Public Resources Code by providing a monitoring plan designed to ensure compliance during project implementation with mitigation measures adopted by the MROSD.

All relevant project documents are on file at MROSD, 330 Distel Circle, Los Altos, CA 94022.

Pursuant to Public Resources Code Section 21081, for each significant effect identified in the EIR, the MROSD must make one or more of the findings described in Section 1.1 above.

After reviewing the public record, composed of the aforementioned elements, the Board of Directors of the MROSD hereby makes the following Findings regarding the significant effects of the proposed project, pursuant to Public Resources Code Section 21081 and Section 15091 of the State CEQA Guidelines. The numeric references for each impact refer to the impact/mitigation label included in the EIR.

a. CULTURAL RESOURCES

Less than Significant Effect: Impact 4.2-2 Construction-Related Impacts on Documented Significant Historical Resources.

Implementation of the project, including removal, retention, or partial retention of the tower, would not result in any impacts on any documented historical resources presently listed or possibly eligible for listing in the CRHR because no resources are known to be present within the project site and none of the historic-era structures within the project are associated with important historic events or persons at the national, state, or local level. Consequently, this impact would be **less-than-significant**.

Finding

Although mitigation is not required to reduce this impact to a less-than-significant level, MROSD has nevertheless required changes or alterations in the project by the MROSD that that further reduce this impact.

Facts in Support of Finding

The MROSD has adopted the following mitigation measures that will further reduce this already less-than-significant impact associated with historic resources:

Mitigation Measure 4.2-2 (Voluntary)—Radar Options 2 and 3 Only
If MROSD selects radar tower Option 1 (retain and seal the structure) no further mitigation is necessary. If MROSD selects either radar tower Option 2 (demolish but leave the foundation) or radar tower Option 3 (completely remove the radar tower), the following mitigation measure is required:

MROSD will use the radar tower foundation or footprint to provide a setting for interpretive media in order to illustrate the topics of U.S. Military history, the Cold War, and the role of NORAD, the Almaden AFS, and the servicemen stationed there in national security. Media could include the following: interpretive panels

showcasing period photographs of the operational AFS and servicemen stationed there, including photos of the site showing its visibility from far distances; oral histories provided by surviving veterans; interpretive panels exhibiting major political events of the Cold War; and/or inclusion as part of a self guided tour (via GPS/Smart technology or other means) illustrating the former structures and activities associated with different areas of the project site. Veterans and other community members will be invited to participate in the specific design and content of the interpretive features.

Implementation of the above mitigation measures would reduce potential impacts associated with historic resources. This impact would remain **less-than-significant**.

Significant Effect: Impact 4.2-3: Construction-Related Impacts on Presently Undocumented Cultural Resources

Because the project is located in an area where unknown (currently buried) "unique" or "historical" resources (per CEQA criteria) could be encountered during project implementation, including summit improvements and any activities associated with the tower options, disturbances of such resources would constitute a **potentially significant impact**.

Finding

Changes or alterations have been required in, or incorporated into, the project by the MROSD that mitigate or avoid the significant effects on the environment.

Facts in Support of Finding

The MROSD has adopted the following mitigation measures that will reduce discovery of undocumented cultural resource impacts to less-than-significant levels:

Mitigation Measure 4.2-3—Protection of Undocumented Cultural Resources

During all ground-related construction activities (i.e., grading, excavation, etc.) on the project site, if cultural materials (e.g., unusual amounts of shell, animal bone, glass, ceramics, structure/building remains) are inadvertently encountered, all work shall stop within 50 feet of the find until a qualified archaeologist can assess the significance of the find. A reasonable effort will be made by the District to avoid or minimize harm to the discovery until significance is determined and an appropriate treatment can be identified and implemented. Methods to protect finds include fencing and covering remains with protective material such as culturally sterile soil or plywood. If vandalism is a threat, 24-hour security will be considered and evaluated based on threat level, remoteness of site, materials found, significance of find, etc. Construction operations outside 50-feet of the find can continue during the significance evaluation period and while mitigation is being carried out; however, if the archaeologist determines that the nature of the find may signify a high potential for other finds in the area, the construction will be monitored by an archaeologist within 100-feet of the find. If a discovered resource is identified as significant and cannot be avoided, a qualified archaeologist will develop an appropriate treatment plan to minimize or mitigate the adverse effects. The District will not proceed with construction activities within 100 feet of the find until the treatment plan has been reviewed and approved by the General Manager. The treatment effort required to mitigate the inadvertent exposure of significant cultural and/or historical resources will be guided by a research design appropriate to the discovery and potential research data inherent in the resource in association with suitable field techniques and analytical strategies. The recovery effort will be detailed in a professional report in accordance with current professional standards. Any non-grave associated artifacts will be curated with an appropriate repository. Project construction documents shall include a

requirement that project personnel shall not collect cultural and/or historical resources encountered during construction. This measure is consistent with federal guideline 36 CFR 800.13(a) for invoking unanticipated discoveries.

Prior to any trail construction, MROSD will hire a qualified archaeologist to conduct a pre-construction survey of the proposed trail alignments. If any potential archaeological resources are identified during the survey, and are found to be significant, the archaeologist shall recommend avoidance measures to ensure that no impacts result from trail construction or trail operation. If the found resource cannot be avoided, the archaeologist shall prepare a treatment plan, as described above.

Implementation of this mitigation measure would ensure that potential undocumented cultural resource impacts would be addressed. Resources would be protected, and an archaeologist would ensure that any resources that are uncovered are treated in accordance with CEQA's and federal requirements. Therefore, this potentially significant traffic impact would be reduced to a **less-than-significant** level.

Significant Effect: Impact 4.2-4: Construction-Related Impacts on Presently Undocumented Human Remains

Because construction activities associated with the project, including summit improvements and the potential tower options, could potentially result in the disturbance of presently undocumented prehistoric or historic-era interments, human remains, and/or associated grave-related articles, this impact would be **potentially significant**.

Finding

Changes or alterations have been required in, or incorporated into, the project by the MROSD that mitigate or avoid the significant effects on the environment.

Facts in Support of Finding

The MROSD has adopted the following mitigation measures that will reduce discovery of undocumented human remains to less-than-significant levels:

Mitigation Measure 4.2-4--Protection of Presently Undocumented Human Remains.

In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, potentially damaging excavation in the area of the burial will be halted and the Santa Clara County Coroner and a professional archaeologist will be contacted to determine the nature and extent of the remains. The MROSD Project Manager will also be notified immediately. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code, Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (Health and Safety Code, Section 7050[c]).

Following the coroner's findings, the State of California, project contractor, an archaeologist, and the NAHC-designated Most Likely Descendant (MLD) will determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.

The State of California will ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD will have 48 hours to complete a site inspection and make recommendations after being granted access to the site. A range of possible treatments for the remains, including nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment may be discussed. Assembly Bill (AB) 2641 suggests that the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the landowner shall implement one or more of the following measures:

- *record the site with the NAHC or the appropriate Information Center,*
- *utilize an open-space or conservation zoning designation or easement, and/or*
- *record a document with the county in which the property is located.*

The landowner or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a MLD, or if the MLD fails to make a recommendation within 48 hours after being granted access to the site. The landowner or their authorized representative may also reinter the remains in a location not subject to further disturbance if they reject the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Implementation of this mitigation measure would ensure that potential impacts related to the discovery of undocumented human remains would be addressed. Resources would be protected in accordance with State law, and all processes laid out by the NAHC would be followed. Therefore, this potentially significant traffic impact would be reduced to a **less-than-significant** level.

b. BIOLOGICAL RESOURCES

Significant Effect: Impact 4.3-1, Loss of Bat Colonies During Building Demolition.

Implementation of the proposed project involves demolition of existing abandoned buildings and other structures, including potentially, the tower (depending on the option selected). These buildings provide potential roost structures for common and special-status bats. Demolition, sealing, or other construction activities at these facilities could result in disturbance to active bat colonies that could affect the survival of young or adult bats. Loss of an active bat colony would be considered a **significant impact**.

Finding

Changes or alterations have been required in, or incorporated into, the project by the MROSD that mitigate or avoid the significant effects on the environment.

Facts in Support of Finding

The MROSD has adopted the following mitigation measure that will reduce to less-than-significant levels effects to special-status bat species.

Mitigation Measure 4.3-1 Conduct Survey before Structure Demolition, Consult with DFG, and Develop Exclusion

Methods and Compensatory Mitigation if Appropriate.

Surveys for roosting bats on the project site will be conducted by a qualified biologist. Surveys will consist of a daytime pedestrian survey looking for evidence of bat use (e.g., guano) and/or an evening emergence survey to note the presence or absence of bats. The type of survey will depend on the condition of the buildings. If no bat roosts are found, then no further study is required. If evidence of bat use is observed, the number and species of bats using the roost will be determined. Bat detectors may be used to supplement survey efforts, but are not required.

If roosts of pallid, Townsend's big-eared, or western mastiff bats are determined to be present and must be removed, the bats will be excluded from the roosting site before the facility is removed. A program addressing compensation, exclusion methods, and roost removal procedures will be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. MROSD has successfully constructed bat boxes elsewhere that have subsequently been occupied by bats. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the structures may be removed or sealed.

Implementation of this mitigation measure would reduce significant impacts to bat colonies to a **less-than-significant** level by surveying for bats prior to disturbance to potential roosting habitat, and minimizing impacts if they are present by providing alternative roost habitat and excluding the bats from the roost habitat to be removed.

Significant Effect: Impact 4.3-2, Loss of Special-status Species During Trail Construction, Road Improvements, or Other Ground-Disturbing Activities.

Implementation of the overall project, including summit improvmements, could result in the degradation of habitat and loss of several special-status species, including rare plants, special-status amphibians and reptiles, and nesting birds. Special-status species are protected under ESA, CESA, California Fish and Game Code, CEQA or other regulations. Ground-disturbing activities related trail construction, road improvements, or other construction activities could result in a substantial adverse effect on these species. Therefore, the potential loss of special-status species is considered a **significant impact**.

Finding

Changes or alterations have been required in, or incorporated into, the project by the MROSD that mitigate or avoid the significant effects on the environment.

Facts in Support of Finding

The MROSD has adopted the following mitigation measure that will reduce to less-than-significant levels effects to special-status species.

Mitigation Measure 4.3-2(a)- Conduct Special-status Plant Surveys, Implement Avoidance and Mitigation Measures, or Provide Compensatory Mitigation.

Known populations of Loma Prieta hoita and Mt. Hamilton fountain thistle shall be protected during road improvements. As directed by a qualified biologist, the populations shall be fenced before construction with high-visibility fencing and an adequate buffer so that direct and indirect impacts would be minimized. Construction personnel shall be instructed to keep project activities out of the fenced areas. A qualified botanist shall periodically inspect the fencing to ensure that the fence is intact and the impacts to the populations are being avoided. Indirect impacts (i.e., changes in hydrology) shall be minimized by placing culverts away from any plant populations, if necessary.

MROSD shall utilize a qualified botanist to conduct protocol-level preconstruction special-status plant surveys for all potentially occurring species within the project footprint that has not previously been surveyed (e.g., trail connections, staging area expansion). Prior to ground-disturbance in potentially suitable habitat, surveys shall be conducted during the appropriate blooming period when they are most readily identifiable in accordance with Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (DFG 2009) . If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report, and no further mitigation shall be required.

If special-status plant populations are found in the project footprint, MROSD shall determine if the population can be avoided by adjusting the trail alignment or project design. If the impact cannot be avoided, MROSD shall consult with DFG and USFWS, as appropriate depending on species status, to determine the appropriate measures to minimize direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.

Mitigation Measure 4.3-2(b)-Avoid and Minimize Impacts to Special-Status Amphibians and Reptiles

Although the impact to special-status amphibians or reptiles is expected to be minimal due to a lack of suitable aquatic habitat along ridgelines and headwaters of creeks, MROSD shall implement the following measures to reduce impacts during construction of trail connections:

- *Construction of the trail across drainages and streams shall occur when the drainages are dry, unless it is not feasible to do so, in which case the following measures shall also be applied.*
- *Guidelines shall be implemented to protect water quality and prevent erosion, as outlined in MROSD's Road and Trail Typical Design Specifications (MROSD 2008).*
- *If water is present during construction, disturbance to pools and slow runs with cobble-sized substrate shall be minimized. In particular, rocks shall not be collected from in-water environments from late March to early September to avoid disturbing frog egg masses, tadpoles, and turtle hatchlings.*

Mitigation Measure 4.3-2(c) - Avoid and Minimize Impacts to Golden Eagle, White-tailed Kite, and Other Nesting Birds.

To minimize potential disturbance to nesting birds, project activities shall occur during the non-breeding season (September 16-February 14), unless it is not feasible to do so, in which case the following measures shall also be applied.

During trail construction, road improvements, and other activities, removal of trees greater than 6 inches dbh shall be limited to the greatest degree possible.

If construction activity is scheduled to occur during the nesting season (February 15 to September 15), MROSD shall utilize a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 500 feet of the project site that could be affected by project construction. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction in a particular area. If no nests are found, no further mitigation is required.

If active nests are found, impacts on nesting raptors and songbirds shall be avoided by establishment of appropriate buffers around the nests. No project activity shall commence within the buffer area until a qualified biologist confirms that any young have fledged or the nest is no longer active. A 500-foot buffer around raptor nests and 50-foot buffer around songbird nests are generally adequate to protect them from disturbance, but the size of the buffer may be adjusted by a qualified biologist in consultation with DFG depending on site specific conditions. Monitoring of the nest by a qualified biologist during and after demolition activities will be required if the activity has potential to adversely affect the nest.

Implementation of these mitigation measures would reduce significant impacts associated with potential impacts to special-status species to a **less-than-significant** level by surveying for their presence prior to construction and implementing avoidance and/or minimization measures and compensating for any loss of habitat.

Significant Effect: Impact 4.3-3, Loss of Riparian Habitat or Other Sensitive Natural Communities and Fill of Waters of the U.S. during Trail Construction.

Although trails for the overall project are expected be located along ridgelines where wetlands and riparian areas are less likely to occur, construction of new trails to connect with other existing trails could require crossing minor seeps or creeks. Trail construction could require removal of riparian and wetland vegetation and could result in the placement of fill material into waters of the U.S. This is considered a potentially **significant impact**.

Finding

Changes or alterations have been required in, or incorporated into, the project by the MROSD that mitigate or avoid the significant effects on riparian habitat and other sensitive communities, as well as Waters of the U.S.

Facts in Support of Finding

The MROSD has adopted the following mitigation measure that will reduce to less-than-significant levels effects on riparian habitat and other sensitive communities, as well as Waters of the U.S.:

Mitigation Measure 4.3-3, Avoid and Minimize Impacts to Sensitive Natural Communities and Compensate for Loss of Riparian and Wetland Habitats.

As a first priority, MROSD will seek to avoid wetlands impacts through trail realignment, bridging, and other avoidance measures.

Before any groundbreaking activity along the trail connections, MROSD shall have a jurisdictional wetland delineation conducted by a qualified wetland specialist in sensitive areas that cannot be avoided. The preliminary

delineation shall be submitted to USACE for verification. The wetlands may be subject to DFG regulation under Section 1602 of the Fish and Game Code. No grading, fill, or other ground disturbing activities shall occur until all required permits, regulatory approvals, and permit conditions for effects on wetland habitats are secured.

If the wetlands are determined to be subject to USACE jurisdiction, the project may qualify for use of Nationwide Permit 42 for construction of recreational trails if certain criteria are met. For those wetlands that cannot be avoided, MROSD shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE, RWQCB, and DFG) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with project implementation. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, RWQCB, and DFG, as appropriate, depending on agency jurisdiction, and as determined during the permitting processes.

Implementation of these mitigation measures would reduce significant impacts associated with loss of riparian habitat and fill of waters of the U.S. to a **less-than-significant** level by providing replacement, restoration or enhancement habitat of equal or greater value.

Significant Effect: Impact 4.3-4, Effects of Increased Recreation on Native Species and Interference with Wildlife Movement.

Implementation of the overall proposed project would result in public access to wildlife habitats that previously have had limited human disturbance. Proposed trail connections would provide recreational opportunities for hikers, mountain bikers, and equestrians. Proposed hang glider launch sites would provide facilities for hang gliders. Hiking, mountain biking, horseback riding, and hang glider launching/landing are unlikely to substantially adversely affect native terrestrial wildlife or plant communities. The construction and use of trails are also not likely to substantially interfere with wildlife movement in the region.-However, birds, especially nesting raptors, have been known to exhibit aggressive or agitated behavior in response to perceived aerial intruders such as hang gliders, particularly during the breeding season. This behavior signifies a disturbance. Allowing a recreational use that results in the disturbance of local wildlife is not consistent with MROSD policy. It is unknown if local bird species might react this way to the proposed hang gliding activities. Without an appropriate adaptive management strategy, this impact is considered **potentially significant**.

Finding

Changes or alterations have been required in, or incorporated into, the project by the MROSD that mitigate or avoid the significant effects to raptors and other bird species due to hang gliding.

Facts in Support of Finding

The MROSD has adopted the following mitigation measure that will reduce to less-than-significant levels effects to raptors and other bird species due to hang gliding:

Mitigation Measure 4.3-4

MROSD will take the following actions to educate hang glider pilots and other visitors regarding the potential to disturb birds, especially nesting raptors and vultures, and establish an incident reporting program:

- *Hang glider permits will include a brochure prepared by a qualified ornithologist that describes agitated and defensive behavior of wildlife, focusing mostly on soaring birds, such as raptors and vultures. The*

permit will include a map that identifies protected air space that restricts hang gliding within a minimum of 1,000 feet of a known nest.

- *Hang glider permits will include an agreement, to be signed by the pilot, that the pilot shall:*
  - *Respect local wildlife by maintaining appropriate distance and altitude (as safety permits) to minimize disturbance.*
  - *Watch for active/occupied raptor or vulture nests and communal roosts, and, if spotted, keep at least 1,000 feet clear.*
  - *Avoid approaching soaring birds. (Note that if a bird peacefully approaches a hang glider, this is not considered a disturbance.)*
  - *Report to MROSD any bird observed behaving aggressively or agitated as a result of the pilot's glider or any other glider.*
  - *Immediately leave the area (as safety permits) after a bird has exhibited aggressive or acutely agitated behavior.*
- *MROSD will post signs at hang glider observation locations describing aggressive or acutely agitated bird behavior, and encourage preserve users to report any of these observations to the provided telephone number.*

MROSD will implement an adaptive management plan, prepared by a qualified ornithologist, to monitor and mitigate observed agitation or potential disturbance to birds. The adaptive management plan will include (at a minimum) the following measures:

- *MROSD staff will immediately investigate and document any legitimate reported incident of bird aggression or acute agitation in response to presence of a hang glider.*
- *MROSD staff will review these bird incident records continuously. If incidents in a specific area exceed three per month , MROSD will either reduce the number of hang gliding permits issued to 5 at one time with no more than 2 hang gliders per launch site or restrict the use of the affected area as a condition of the special use permit. (Note that if the excess number of incidents occurs only during the raptor nesting season, then the permit reduction may be limited only to March through August and may resume to normal permitting levels after the nesting season.)*
- *If repeated incidents occur with a specific hang glider or group, MROSD may revoke hang gliding privileges to those individuals.*

If, after reducing the number of permits or restricting the use of specific areas where the incidents have occurred, the bird incidents are not reduced below three per month, MROSD will consider discontinuance of the issuance of hang gliding permits at the project site.

Significant impacts associated with disturbance to birds from hang gliding activities and subsequent inconsistency with MROSD policy would be reduced to a **less-than-significant** level by educating hang glider pilots and other visitors of the potential disturbance for birds, by establishing an incident reporting program, and by monitoring incidents and taking appropriate action to reduce any increased agitation levels in native birds and raptors resulting from proposed hang gliding activities.

C. HYDROLOGY AND WATER QUALITY, GEOLOGY AND SOILS

Significant Effect: Impacts 4.4-1 and 4.5-2, Potential Short-Term Construction-Related Soil Erosion and Water Quality Impairment.

Project construction activities for the overall project, including summit improvements and tower options other than "retain and seal", could generate sediment, erosion, and other nonpoint source pollutants in on-site stormwater, which could drain to off-site areas. On-site earthmoving and soil stockpiling activities could result in sheet erosion during rain events. This would be a **potentially significant** impact.

Finding

Changes or alterations have been required in, or incorporated into, the project by the MROSD that mitigate or avoid the significant effects on the environment related to construction-related soil erosion and water quality impairment.

Facts in Support of Finding

The MROSD has adopted the following mitigation measure that will reduce to less-than-significant levels effects to soil erosion and water quality impairment:

Mitigation Measure 4.4-1—Reduction of Erosion

a. Prior to earthmoving activities, MROSD will consult with Santa Clara County Department of Public Works for Municipal Regional Permit review and will also consult with the San Francisco Bay Basin Regional Water Quality Control Board (RWQCB) to acquire the appropriate regulatory approvals that may be required to obtain Section 401 water quality certification, State Water Resources Control Board (SWRCB) statewide National Pollutant Discharge Elimination System (NPDES) stormwater permit for general construction activities, and any other necessary site-specific waste discharge requirements. No grading or other soil disturbance will occur until the appropriate regulatory approvals and permits have been issued.

b. Prior to any earthmoving activities, as required under the NPDES stormwater permit for general construction activity, MROSD will prepare and submit the appropriate Notice of Intent and prepare the SWPPP and other necessary engineering plans and specifications for pollution prevention and control. The SWPPP will identify and specify the use of erosion sediment control BMPs, means of waste disposal, nonstormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities. The SWPPP will also specify the pollutants that are likely to be used during construction and that could be present in stormwater drainage and nonstormwater discharges.

c. Construction techniques will be identified that would reduce the potential runoff, and the SWPPP will identify the erosion and sedimentation control measure to be implemented. BMPs designed to reduce erosion of exposed soil may include, but are not limited to:

- *Use temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils;*
- *Store materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water;*
- *Water exposed areas for dust control;*

- *Minimize off-site sediment transport on vehicles using techniques such as gravel driving surfaces to knock soil off tires at exit points ; and*

- *Use barriers, such as perimeter silt fencing, to minimize the amount of uncontrolled runoff that could enter drains or surface waters.*

d. The SWPPP will also specify spill prevention and contingency measures, identify types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation. Emergency procedures for responding to spills will also be identified. The SWPPP will identify personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for BMPs specified in the SWPPP. The SWPPP will also identify the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. All construction contractors will be required to retain a copy of the approved SWPPP on the construction site.

Implementation of the mitigation measures above would ensure that runoff and sediment is controlled. These actions would reduce these impacts to a **less-than-significant** level.

Significant Effect: Impact 4.4-3, Water Quality Impacts (During Project Operation).

While most facilities and activities at the project site would not result in adverse water quality impacts, the project would result in vehicles parking in designated unpaved areas. Specific water quality protection measures have not been identified to prevent the discharge of pollutants in stormwater on- or off-site from these parking areas. Therefore, the project could result in **potentially significant** water quality impacts.

Finding

Changes or alterations have been required in, or incorporated into, the project by the MROSD that mitigate or avoid the significant effects on the environment related to water quality impairment during project operation.

Facts in Support of Finding

The MROSD has adopted the following mitigation measure that will reduce to less-than-significant levels effects to water quality impairment:

Mitigation Measure 4.4-3—Design Measures

MROSD will implement appropriate design measures to adequately trap and treat discharged pollutants in designated parking areas. These design measures could include, but are not limited to structural and non-structural BMPs including installation of oil and grit separators to capture potential contaminates that are discharged in parking areas, establishment of vegetation in drainages to achieve optimal balance of conveyance and water quality protection; and installation of vegetation filter strips.

With implementation of this mitigation, adequate measures would be in place to protect water quality; therefore, this impact would be reduced to a **less-than-significant** level.

d. GEOLOGY AND SOILS

Significant Effect: Impact 4.5-1, Risks to People and Structures from Seismic Hazards or Landslides.

Option 1. Retain and seal entire Tower structure

Option 1 for the radar tower is to retain the structure onsite. Although the tower would be sealed to prevent any public access, the tower is a massive concrete structure and could pose hazards to users of the open space area if the structural integrity is not appropriate to withstand geologic phenomena, such as earthquakes. Under the option for retaining the radar tower, the District is proposing several improvements recommended by a structural engineer to increase the radar tower's structural integrity. These improvements will bring the building to a collapse prevention level to allow visitors to safely access the radar tower site. There has been ground disturbance and deterioration to slopes adjoining the radar tower, but deterioration has been slow and there is no imminent danger to the building foundation; however, long-term deterioration of the slope could eventually pose a threat to the structure. This is considered a **potentially significant** impact.

Options 2 and 3 (Tower Removal Options)
The project includes primarily demolition of existing structures, environmental restoration, and development of open space facilities, including trail connections. The removal of the existing dilapidated structure would remove existing structural hazards from the project site by creating either an open-air structure or no structure. However, the potential for the slope south of the radar tower to slump could pose a danger to the public, even if the radar tower is removed. Therefore, implementation of tower Options 2 and 3 could result in a **potentially significant** impact.

Finding

Changes or alterations have been required in, or incorporated into, the project by the MROSD that mitigate or avoid the significant effects on the environment related to seismic hazards and landslide risk.

Facts in Support of Finding

The MROSD has adopted the following mitigation measure that will reduce to less-than-significant levels effects associated with seismic hazards and landslide risk:

Mitigation Measure 4.5-1 (Radar Tower Option 1 Only)

Prior to completion of the proposed landform and environmental restoration, MROSD will utilize a qualified geotechnical engineer to conduct monitoring of the north and south slopes. If the qualified geotechnical engineer indicates that slope instability is jeopardizing the radar tower, then the MROSD will implement recommendations made by the geotechnical engineer including drainage rehabilitation and slope reinforcement (i.e. retaining walls). Implementation of these recommendations will ensure that slope subsidence does not occur that would affect the structural integrity of the tower. If the proposed landform and environmental restoration is completed prior to any actions recommended by the monitoring geotechnical engineer, MROSD will utilize a qualified geotechnical engineer to conduct a topographical survey based on the new contours. If the geotechnical engineer determines that additional slope stabilization measures are necessary (i.e. retaining wall) to ensure no risk of structural collapse, MROSD will implement these measures.

As part of the proposed project, construction safety fencing will be erected, prior to structural stabilization of the tower, at a distance equal to the height of the structure (in this case, a distance of 80 feet from the base of the tower) in order to allow public access to the area. Prior to implementation of the approved radar tower option

and removal of the chain link fence from around the radar tower, MROSD will install permanent fencing along edges of the steep slopes in the vicinity of the radar tower. The fencing will include materials consistent with a natural open space setting typical of fencing used in other MROSD preserves and open space facilities.

Implementation of Mitigation Measure 4.5-1 (Radar Tower Option Only) would reduce the potential for future erosion and subsidence by conducting slope monitoring and ensuring that appropriate slope stabilization measures are implemented either as a result of the proposed landform and environmental restoration and/or by additional stabilization measures (i.e., retaining wall). Furthermore, installation of permanent fencing around steep slopes would reduce potential slope-instability-related impacts to open space users walking or standing near the edges of the slopes. This would reduce impacts associated with landslides to a **less-than-significant** level.

Mitigation Measure 4.5-1 (Radar Tower Option 2 and 3 Only)

Prior to implementation of the approved radar tower option and removal of the chain link fence from around the radar tower, MROSD will install permanent fencing along edges of the steep slopes in the vicinity of the radar tower. The fencing will include materials consistent with a natural open space setting typical of fencing used in other MROSD preserves and open space facilities.

Installation of permanent fencing around steep slopes would reduce potential slope-instability-related impacts to open space users walking or standing near the edges of the slopes. This would reduce impacts associated with landslides to a **less-than-significant** level.

e. PUBLIC HEALTH AND HAZARDS

Significant Effect: Impact 4.6-1: Exposure to Existing Hazardous Materials.

Small quantities of asbestos were documented in the shallow soils around the existing structures, including the tower. Pesticides were also identified above acceptable levels. Excavation and construction activities in the area could result in the exposure of construction workers and the general public to existing hazardous materials contamination. This impact is considered **significant.**

Finding

Changes or alterations have been required in, or incorporated into, the project by the MROSD that mitigate or avoid the significant effects on the environment related to exposure to existing hazardous materials.

Facts in Support of Finding

The MROSD has adopted the following mitigation measure that will reduce to less-than-significant levels effects associated with existing hazardous materials:

Mitigation Measure 4.6-1—Remediation Plan

Following demolition of structures, but prior to any grading activity or public access within the former Almaden Air Force Station, MROSD will hire a qualified hazardous materials specialist to prepare a focused pesticide soil testing and remediation program. The soil testing program will be prepared according to the recommendations in Northgate's Sampling and Analysis Report. Based on the focused soil testing program, the perimeters and depths of soils containing contamination above residential ESLs shall be specifically defined. Once these areas are defined,

construction barriers or fencing shall be placed around the areas prior to initiating construction within other areas of the project site. No construction or public access may occur within the demarcated areas of contamination until the following remediation occurs: The qualified hazardous materials specialist will prepare a remediation plan for excavation and disposal of contaminated soils. The goal of the remediation plan will be to remove all soils containing chemical concentrations in excess of California human health screening levels and render excavated soil suitable for disposal at an appropriate landfill, unless the soils can be suitably treated on site, to below screening levels, in which case the soils can be disposed onsite. Soil removal activity will be completed in accordance with state and local regulatory requirements that provide specific targets for protection of human health.

Implementation of the above mitigation measures would reduce potential hazards associated with exposure of construction workers and the public to contaminated soil to a **less-than-significant** level by requiring a testing program. This program would identify the area of contamination, restrict construction activities within those areas, and remediate those contaminated areas consistent with state and federal regulations before any construction or access within those areas is allowed.

Less than Significant Effect: Impact 4.6-5: Exposure of People or Structures to Wildland Fires.

Even though more people would use the site than under existing conditions, and it is generally recognized that the potential for ignition is higher with increased visitorship, the overall potential for ignition is decreased when comparing the effects of placing legitimate users in a site with current abundant illegal use. The proposed project would reduce existing potential for ignition of a wildfire by legitimizing public use of the site and patrolling or monitoring user activities, thereby substantially restricting common ignition sources. Implementation of the project would result in a **less-than-significant** impact**.**

Finding

Although mitigation is not required to reduce this impact to a less-than-significant level, MROSD has nevertheless required changes or alterations in the project by the MROSD that that further reduce this impact.

Facts in Support of Finding

The MROSD has adopted the following mitigation measures that will further reduce this already less-than-significant impact associated with wildland fires:

Mitigation Measure 4.6-5—Reduction of Wildland Fire Hazard

MROSD will implement the following fire hazard minimization measures recommended by Wildland Resource Management:

Construction-Related Fire Risk Reduction

Prior to initiation of construction (including activities associated with mitigation measures, such as vegetation clearing), MROSD's contractor will prepare a fire prevention plan. This fire prevention plan will include such measures as a list of tools to have on hand, proof of spark arrestors on all gas-powered engines, a description of available communications, specifications for the supply of water to have on hand, and descriptions of other actions that will reduce the risk of ignition and immediate control of an incipient fire. This requirement should be included in the contract with the District.

To minimize the risk of wildfire ignition, all motorized vehicles, including earth-moving equipment, used during this project will be equipped with spark arresters, per California Public Resources Code 4442, and Health and Safety Code 13001 and 13005. Other motorized vehicles used on the project site will not be parked where vegetation may come in contact with exhaust systems and catalytic converters.

Fuel Management and Fire-safe Restoration Design

Prior to initiating construction of the restoration areas, MROSD will prepare a site-specific fuel management plan for these areas as part of the specific site planning and design that dictates which species of trees/shrubs should be removed or pruned, and which plants should be planted or maintained (i.e., conifers may be replaced with hardwoods to reduce the chance of torching and ember production and distribution). The plan will include measures above and beyond MROSD's standard fuel management plan, such as a strategically located visitor safety zone, which includes fuel conditions appropriate for a safety zone (i.e., large paved or graveled area such as a parking lot). This area will need to be inspected at least annually for compliance. The site-specific fuel management plan will apply to the former AFS housing area where the environmental restoration is proposed.

The fuel management plan will also identify indigenous plant materials and/or seed mixes at staging areas or along trails. Indigenous plants are ideal due to their low maintenance and drought and fire resistant characteristics.

The vegetation palette for the proposed restoration will identify native species that are shrubby or non-curing herbaceous cover (as opposed to grassy species), with little ignition potential. Plantings will be irrigated at least twice during the summer season to keep the moisture of the vegetation foliage high (keeping the dead material wet is not effective); if plantings cannot be irrigated twice a year, fuel volume will be reduced to meet the equivalent results in fire hazard. The spacing and design of the vegetation is more critical than the species planted. The restoration design will place plant species such that appropriate horizontal spacing occurs between masses of shrubs and specimen trees and appropriate vertical spacing will occur between tree branches, shrubs, and ground cover. This will discourage the creation of "fuel ladders"—a continuous fuel path by which a fire can climb from the ground to a shrub, to a tree, and ultimately produce and distribute embers than can start new fires far away.

The restoration design will identify a palette of appropriate native plant species that have a low fuel volume and high foliar moisture and do not have a tendency to produce and "hold" dead wood and which also have a proper growth form. Factors that must be considered in rating the fire performance of plants include:

- *Total volume. The greater the volume of plant material (potential fuel) present, the greater the fire hazard.*
- *Moisture content. The moisture content of plants is an important consideration; high levels of plant moisture can both lower fire risk and act as a heat sink if a fire occurs, reducing its intensity and spread.*
- *Amount and distribution of dead material. The amount of dead material in a given plant influences the total amount of water in the overall plant; the dead material is usually much drier than living tissue. Whereas dead material rarely has a moisture content higher than 25%, live foliage moisture content ranges from 60 to 80% for chaparral species in xeric conditions to a high of 200 to 400% for succulent plants or plants under irrigation.*
- *Size of leaves, twigs, and branches. Materials with large surface areas (such as needles, twigs, or large flat leaves) dry more rapidly under fire conditions than materials with lower surface ratios (such as branches and fleshy leaves).*

- *Geometry and arrangement of the plant (overall spatial distribution of the biomass). The shape of a plant and the way in which the biomass is distributed throughout the plant is important because this bulk density affects the air flow and heat transfer through the plant. The arrangement of material within the plant affects its fuel continuity and its tendency to undergo preheating and promote fire spread.*

Examples of plants that may be appropriate include (but are not limited to) the following: coffeeberry, madrone, coast live oak, bay, ceanothus, and toyon. Examples of species to remove include coyote brush, black sage, and sagebrush. The fuel management plan will include a maintenance component. The maintenance program will require annual removal of dead material and maintenance of the vertical and horizontal spaces that create a fire-safe design. Maintenance requirements are incorporated in the District guidelines.

Implementation of the above mitigation measures would reduce potential wildland fires. This impact would remain **less-than-significant**.

f. AIR QUALITY

Potentially Significant Effect: Impact 4.7-1, Generation of Construction Emissions of NOX and PM10.

Construction activities associated with the project, including summit improvements and the tower options, would generate exhaust and evaporative emissions of ozone precursors, Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOX), Particulate Matter under 10 microns (PM10) exhaust, and Particulate Matter under 2.5 microns (PM2.5) exhaust. Construction-generated emissions of ROG, NOX, PM10 exhaust, and PM2.5 exhaust would not exceed Bay Area Air Quality Management District's (BAAQMD's) respective quantitative thresholds. Therefore, construction-generated emissions of ROG and NOX, PM10exhaust, and PM2.5 exhaust would not substantially contribute to emissions concentrations that exceed the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) and would not violate or contribute substantially to the San Francisco Bay Area Air Basin's (SFBAAB's) nonattainment status with respect to ozone or particulate matter. However, emissions of fugitive PM10 dust (not exhaust, as described above) emitted during demolition, excavation, earth movement, and other ground disturbance activities would be substantial. Thus, construction-related emissions of fugitive dust (PM10 and PM2.5) could violate or contribute substantially to the SFBAABs nonattainment status with respect to PM10 and PM2.5, expose sensitive receptors to substantial pollutant concentrations, and/or conflict with air quality planning efforts. This would be a **significant impact**.

Finding

Changes or alterations have been required in, or incorporated into, the project by MROSD that mitigate or avoid the significant effects on the environment related to construction emissions.

Facts in Support of Finding

The MROSD has adopted the following mitigation measure that will reduce the potential effects related to construction emissions to less-than-significant levels:

Mitigation Measure 4.7-1

MROSD and all construction contractors shall implement the following basic control measures during construction, per BAAQMD's Air Quality Guidelines:

- *All un-compacted exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall either be watered two times per day when average winds exceed 20 miles per hour (mph) or covered with a dust palliative (e.g., mulch, straw). If watered, watering shall be done at a frequency adequate to maintain minimum soil moisture of 12%. Moisture content can be verified by lab samples or moisture probe.*

- *All haul trucks transporting soil, sand, demolished building materials, or other loose material off-site shall be covered.*

- *Erosion control seed mix shall be planted in disturbed areas where appropriate as soon as possible and watered as needed for up to three years.*

- *During windy days, the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.*

- *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*

- *All vehicle speeds on unpaved roads shall be limited to 15 mph.*

- *All roadways, driveways, and sidewalks that are planned as part of the project to be paved shall be completed as soon as possible. Any building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*

- *Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measures (ATCM) Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage about this requirement shall be provided for construction workers and truck drivers at all access points.*

- *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.*

- *Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.*

Implementation of these mitigation measures would reduce potential emissions impacts so they are below BAAQMD thresholds. This would reduce this impact to a **less-than-significant** level.

Potentially Significant Effect: Impact 4.7-5, Exposure of Sensitive Receptor to Fugitive Dust Emissions Containing Naturally Occurring Asbestos (NOA).

During construction-related earth movement activities, including summit improvements and all tower options (removal or retain and seal which requires geotechnical remediation) serpentine soils may be disturbed. Without appropriate controls, nearby sensitive receptors could be exposed to localized high levels of re-entrained fugitive PM10 dust, potentially including NOA. As a result, this impact would be considered **potentially significant**.

Finding

Changes or alterations have been required in, or incorporated into, the project by MROSD that mitigate or avoid the significant effects on the environment related to NOA.

Facts in Support of Finding

The MROSD has adopted the following mitigation measure that will reduce the potential effects related to NOA to a less-than-significant level:

Mitigation Measure 4.7-5

Utilizing a qualified geologist, project-related construction and grading would be sited to avoid ultramafic rock to the maximum extent feasible. If construction or grading in ultramafic substrates would be unavoidable, MROSD shall conduct an investigation to determine whether and where NOA is present. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the project site then MROSD shall comply with the requirements of BAAQMD's naturally occurring asbestos program by submitting an Asbestos Dust Mitigation Application and any other applicable notification forms to BAAQMD pursuant to BAAQMD's Air Toxic Control Measure (ATCM) Inspection Guidelines Policies and Procedures. Completion of the Asbestos Dust Mitigation Application largely consists of the development of an asbestos dust control plan, which specifies measures for preventing or minimizing the generation of NOA-containing dust associated with track-out onto paved public roads, active storage piles, inactive disturbed surfaces and storage piles, traffic on un-paved surfaces and roads, earthmoving activities, off-site transport of materials, and stabilization of disturbed soil surfaces post construction. In order to fulfill the requirements of Section 93105 of the California Health and Safety Code, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations," the asbestos dust control plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds, that shall be taken to ensure that no visible dust crosses the property line. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 4.7-1. MROSD shall submit the plan to BAAQMD for review and approval before construction. Upon approval of the asbestos dust control plan by BAAQMD, the MROSD shall ensure that construction contractors implement the terms of the plan throughout the construction period.

Implementation of Mitigation Measure 4.7-5 would minimize the potential for area residents to be exposed to airborne NOA dust, and this impact would be reduced to a **less-than-significant** level.

g. TRAFFIC AND CIRCULATION

Potentially Significant Effect, Impact 4.10-1, Construction Traffic.

Overall project construction activities would generate traffic associated with the delivery of materials and equipment to the project site and construction worker trips. In addition, trucks would be a safety concern for bike riders along these roads. Therefore, this impact would be considered **potentially significant**.

Finding

Changes or alterations have been required in, or incorporated into, the project by MROSD that mitigate or avoid the significant effects on the environment related to construction traffic.

Facts in Support of Finding

The MROSD has adopted the following mitigation measure that will reduce construction traffic to a less-than-significant level:

Mitigation Measure 4.10-1—Construction Traffic

MROSD shall implement the following mitigation measures to improve roadway condition/operation during and after construction. These measures would be required with or without removal of the radar tower.

- *Improve and repave Mt. Umunhum Road to increase vehicle accessibility after completion of demolition. In the interim, provide necessary temporary improvements (e.g. pothole repairs).*

- *Survey the demolition truck route between Mt. Umunhum Road and Almaden Expressway (or Camden Avenue) before project initiation and after all work is completed. Provide repair as required to all road segments with documented pavement degradation due to project trucks.*

- *Post signs along the narrower two-lane sections of construction haul routes informing bike riders as well as local drivers of dates and times of potential truck traffic.*

- *Post signs of potential delay in advance of construction/excavation sites along Mt. Umunhum Road.*

- *Ensure communication links between truck drivers so they are aware when there will be uphill and downhill truck traffic at the same time on Mt. Umunhum Road and/or Hicks Road.*

- *Survey Mt. Umunhum Road on a weekly basis during all demolition off haul, excavated material haul and any fill importation to determine whether pavement condition remains adequate in all locations along Mt. Umunhum Road for safe truck traffic activity. If not, provide interim pavement repairs as needed.*

Implementation of these mitigation measures would reduce potential safety impacts during construction activities. This would reduce this impact to a **less-than-significant** level.

1.9 MITIGATION MONITORING PLAN

CEQA Section 21081.6 requires that when a public agency is making the Findings required by Section 21081, the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval to mitigate or avoid significant effects on the environment.

Because mitigation measures have been adopted to mitigate or avoid significant environmental effects of the project, a mitigation monitoring Plan has been prepared for the proposed project and is adopted along with these Findings.

Mount Umunhum

ENVIRONMENTAL RESTORATION AND PUBLIC ACCESS PROJECT
Project Phasing Schedule and Funding Requirements

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
PHASE 1 CLEAN UP TOTAL $4.3 - 4.6m		PHASE 2 TRAILS and STAGING TOTAL $1.3m		PHASE 3 RADAR TOWER and SUMMIT AREA TOTAL $100k			PHASE 4 FULL PROJECT DEVELOPMENT TOTAL $2.0 - 2.5m		

TOTAL SCHEDULED PROJECT COST
$8.1m

PROJECT PLANNING, DESIGN, CONSTRUCTION DOCUMENTS, AND PERMITTING

Remediation of hazardous materials	$2.1m
Demolition of existing structures	$2.2 - 2.5m

Trail connections from Bald Mountain and Barlow Road to summit	$200k
Minimal restoration, amenities and trails	$500k
Construct new staging area at Bald Mountain	$600k

Restoration	$100k

Interpretive features and programming, multi-use trail, native vegetation restoration	$2.0 - 2.5m

Unscheduled Phase ($4.9 - 5.2m)

Mt. Umunhum Road improvements	$3.0m
Radar tower safety upgrade or partial demolition	$817k - 1.1m
Interim Actions for Radar Tower	$75k-415k
Summit court, accessible trails at radar tower area	$1.1m

TOTAL UNSCHEDULED PROJECT COST
$5.1m

$9.9m (Unsecured)
$3.2m (Secured)

Interpretive / visitor center*

* not included in costs

Ongoing Costs to District Shown Below Line

New administrative and field staff positions ($500k annually)

Site maintenance (unknown)

Road maintenance ($60k annually, unknown start, potentially funded by parking fee)

Attachment 11
Mount Umunhum Environmental Restoration and Public Access Project
Public comments received September 20 through October 11, 2012

1. -----Original Message-----
Sent: Thursday, September 20, 2012 10:43 PM
To: Web; Curt Riffle
First Name: Sam
Last Name: Drake
Ward / Location: San Jose
Curt, I always appreciate your professionalism in chairing the public meetings re Mt. Umunhum. Thank you for your patience. Here is my suggestion for a win/win solution that gets the Board out of the box it finds itself in. I think it is the best path forward; please give it your consideration.
The Fate of Mount Umunhum by sammydee
After decades of waiting and years of planning, the future of Mt. Umunhum and its iconic Cube is about to be determined. The Mid-Peninsula Regional Open Space District (MROSD), the mountaintop's current owner, has completed the planning process. They have solicited public feedback, analyzed various options, and determined their costs. At their October meeting the MROSD Board is scheduled to decide the fate of the Cube atop Mt. Umunhum. Should it be torn down or left standing? Three options are up for consideration:
1. Demolish the Cube and return the site to a natural state
2. Demolish most of the Cube, leaving some walls from the first floor to represent where the Cube once was, or
3. Seal the Cube and leave it in place.
I think it is in MROSD's best interests – and those of Santa Clara County residents – for the Board to choose a fourth alternative. Public feedback as expressed at MROSD's public meetings is wildly in favor of preserving the Cube. Many of us believe the Cube is important historically, as a legacy of the Cold War, and should be preserved on that basis. Others believe the Cube adds significantly to the South Bay landscape. In South San Jose we are lucky to have two "castles in the air" looking out for us – the Cube on Mt. Umunhum and the Observatory on Mt. Hamilton. For those of us in San Jose who live our lives under their gaze, for either to disappear would be a huge loss. Yet the MROSD is reluctant to keep the Cube. While Mt. Umunhum is owned by their District, it is a distant outpost. The District stretches from Los Gatos to Pacifica. Most members of their Board don't live under the gaze of the Cube, and don't "get" it's importance. Worse, since San Jose isn't part of the District, the people that would be most impacted by the loss of the Cube have no voice in the decision. The Board represents many locations … but not San Jose.
Even more fundamentally, it is becoming clear that the goals of the Open Space District – to preserve Open Space, of course – are incompatible with the needs of Mt. Umunhum. The summit is a historic site and could be an attraction on par with Mt. Diablo and Mt. Tamalpais. The site begs for amenities – a Visitor's Center, the Cube itself, historic interpretation, perhaps even Hang Gliding and Backpacking camps. This beautiful and historic site deserves to be treated as the gem it is.

But these buildings and amenities would be the antithesis of Open Space. MROSD is, after all, an Open Space District. As the saying goes, "if all you have is a hammer, everything looks like a nail". And so MROSD sees the structures and immediately their mindset is "tear those down". It's becoming clear that the choice before the MROSD Board – keep the Cube or tear it down – asks the wrong question. The real question is: should MROSD own Mt. Umunhum? I've become convinced that the answer is "no". MROSD does a wonderful job at managing Open Space. But Umunhum's summit should not be Open Space. It wants to be much more.
A more natural steward for the summit of Umunhum is the Santa Clara County Parks (SCCP). While MROSD's charter is to preserve Open Space, the County Parks charter more strongly embraces educational and historic goals. County Parks has great experience providing historic interpretation, and Visitor's Centers, and Camping, and even Hang Gliding.
Compared with any other comparable local District, SCCP is well positioned for this mission. SCCP is blessed with a dedicated Park Charter Fund providing it funding directly, outside of the County's general revenues. And as it turns out, just a month ago the County Board of Supervisors re-confirmed that SCCP should focus its land acquisition efforts on sites of "County Wide Significance". Umunhum clearly fits that definition. Even better, County Parks would be a local steward for the summit… not an absentee one.
I believe that MROSD should transfer control of the summit to SCCP. SCCP could manage the Cube and amenities at the top; MROSD could continue to administer the open spaces of the mountain. A true win/win situation. There is ample precedent for this sort of cooperation between the two agencies. For example, at Rancho San Antonio the Open Space itself is owned by MROSD, but the lower parking and restroom developments are provided by SCCP.
If MROSD decides to tear down the Cube to turn the summit into Open Space, they guarantee themselves years of lawsuits and pain. It would be far better for them to admit that the site does not fit their mission, and instead transfer it to a more appropriate steward.
Update on September 24: Thanks to Scott Herhold from the San Jose Mercury News for helping to promote this idea … and linking to this blog! Scott's "Save The Umunhum Tower" page is a great resource. Also, please take a look at savethecube.org.

2. -----Original Message-----
From: Josh Moore
Sent: Monday, September 17, 2012 1:36 PM
To: MROSD - Mt. Um
I'd like to take a moment to encourage MROSD to build some more trails in the Sierra Azul properties. At 17,000 acres, this area probably has the lowest density of publicly accessable trails in the district. In addition, trails from Mt. Thayer to existing trails on the top such as Priest Rock and LimeKiln and Kennedy down to Lexington Reservoir provide a whole bunch of new, exciting loop opportunities in this under used area. I'd like to also speak out in favor of a trail from Bald Mountain to the top of Mt. Umunhum to provide access to the top without having to take the road. THis will get a number of intrepid hikers and bikers and equestrians off this potentially busy road and provide a nice trail connecter from the existing Barlow trail.
I would like the District to take a wide view of parking staging on Bald Mopuntain, as well as improvements to the road. What is the overall plan for access to the top? How will the public

use (or abuse) this access to the top? With clear answers to these questions, the staff and board should be able to make clearer recommendations for road improvements and additional staging areas at mid mountain. Thank you for your consideration.

3. -----Original Message-----]
From: John Carey
Sent: Friday, October 05, 2012 1:19 PM
To: MROSD - Mt. Um
Ms. Manning,
Thank you for the updates. I will be out of town for the next meeting.
Please consider my druthers:
1) It might be best for MORSD to divest itself of the tower and property it's on if the charter of "Open Space" conflicts with keeping and running a facility for the public benefit.
2) The tower should be kept and used for public advantage... not just as viewed from afar (which is a good reason), but for display of the tower history inside AND for folks to ascend to the top for an even more spectacular view of the surrounding valley and open space. That's a win, win, and whatever agency is willing to do it would have my support. After all, open space when used as proposed, does alter nature... so what's wrong with keeping something that enhances open space enjoyment and is already there? John B. Carey, S. SJ., resident since the cold war and such real crisis like the Cuban arms standoff.

4. -----Original Message-----]
From: Ken Nitz
Sent: Monday, September 17, 2012 11:01 AM
To: MROSD - Mt. Um
Hi Meredith, Sorry I haven't read the entirety of the documents (great job by the way!), but I was wondering if there was thought put into:
1) the evacuation routes of people up on the mountain in case of a
wildfire (ie multiple routes out, fireproof shelter, etc)
2) also in the same vein, the use of the area for the staging of
emergency equipment during a fire or disaster. This could be helicopter
landing area, large flat areas for equipment and equipment dropoff,
water for recharging helicopters power, etc.) thanks, see you Wed, Ken Nitz

5. -----Original Message-----
From: Henry Pastorelli
Sent: Monday, September 17, 2012 2:33 PM
To: MROSD - Mt. Um
Meredith , Thanks for the update. I definetly support more trails, especially the Mt. Thayer to Lexington basin one. Seems like that's core to the midpen mission. Personally, I support Option 1--remove the tower and restore the land. The towers just going to be a maintenance cost and safety issue down the road. I see it as an especially attractive eyesore for folks to display their graffeti talents. I can't believe we're even considering spending millions of taxpayer money on this thing to restore it to a closed shell/box. Henry

6. -----Original Message-----
From: Mike Vandeman
Sent: Monday, September 17, 2012 5:54 PM
To: MROSD - Mt. Um
Please share with all appropriate and interested parties. I hope that the "multi-use trail" will only be for hikers (including mountain bikers without their bikes) and equestrians. The presence of bikes on trails is very destructive and intimidating to the trails, wildlife, and non-bikers. Bicycles should not be allowed in any natural area. They are inanimate objects and have no rights. There is also no right to mountain bike. That was settled in federal court in 1994: http://mjvande.nfshost.com/mtb10.htm . It's dishonest of mountain bikers to say that they don't have access to trails closed to bikes. They have EXACTLY the same access as everyone else -- ON FOOT! Why isn't that good enough for mountain bikers? They are all capable of walking.... A favorite myth of mountain bikers is that mountain biking is no more harmful to wildlife, people, and the environment than hiking, and that science supports that view. Of course, it's not true. To settle the matter once and for all, I read all of the research they cited, and wrote a review of the research on mountain biking impacts (see http://mjvande.nfshost.com/scb7.htm). I found that of the seven studies they cited, (1) all were written by mountain bikers, and (2) in every case, the authors misinterpreted their own data, in order to come to the conclusion that they favored. They also studiously avoided mentioning another scientific study (Wisdom et al) which did not favor mountain biking, and came to the opposite conclusions. Those were all experimental studies. Two other studies (by White et al and by Jeff Marion) used a survey design, which is inherently incapable of answering that question (comparing hiking with mountain biking). I only mention them because mountain bikers often cite them, but scientifically, they are worthless. Mountain biking accelerates erosion, creates V-shaped ruts, kills small animals and plants on and next to the trail, drives wildlife and other trail users out of the area, and, worst of all, teaches kids that the rough treatment of nature is okay (it's NOT!). What's good about THAT? To see exactly what harm mountain biking does to the land, watch this 5-minute video: http://vimeo.com/48784297. For more information: http://mjvande.nfshost.com/mtbfaq.htm
I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)
Please don't put a cell phone next to any part of your body that you are fond of!
http://mjvande.nfshost.com

7. -----Original Message-----
From: Barry Chaffin
Sent: Monday, September 17, 2012 8:03 PM
To: MROSD - Mt. Um
Meredith, I would like to voice my support for a new multi-use trail from the Lexington basin to Mt. Thayer. Thanks

8. -----Original Message-----
From: Johnny Reed
Sent: Monday, September 17, 2012 9:09 PM
To: MROSD - Mt. Um
Thank You for the update on the Umunhum Project. May not be able to attend. Would like to go to a meeting where you could look out a window and see the Mountain and the Tower in the distance

9. -----Original Message-----
From: Fred Nichols
Sent: Tuesday, September 18, 2012 8:27 AM
To: MROSD - Mt. Um
Cc: Fred Nichols
Subject: resend of earlier message to Scott Herhold
Dear Ms. Manning: Attached is the letter that I sent in June to Scott Herhold of the San Jose Mercury News in response to his column on the subject of "The Tower". I sent you a copy at the same time. I am resending the message to you as my opinion has not changed, and I want this opinion to be included in the record. Thank you.
June 3, 2012
Mr. Scott Herhold, San Jose Mercury News
Dear Mr. Herhold: While I understand the case you are trying to make regarding the tower on the top of Mt. Umunhum, I will use your arguments regarding the structures on the tops of Mt. Tamalpais, Mt. Diablo, and Mt. Hamilton to suggest that it is now time that we restored *one* of our treasured mountain peaks to its *natural* state to honor the memory and traditions of those first "Americans" who inhabited the area for thousands of years, i.e., long before the cold war of the mid 20th century.
In no way do I want to denigrate the role of those who served on top of Mt. Umunhum during the Cold War. I was serving aboard a US Navy destroyer off the coast of Cuba during those infamous "Thirteen Days in October" of 1962, staring down a Soviet submarine that we learned, decades later, was armed with a nuclear-tipped torpedo. Thus, I know a little bit about the tension of the times and threat that we faced. But the relatively brief occupancy by the Air Force alone does not justify leaving an ugly hulk of structure on the top of this lovely mountain that for a vastly longer period was revered in its natural state by the first inhabitants of the region. My vision for the top Mt. Umunhum would be one that retains no trace of the military installation other than the road to the top for providing access for those who cannot walk to the top themselves. I strongly favor a shuttle service to the top so that visitors' cars can be left at the bottom. Also at the bottom could be a visitor's center that provided informational displays of the natural and human history of the mountain, including that of the brief period of military occupancy. This is a wonderful opportunity to demonstrate that we can return a beautiful but blighted spot to its natural state by replacing the human imprint with plantings of native vegetation, allowing the mountaintop ecosystem to restore itself for the enjoyment of all, human and otherwise.
Yours truly, Frederic H. Nichols cc: "Meredith Manning" <mt.um@openspace.org>

10. -----Original Message-----
From: JoanneVK@aol.com
Sent: Wednesday, September 19, 2012 11:53 AM
To: MROSD - Mt. Um
Dear Ms. Manning:Thanks for letting me know about the meeting. Unfortunately, I don't have the means of getting there or know of anybody else who will be attending. I don't drive at night because of vision problems. If you have access to my original letter, you are aware of my original opinion regarding the Radar base--it should be preserved!! It is a part of our history. My late husband and I did visit the Cube on Armed Forces Day many years ago when it was open to the public. The view was magnificent ! I was privileged to meet one of the young airmen at Mass at Holy Spirit Church. He introduced himself to me after services ended. At that time, I was a member of the choir, playing guitar. He stated that he had started teaching himself guitar. I volunteered to work with him so he would come to my house once a week when he was off-duty. After some months, his tour of duty was over and he returned to his home in the Mid-West. Some weeks later, I received a letter from him, thanking me for all the help I have given him. The Cube should be preserved for many reasons. We need to be reminded why it was built in the first place. Fortunately, Moffett Field is be saved, so should The Cube. Yours truly, Joanne Kezer. P.S. I am a native San Franciscan who remembers Pearl Harbor and WWII.

11. -----Original Message-----
From: JD Whitaker
Sent: Wednesday, September 19, 2012 6:40 PM
To: MROSD - Mt. Um
Hi Meredith, I had planned to attend this evening, but am sitting with my granddaughter instead. At this point, I'm just one of many disappointed veterans that feel that our early inclusion as stakeholders was nothing but a sham. What, if anything, will commemorate the sites military history? In particular, will the USAF service members and dependents that lost their lives while serving on Mt. Umunhum be remembered. The Cold War was not a game. In my opinion, Almaden AFS history should not be casually swept from the skyline. The access road and flight training accidents claimed more than a few lives. My regards to your team, -=JD=-

12. -----Original Message-----
Sent: Thursday, September 20, 2012 1:33 PM
To: MROSD - Mt. Um
Cc: ptommerup@juno.com
To Whom it may concern: I grew up in Cambrian Park area of San Jose, and saw the radar tower from my front garden every day. It was always off limits, and defined a generation of folks like me growing up in the Cold War era. It's a part of history that I lived every day of my life. It should be saved for the same reason that the buildings on Angel's Island in SF Bay were saved when writing from Chinese immigrants was found inscribed on the walls. The radar tower may not have poetry in Chinese script carved into its walls, but it is an historical

and cultural landmark like no other in this area. It could be turned into a cool educational center--like exists at Arastradero Park and Alpine Pond in the Mid Peninsula Open Space District. I can't begin to understand why the Mid Peninsula Open Space District wishes to opt for a "scorched earth" approach to erasing this monument of important Silicon Valley history! There are no other similar monuments to this era, of which I'm aware, and it would increase visitors to this park! It could become an educational destination for buses of school children studying American history and Santa Clara Valley or Santa Cruz Mountain history. I believe it is very short sighted to tear it down for the sake of immediate expedience. Like all cultural and historical landmarks, it can never be built again! Regards, Peter Tommerup

13. -----Original Message-----
From: Chris Mossing [chris@trialpay.com]
Sent: Monday, September 24, 2012 5:25 PM
To: MROSD - Mt. Um
Subject: Mt. Um Radar Tower
Hi, I would like to express my desire that the MROSD demolish the radar tower on Mt. Umunhum. It is an ugly building and despite what others may say, has no real historical or cultural value. Let's restore Mt. Um to what is looked like before the Air Force was there. I am active in supporting open spaces, being a contributor to POST, the Audubon Society, The Greenbelt Alliance and other environmental organizations. Back in the late 1990s I led a group of community activists to prevent IBM from turning some of its land into a housing development in Almaden. Every day I see the radar tower on Mt. Um and think "why do we keep such an ugly concrete box on the top of the highest mountain?". I urge the MROSD to demolish the radar tower.

14. -----Original Message-----
From: Piers Sutton
Sent: Thursday, October 04, 2012 3:42 PM
To: info@openspace.org
It's already a shame the supporting structures will be torn down. Please go with option 3 for reasons others have so eloquently stated. I understand and appreciate your organizations desire to return things to green, and I support it, but if your organization pulls a PETA I (and others I suspect) will have no qualms about doing all I can to hinder your efforts in general. Don't pull a PETA, thank you.

15. -----Original Message-----
From: Bill & Linda Desler
Sent: Friday, October 05, 2012 4:24 PM
To: MROSD - Mt. Um
I am unable to attend the October 17 meeting, but feel I must again input my strong feelings that the Santa Clara valley needs to keep the radar tower structure as a landmark and reminder of an important era in our history. I understand the challenging economic issues but feel that taking it down would forever rob us of this important structure. I hope the board finds a way to preserve it. I do favor the idea that maybe Santa Clara County could take over management of the park after MROSD has done it's job....you folks are doing great work. My friends and I hike in your open spaces almost every week and you have made my retirement life full of great times! THANKS!!!

16. -----Original Message-----
From: Noelle George
Sent: Wednesday, October 10, 2012 9:05 PM
To: MROSD - Mt. Um
I vote for keeping it.

17. -----Original Message-----
From: Dyan SJ [dyan.seville-jones@comcast.net]
Sent: Wednesday, October 10, 2012 7:29 PM
To: MROSD - Mt. Um
Subject: please keep the radar tower
Hi Meredith,Appreciate your willingness to listen to opinions via email. I have been a resident of Willow Glen for the past 10 years. When I first moved to the bay area, I had a hard time figuring out which way was which. The landmarks on the mountains helped me navigate. Now, I have a 3-year old son, and one of the things we love to do is look up into the mountains and see Mt Hamilton and Mt. Umunhum (pronounced Mynumbum). We even recreated the scene in our livingroom with upside down bowls for mountains and a box of paperclips as the radar tower (Mt Hamilton and the Stanford radio telescope were also represented). I would love to continue to see the radar tower on the mountain and, when my son gets older, go and visit it and reminisce about the paperclip box. Thanks, Dyan Seville-Jones Engineer/mom

18. -----Original Message-----
From: Bart Thielges
Sent: Wednesday, October 10, 2012 1:27 PM
To: MROSD - Mt. Um
I'd like to register my opinion that that the old USAF tower atop Mt. Umunhum should remain. It is a historical site and could be repurposed as a visitor lookout too.

19. -----Original Message-----
From: Larry Ames
Sent: Tuesday, October 09, 2012 8:34 PM
To: elist@wgbackfence.net; SJ-D6NL@yahoogroups.com
Cc: MROSD - Mt. Um
FYI, from MidPen. Mt. Umunhum, south of San Jose, is being transferred from the military to public use! While most of the plans are non-controversial, there is one point of contention: should the old (historic?) radar tower be preserved, removed, or something in-between? It can be seen from the valley floor -- that little white box at the summit: should it be preserved as a historic artifact or a visitor's center, or should it be removed and the mountain restored to a more natural state? (personally, I think the building should be stabilized, painted to seal any contaminants, and then fixed up with a roof-top visitors' center/viewing platform. The building may not be pretty, but it does represent a major chapter of our history. Ask a related question: Should the old prison buildings be removed from Alcatraz Island -- lose some history, have a nicer view, yet lose a visitor attraction? As trees grow up on Mt. Um, the roof would still provide stunning views of Silicon Valley.) This is your last chance to express an opinion!] ~Larry

19. -----Original Message-----
Sent: Tuesday, September 25, 2012 4:19 PM
To: BOARD; Clerk; Vicky Gou; General Information
First Name: Robert
Last Name: Dennis
Ward / Location: San Jose
Raze the Mt. Um Cube! It is an unsightly bit of Cold War detritus of no historical consequence. In addition to being the best outcome, razing it is also the cheapest.

Continued on next page

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16 Sep 12

Dear MROSD,

Hello! This is just a small note to Please keep the Tower Atop Mt. Umunhum. The AAFS Tower is a true icon of the bay Area. Additionally, the whole Mt. Umunhum & Guadalupe Area had so many Awesome Memories ~~dum~~ during my High school years (Del Mar 84).

The Umunhum Tower is A true beacon of San Jose. Please, keep the tower!

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Seeing the Tower when I return to San Jose for business or vacation I Always look for the Tower.

Thank You for All That you do. But... Please keep the Tower At the Top of Mt. Umunhum!

Thank You!

Gregory W. Cole

Conway, Ark 72034

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SIGNATURES **Total Signature Count:** **204**

Name	City	State	Zip Code	Country	Signed On
Lauren Sanchez	San Jose	California	95118	United States	9/17/2012
Anne Fields	San Jose	California	95118	United States	9/18/2012
Christine Gibbins	San Jose	California	95125	United States	9/18/2012
Deborah Nichols	San Jose	California	95128	United States	9/19/2012
Elizabeth Whamond	San Jose	California	95112	United States	9/19/2012
Eric Serdahl	Sunnyvale	California	94089	United States	9/20/2012
Peter Tommerup	Saratoga	California	95070	United States	9/20/2012
Hal Wilson	Taylorsville	Utah	84129-6004	United States	9/20/2012
Mary Humphrey	Gilroy	California	95020	United States	9/21/2012
Joseph Buckle	San Jose	California	95111	United States	9/21/2012
Madeline Lynch	San Francisco	California	94109	United States	9/21/2012
ROBERT MANG	Gilroy	California	95021	United States	9/21/2012
JOAN BUCKLEY	GILROY	California	95020	United States	9/21/2012
Dushan Gasich	San Jose	California	95120	United States	9/21/2012
Rich Rohme	Watsonville	California	95076	United States	9/22/2012
elisa trimble	Broken Arrow	Oklahoma	74012	United States	9/22/2012
Frederick Berger	San Jose	California	95120	United States	9/23/2012
Carl Wang	San Jose	California	95118	United States	9/23/2012
Joe Navratil	San Jose	California	95118	United States	9/24/2012
Cass Kalinski	San Jose	California	95128	United States	9/24/2012
Brad Gyger	Los Gatos	California	95032-4026	United States	9/24/2012
shedy berrios	jacksonville nc	North Carolina	28540	United States	9/24/2012
Daniel Buszkiewicz	San Jose	California	95136	United States	9/24/2012
Diane Main	San Jose	California	95125	United States	9/24/2012
Larry McColloch	Santa Clara	California	95054	United States	9/24/2012
Tim Jordan	San Jose	California	95120	United States	9/24/2012
Lance Kuempel	Livermore	California	94550	United States	9/24/2012
Ken Helwig	Scotts Valley	California	95066	United States	9/24/2012
Vic Balagot	San Jose	California	95148	United States	9/24/2012
Mark Lyons	San Jose	California	95136	United States	9/24/2012
Tom Pecota	St Helena	California	94574	United States	9/24/2012
Scott Johnson	San Jose	California	95124	United States	9/24/2012

SIGNATURES **Total Signature Count:** **204**

Name	City	State	Zip Code	Country	Signed On
Craig Jones	Hayward	California	94544	United States	9/24/2012
Doug Blasco	Livermore	California	94551	United States	9/24/2012
Jarda Skyba	San Jose	California	95120	United States	9/25/2012
George Leavell	San Jose	California	95119	United States	9/25/2012
Bob Hedgpeth	Scotts Valley	California	95066	United States	9/25/2012
Martin Knutson	Los Gatos	California	95033	United States	9/25/2012
Eric Bohl	Capitola	California	95010	United States	9/25/2012
Rachel C	Fresno	California	93630	United States	9/25/2012
Julie Hall	San Jose	California	95129	United States	9/25/2012
Shelley Berger	San Jose	California	95120	United States	9/25/2012
Joseph Kerley	anchorage	Alaska	99504	United States	9/25/2012
Richard Ornellas	San jose	California	95119	United States	9/25/2012
Michael O'Halloran	Santa Clara	California	95050	United States	9/25/2012
Marcy Nunes	San Jose	California	95124	United States	9/25/2012
Thomas Stroebel	San Jose	California	95125	United States	9/25/2012
Brenda Swiney	San Jose	California	95120	United States	9/25/2012
Bob Peterson	San Jose	California	95123	United States	9/25/2012
Karen Friedrichs	San Jose	California	95129	United States	9/25/2012
Theodore Olson	San Jose	California	95123	United States	9/25/2012
Terry Johnson	Saratoga	California	95070	United States	9/25/2012
Earl Stutes	San Jose	California	95124	United States	9/25/2012
Brendan Ryan	San Jose	California	95125	United States	9/25/2012
Charles Smith	San Jose	California	95120	United States	9/25/2012
Marion MacKinnon	Cupertino	California	95014	United States	9/25/2012
Todd Haney	San Jose	California	95118	United States	9/25/2012
Amina Atique	San Jose	California	95120	United States	9/25/2012
Steve Larson	San Jose		95136	Senegal	9/25/2012
Bill Shoenhair	San Jose	California	95128	United States	9/25/2012
Arthur Blackwell	Evergreen	Colorado	Do unto others	United States	9/25/2012
Marion Farber	San Jose	California	95120	United States	9/25/2012
Ron Dorsey	Scotts Valley	California	95066	United States	9/25/2012
Dave Ganser	Pleasanton	California	94588	United States	9/25/2012

SIGNATURES **Total Signature Count:** **204**

Name	City	State	Zip Code	Country	Signed On
DAN MCFARLAND	san jose	California	95120	United States	9/25/2012
Jack Longley	Los Gatos	California	95030-4340	United States	9/25/2012
IRMA LONGLEY	Los Gatos	California	95030	United States	9/25/2012
Nathan Cook	Campbell	California	95008	United States	9/25/2012
Herb Mesler	San Carlos	California	94070	United States	9/25/2012
John Dannenberg	San Jose	California	95123	United States	9/25/2012
Andrew Hyslop	Los Gatos	California	95032	United States	9/25/2012
steve hein	San Jose	California	95125	United States	9/25/2012
Susan Clark	San Jose	California	95120	United States	9/25/2012
judi kelleher	San Jose	California	95120	United States	9/25/2012
Shelly Best	San Jose	California	95118	United States	9/25/2012
Jodi DeWitt	Seattle	Washington	98101	United States	9/25/2012
Uly vonHuene	San Jose	California	95123	United States	9/25/2012
sandra cannizzaro	san jose	California	95120	United States	9/25/2012
Denise Bruno	San Jose	California	95120	United States	9/25/2012
John Nast	Gilroy	California	95020	United States	9/25/2012
Maryrose Hutchinson	San Jose	California	95120	United States	9/25/2012
Drew Marsh	San Jose	California	95123	United States	9/25/2012
Sharon Lum	San Jose	California	95119	United States	9/25/2012
Marcy Battaglia	Los Gatos	California	95030	United States	9/25/2012
Katherine Bussey	Fayetteville	North Carolina	28306	United States	9/25/2012
vernon hyde	san jose	California	95125	United States	9/25/2012
James Owen	San Jose	California	95124	United States	9/25/2012
John Dvorak	San Jose	California	95125	United States	9/25/2012
Karen Buesing	Los Gatos	California	95032	United States	9/25/2012
Bobby Moorhatch	San Jose	California	95123	United States	9/25/2012
Susan Johnson	Saratoga	California	95070	United States	9/25/2012
Amber McDonald	Fair Oaks	California	95628	United States	9/25/2012
Christina La Oberhauser	San Jose	California	95133	United States	9/25/2012
Richard Kegley	San Jose	California	95119	United States	9/25/2012
Kimberly Wood	San Jose	California	95120	United States	9/25/2012
Cissy Brazil	San Jose	California	95123	United States	9/26/2012

SIGNATURES **Total Signature Count:** **204**

Name	City	State	Zip Code	Country	Signed On
Julie Kelleher	San Jose	California	95120	United States	9/26/2012
Jacob Finkle	Los Gatos	California	95032	United States	9/26/2012
Pat Tapley	Cupertinp	California	95014	United States	9/26/2012
Ed Von Runnen	San Jose	California	95119	United States	9/26/2012
charlie bogen	Junction City	Kansas	66441	United States	9/26/2012
Jon Field	San Nose	California	95118	United States	9/26/2012
Gregory Farris	San Jose	California	95123	United States	9/26/2012
Jeanne Dittman	San Jose	California	95132	United States	9/26/2012
Gary Fischer	San Jose	California	95124	United States	9/26/2012
Carol Treat	Post Falls	Idaho	93954	United States	9/26/2012
Steve Sawyer	Menlo Park	California	94025	United States	9/26/2012
David Evans	Santa Cruz	California	95060	United States	9/26/2012
Larry Przywara	Mountain View	California	94040	United States	9/26/2012
Howard Cohen	Palo Alto	California	94306	United States	9/26/2012
Brian Kelleher	San Jose	California	95120	United States	9/26/2012
Ken Parsons	Milpitas	California	95035	United States	9/26/2012
Martin Junkar	San Jose	California	95118	United States	9/26/2012
Lisa Hettler-Smith	San Jose	California	95112	United States	9/26/2012
Allan Hamilton	San Jose	California	95120-4568	United States	9/26/2012
Jim Russell	Los Gatos	California	95032	United States	9/26/2012
Don DeHart	San Jose	California	95120	United States	9/26/2012
John OKeefe	San Jose	California	95124	United States	9/26/2012
Christine Russell	Los Gatos	California	95032	United States	9/26/2012
Matt Wheeler	Los Altos	California	94024	United States	9/26/2012
Kristin Khanna	Ponte Vedra Beach	Florida	32082	United States	9/26/2012
John Havens	Windsor	California	95492	United States	9/26/2012
Joel Gartland	Palo Alto	California	94303	United States	9/26/2012
madeline wollbrinck	san jose	California	95124	United States	9/26/2012
Maryke Williams	San Jose	California	95120	United States	9/26/2012
Ruth Hewson	Magnolia	Texas	77355	United States	9/26/2012
andrea morton	San Jose	California	95118	United States	9/26/2012
Tom Wight	San Jose	California	95111	United States	9/27/2012

SIGNATURES **Total Signature Count: 204**

Name	City	State	Zip Code	Country	Signed On
Carol Zuvella	Milpitas	California	95035-6510	United States	9/27/2012
Mae Lin Bishop	San Jose	California	95120	United States	9/27/2012
nikki morton	San Jose	California	95118	United States	9/27/2012
Toh-Bee Syn	San Jose	California	95120	United States	9/27/2012
Kathleen Norman	Pendleton	Oregon	97801	United States	9/27/2012
Elizabeth Christenson	Greenbrae	California	94904	United States	9/27/2012
Genevieve Haney	San Jose	California	95112	United States	9/27/2012
Robert Dietrich	Richmond	California	94801	United States	9/27/2012
Judi Souza	San Jose	California	95125	United States	9/27/2012
Ellen Roy	San Jose	California	95129	United States	9/27/2012
Gaye McClure	Twin Falls	Idaho	83301	United States	9/27/2012
Regina Syn	SAN JOSE	California	95120	United States	9/27/2012
Erin Kelleher	San Jose	California	95120	United States	9/27/2012
Omar Villarreal	Gilroy	California	95020	United States	9/27/2012
Heather Murray	San Jose	California	95124	United States	9/27/2012
osvaldo cadena	san jose	California	95112	United States	9/27/2012
Sandy & Brian Serpa	San Jose	California	95123	United States	9/27/2012
Jeff Singewald	Mountain View	California	94040	United States	9/27/2012
Michaela Baker	San Jose	California	95124	United States	9/27/2012
JIM DONEGAN	Sa nJose	California	95120	United States	9/27/2012
LORETTA DEAGEN	Saratoga	California	95070	United States	9/28/2012
Rob Lion	Redwood City	California	94062-3105	United States	9/28/2012
Thomas Mangano	Los Gatos	California	95032	United States	9/28/2012
James Shaw	San Jose	California	95123	United States	9/28/2012
Kendra Hershey	Los Gatos	California	95032	United States	9/28/2012
Greg Azevedo	San Jose	California	95124	United States	9/28/2012
Sandra clark	Fremont	California	94539	United States	9/28/2012
Larry Bursch	San Jose	California	95125-5043	United States	9/28/2012
Ann Leever	San Jose	California	95125	United States	9/28/2012
Michael Hazarian	San Jose	California	95125	United States	9/28/2012
Daniel Biesterveld	San Jose	California	95125	United States	9/28/2012
Ken Miller	San Jose	California	95125-3341	United States	9/29/2012

SIGNATURES **Total Signature Count:** **204**

Name	City	State	Zip Code	Country	Signed On
Alison Pangburn	San Jose	California	95125	United States	9/29/2012
Dave Reinoehl	Campbell	California	95008	United States	9/29/2012
Rajwinder Kaur	Fremont	California	94536	United States	9/29/2012
Douglas Miller	Portland	Oregon	97213	United States	9/29/2012
Tabitha Evans	San Jose	California	95120	United States	9/29/2012
Grace Li	Mountain View	California	94043	United States	9/29/2012
matt black	Oakland	California	94610	United States	9/29/2012
Matt Wales	San Jose	California	95132	United States	9/29/2012
Loureen Giordano	San Jose	California	95110	United States	9/30/2012
Hans and Diane Ernst	Los Gatos	California	95032	United States	9/30/2012
Sharon Fiekowsky	Los Altos	California	94024	United States	9/30/2012
Neal Weinstein	San Jose	California	95120	United States	9/30/2012
Joseph Hennequin	Boise	Idaho	83709	United States	10/1/2012
William Storck	San Jose	California	95130	United States	10/1/2012
Cathy Baird	San Carlos	California	94070	United States	10/1/2012
Tony Leaman	San Jose	California	95125	United States	10/2/2012
gail gitt	campbell	California	95008	United States	10/2/2012
Stephanie Leaman	San Jose	California	95125	United States	10/2/2012
Diane Leaman	San Jose	California	95125	United States	10/2/2012
John Rowell	Los Gatos	California	95032	United States	10/2/2012
Dan Summers	San Jose	California	95118	United States	10/2/2012
Rachel Ramirez	San Jose	California	95125	United States	10/2/2012
jamy tays	brentwood	California	94513	United States	10/3/2012
SALVADORE SERIO	SAN JOSE	California	95118	United States	10/3/2012
William Allfrey	San Jose	California	95118	United States	10/3/2012
Katie Fong	Taipei		11151	Taiwan	10/4/2012
Julie Anne	San Jose	California	95120	United States	10/4/2012
Jojan Antony	San Jose	California	95119	United States	10/4/2012
joshy varghese	san jose	California	95119	United States	10/4/2012
Carmen Sanders	San Jose	California	95130	United States	10/4/2012
Piers Sutton	Sunnyvale	California	94085	United States	10/4/2012
David Hicks	Sunnyvale	California	94085	United States	10/5/2012

SIGNATURES **Total Signature Count:** **204**

Name	City	State	Zip Code	Country	Signed On
Gregory Hobbs	Sunnyvale	California	94087	United States	10/6/2012
Andy Hamilton	San Jose	California	95120	United States	10/6/2012
Aaron Andrade	San Jose	California	95136	United States	10/6/2012
Julian Gomez	Palo Alto	California	94303	United States	10/6/2012
Marie Bombardier	San Marcos	California	92078	United States	10/7/2012
Vladimir Gorshkov	San Jose	California	95120	United States	10/7/2012
Scott Lesch	San Jose	California	95112	United States	10/7/2012
Paul Fahey	Campbell	California	95008	United States	10/8/2012
Kathleen Fahey	Campbell	California	95008	United States	10/8/2012
Michael Bena	San Jose	California	95136	United States	10/8/2012
John Hanhauser	San Jose	California	95123	United States	10/8/2012
Sharon Nienhaus	Santa Clara	California	95051	United States	10/9/2012

COMMENTS **124**

Name	City	State	Zip	Country	SignedOn	Comment
Anne Fields	San Jose	CA	95118	United States	9/18/2012	The Umunhum Radar tower has been my view from my front yard since I was a small child. I am in my fifties at that time. The tower is a landmark for the south bay. It survived the Loma Prieta earthquake. The tower is part of our history and can provide educational benefits for more generations to come. The tower should stay in place. There is room for the tower and there can still be open space use around it. The tower could be used for a command center for emergencies. There is no need to tear it down.
William Hough	San Jose	CA	95112	United States	9/19/2012	This is an important piece of local history and should not be destroyed.
Eric Serdahl	Sunnyvale	CA	94089	United States	9/20/2012	It is a very important historical building. It symbolizes a significant period in our history. If you value history, then let it stand. If you don't, then tear it down. I say, specific monuments have value beyond the dollars, let it stand.
Peter Tommerup	Saratoga	CA	95070	United States	9/20/2012	I grew up in Cambrian Park area of San Jose, and saw the radar tower from my front garden every day. It was always off limits, and defined a generation of folks like me growing up in the Cold War era. It's a part of history that I lived every day of my life. It should be saved for the same reason that the buildings on Angel's Island in SF Bay were saved when writing from Chinese immigrants was found inscribed on the walls. The radar tower may not have poetry in Chinese script carved into its walls, but it is an historical and cultural landmark like no other in this area. It could be turned into a cool educational center--like exists at Arastradero Park and Alpine Pond. I can't begin to understand why the Mid Peninsula Open Space District wishes to opt for a "scorched earth" approach to erasing this monument of important Silicon Valley history! There are no other similar monuments to this era, and it would increase visitors to this park!
Rawley Douglas	San Jose	CA		United States	9/20/2012	Because it is just plain cool looking when you look up their on the skyline ridge! The city of San Jose has no skyline, Let's at least keep this tower alive!
Hal Wilson	Taylorsville	UT	84129-6004	United States	9/20/2012	Spent three years on that Hill. Served to keep the Russians at bay during the "Cold War." The building is now a symbol of a place in that history. The weather was sometimes violent up there. We lost a roof from our house during a thunderstorm. Not a single shingle was ever found. I have never seen a place whith such a variety of animals: snakes, bobcats, boar hogs, foxes, deer, and more. It snowed up there sometimes. "Nostalgia" is the name of that tune whenever I think of that mountain top a. We did waht we could to do our duty up there; many of us were raising a family at the same time. We all recall the houses and buildings up there, One should remain as a symbol of all of the personnel who manned and kept the place organized and functional to help keep peace .
Mary Humphrey	Gilroy	CA	95020	United States	9/21/2012	Historical preservation.
gael hall	bampbell	CA	95008	United States	9/21/2012	Because it is a part of our history and is an iconic landmark of our bay area.
JOAN BUCKLEY	GILROY	CA	95020	United States	9/21/2012	Part of the history of the valley
Dushan Gasich	San Jose	CA	95120	United States	9/21/2012	Historic value.

COMMENTS **124**

Name	City	State	Zip	Country	SignedOn	Comment
Rich Rohme	Watsonville	CA	95076	United States	9/22/2012	This is part of our history and should be saved to teach our children our history.
Frederick Berger	San Jose	CA	95120	United States	9/23/2012	This tower is a historic landmark and relic of the cold war and should be preserved. Without it how will I find my way home!
Cass Kalinski	San Jose	CA	95128	United States	9/24/2012	Hello, I am a long time resident (30+ years) of the Bay area, a MROSD volunteer, and an avid open space user. The Cube is a part of our local landscape and history that I would like to see preserved. I encourage the District to explore options on retaining the Cube rather than tearing it down. Thank you, Cass
Brad Gyger	Los Gatos	CA	95032-4026	United States	9/24/2012	Living in Los Gatos, it is an important part of history the public should be able to enjoy.
Diane Main	San Jose	CA	95125	United States	9/24/2012	The cube atop Mount Umunhum is a part of local history that affected our whole country. It's also an area landmark that we all look to on clear days. My young child can spot it from all over the valley. Open it as a visitor center, and it will bring many people to the top of "Mt Um," where they can learn about its importance and also how to help protect both historical places and open spaces.
Larry McColloch	Santa Clara	CA	95054	United States	9/24/2012	It is a valley land mark that I've been raised with.
Lance Kuempel	Livermore	CA	94550	United States	9/24/2012	The Radar Tower is a part of Bay Area history. It should be preserved for future generations.
Ken Helwig	Scotts Valley	CA	95066	United States	9/24/2012	Historical significance and educational purposes
Mark Lyons	San Jose	CA	95136	United States	9/24/2012	This is part of this valleys history!
Tom Pecota	St Helena	CA	94574	United States	9/24/2012	I was born and raised in San Jose and can remember when the tower still operated. Save it please.
Scott Johnson	San Jose	CA	95124	United States	9/24/2012	The radar tower is one of the few landmarks in the south bay. Growing up in San Jose, there were three main visual landmarks that I used to look at across the valley. Those were the original blimp hanger at Moffet field, the observatory on Mt. Hamilton, and the radar tower on Mt Umunhum. Now that the blimp hangar is being dismantled it would be a tragedy to also destroy the radar tower.
Craig Jones	Hayward	CA	94544	United States	9/24/2012	Air Force radar vet.
Doug Blasco	Livermore	CA	94551	United States	9/24/2012	It is history. But also, with it there, it explains why the mountain top was decapitated. If it is removed, then rebuild the mountain to it's previous state.
Jarda Skyba	San Jose	CA	95120	United States	9/25/2012	I live here
George Leavell	San Jose	CA	95119	United States	9/25/2012	I am a USAF veteran
Bob Hedgpeth	Scotts Valley	CA	95066	United States	9/25/2012	I feel a part of its history having patrolled those mountains for years and forming friendships with staff there.
Martin Knutson	Los Gatos	CA	94022	United States	9/25/2012	The Almaden AFB deserves preservation as a part of our bay area history, much like the hangar at Moffet field.

COMMENTS **124**

Name	City	State	Zip	Country	SignedOn	Comment
Joseph Kerley	anchorage	AK	99504	United States	9/25/2012	as an ex-San Jose resident, the tower is a symbol of home.
Richard Ornellas	San jose	CA	95119	United States	9/25/2012	Historical preservation
Michael O'Halloran	Santa Clara	CA	95050	United States	9/25/2012	Historic landmark
Bob Peterson	San Jose	CA	95123	United States	9/25/2012	Having been involved in the cold war for many years, it would be a shame to lose the tower. I enjoy looking at it everyday from my home.
Theodore Olson	San Jose	CA	95123	United States	9/25/2012	We live where we can see it and feel it is a National Monument
Terry Johnson	Saratoga	CA	95070	United States	9/25/2012	The tower is a landmark for people in the valley. Without the tower, most people wouldn't know where Mt. Umunhum is. It's a part of our history and our heritage. Save the tower!
Earl Stutes	San Jose	CA	95124	United States	9/25/2012	I enjoy hiking in the area.
Charles Smith	San Jose	CA	95120	United States	9/25/2012	When I look out my bedroom window and see the tower, I see an important historical icon that reminds us of perhaps the most dangerous era of US history. We are better off today due to the men and women that served at facilities such as Almaden AFS. The tower needs to remain as a memorial to all who served and as a historical icon of how the United States has progressed.
Marion MacKinnon	Cupertino	CA	95014	United States	9/25/2012	I value the tower's historical significance, and don't want that to be forgotten. It is a landmark in the valley, and I often point it out to visitors. My father was in the RCAF in Canada, based in Newfoundland during WWII. He was watching our east coast while the people in this tower were guarding the west coast, so it has personal meaning to me. Kirby Cove, facing the Golden Gate bridge, has bunkers of some sort, without a visitor centre, as well as camping and picnic facilities, and it adds to the interest of the site. If you know the history of an area, your understanding is that much richer.
Todd Haney	San Jose	CA	95118	United States	9/25/2012	It is an important part of our valley's history and should be preserved for future generations. Also, I can see the tower out my kitchen window and look for it every morning when I'm having my coffee.
Steve Larson	San Jose		95136	Senegal	9/25/2012	Financially... Very Expensive to remove it. Some contractor is licking his chops for that contract. Emotionally: Grew up with this. Wish they could re-install the dish. Philisophically: Provides a history of the steps taken to protect our country. Looks like it would be a great hang glider launch point eventually.
Bill Shoenhair	Cupertino	CA	95014	United States	9/25/2012	The historical properties of the site should be preserved for our children
Arthur Blackwell	Evergreen	CO	Do unto others	United States	9/25/2012	The SFBA is hell bent on destroying it's history.
Dave Ganser	Pleasanton	CA	94588	United States	9/25/2012	The tower is an important landmark in SC County and a reminder of the Cold War

COMMENTS **124**

Name	City	State	Zip	Country	SignedOn	Comment
DAN MCFARLAND	san jose	CA	95120	United States	9/25/2012	I grew up in Almaden Valley in the late 60's and early 70's looking at the tower every morning prior to my walk to Henderson school. My dad reminded me we always had an angel looking out for our welfare. he was referringing to the tower and the job it held
Jack Longley	Los Gatos	CA	95030-4340	United States	9/25/2012	Historic Sight
Herb Mesler	San Carlos	CA	94070	United States	9/25/2012	History that should be preserved
Andrew Hyslop	Los Gatos	CA	95032	United States	9/25/2012	Back in 1969, while attending Leland High School, I visited the Alamaden AFS, because I dated the station commander's daughter! Great place, had lots of fun and good memories.
steve hein	San Jose	CA	95125	United States	9/25/2012	I love hiking in quicksilver park with the old tower in the background
judi kelleher	San Jose	CA	95120	United States	9/25/2012	It's an Almaden Valley landmark!!
Uly vonHuene	San Jose	CA	95123	United States	9/25/2012	Let's not destroy a piece of Bay Area history.
sandra cannizzaro	san jose	CA	95120	United States	9/25/2012	when I see it I know I'm home. We should be proud of it, and not get rid of a landmark. landmark
John Nast	Gilroy	CA	95020	United States	9/25/2012	As a long term resident of Santa Clara County I have meny memories of the cube. Some good, some not so good. I have hiked the hills before and after the cube was "on duty" and I recall saome problems flying model airplanes in its shadow. It does have historical significance and our society is too inclined to forget the past. John Nast
Maryrose Hutchinson	San Jose	CA	95120	United States	9/25/2012	This is a piece of our history that should be allowed to remain for future generations.
Drew Marsh	San Jose	CA	95123	United States	9/25/2012	I see it every day, someday I hope to be able to Mt bike to it. It would be ashame to have such an iconic symbol disappear.
Katherine Bussey	Fayetteville,		28306	United States	9/25/2012	It's been part of the landscape since I can remember. It served a historical purpose and should remain there as a reminder.
vernon hyde	san jose	CA	95125	United States	9/25/2012	It is part of the history of the area
John Dvorak	San Jose	CA	95125	United States	9/25/2012	I served in Army Air Corps when tower was built.
Karen Buesing	Los Gatos	CA	95032	United States	9/25/2012	The Radar Station is part of our history. I want to always know that the Tower is there. I love seeing it each day. Keep it always.
Susan Johnson	Saratoga	CA	95070	United States	9/25/2012	It is a historic landmark that sets that hill apart. I always enjoy telling visitors the story of it. When I'm stuck in traffic, heading south on 85, I enjoy looking at it!
Richard Kegley	San Jose	CA	95119	United States	9/25/2012	It's part of our city, state, and country history.
Cissy Brazil	San Jose	CA	95123	United States	9/26/2012	It is important to preserve a part of history. Making this into a visitor's center is a brilliant idea. I back Sam Drake totally.
Gregory Farris	San Jose	CA	95123	United States	9/26/2012	History for our area

COMMENTS **124**

Name	City	State	Zip	Country	SignedOn	Comment
Jeanne Dittman	San Jose	CA	95132	United States	9/26/2012	Constructed in 1962, the tower " supported a 85.5-ton General Electric model AN/FPS-24 long range search radar antenna "sail" used to detect incoming hostile aircraft during the Cold War." Mt. Umunhum Radar Tower IS a piece of Santa Clara Valley history AND U.S. history that should be preserved.
Gary Fischer	San Jose	CA	95124	United States	9/26/2012	I grew up in Campbell. The Tower was a vista point on my inner horizon. A young boy, gazing and dreaming, long before Silicon Valley. I still take great delight in gazing at that horizon and that Tower.
Steve Sawyer	Menlo Park	CA	94025	United States	9/26/2012	It is an important landmark for my close friend, Gary.
David Evans	Santa Cruz	CA	95060	United States	9/26/2012	I've cycled to the top many times over decades always with the Tower in sight. Further - it's a Cold War relic that worthily reminds Silicon Valley that technology entrepreneurship is not the whole story here.
Larry Przywara	Mountain View	CA	94040	United States	9/26/2012	Historical significance.
Brian Kelleher	San Jose	CA	95120	United States	9/26/2012	It is an Almaden landmark and the way I know where I am
Martin Junkar	San Jose	CA	95118	United States	9/26/2012	It looks interesting, I'd like to hike there and see it. Why tear down something that people are used to and causes no harm? It's like a piece of rock or an old castle on the hilltop.
Lisa Hettler-Smith	San Jose	CA	95112	United States	9/26/2012	This is an Historic Resource, and unique to our valley and it's history.
Jim Russell	Los Gatos	CA	95032	United States	9/26/2012	I grew up in Campbell and have always enjoyed looking up at the mountain and seeing the Radar tower--it welcomes you back home to the area.
Don DeHart	San Jose	CA	95120	United States	9/26/2012	I have lived in the Valley for over 50 years. This is as much a part (or a bigger part) than some of our other historical landmarks or buildings
Christine Russell	Los Gatos	CA	95032	United States	9/26/2012	I came to Santa Clara Valley at age 14 years. This landmark looked amazing and technical to me. It says this is a happening place to be!
Matt Wheeler	Los Altos	CA	94024	United States	9/26/2012	childhood memories
Kristin Khanna	Ponte Vedra Beach	FL	32082	United States	9/26/2012	Why dismantle this reminder of those who served
John Havens	Windsor	CA	95492	United States	9/26/2012	It is a great landmark of history for the Santa Clara Valley. Much like the firewatch tower on Mt Tam, it is an inspiration to those of us who grew up looking up at it over the years. It should be made into some sort of historical site similar to the firewatch on Tam. Why throw away a great piece of history like that. The national parks did not do that with the gun emplacements on the Marin Headlands, why then should this be torn down? I say fix it up for future generations to learn from.
madeline wollbrinck	san jose	CA	95124	United States	9/26/2012	its the one thing my grandpa used to talk to me about.
Ruth Hewson	Magnolia	TX	77355	United States	9/26/2012	It is important to preserve historical items in the South Bay.

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Name	City	State	Zip	Country	SignedOn	Comment
Tom Wight	San Jose	CA	95111	United States	9/27/2012	I grew up in Campbell and San Jose. The cube has been on the skyline for almost as long as I can remember. When the Air Force abandoned it, we were lead to believe it would be cleaned up and opened up to the public as a museum. That needs to occur.
Carol Zuvella	Milpitas	CA	95035-6510	United States	9/27/2012	Too many old landmarks have fallen. We should be able to save those that are important to us. Whenever I'm away from home and flying into San Jose upon returning I see that landmark and smile because it says I'm almost home.
Mae Lin Bishop	San Jose	CA	95120	United States	9/27/2012	I grew up with this radar station, have been up there many times when i was young and have used it as landmark - knowing I was near home.
Toh-Bee Syn	San Jose	CA	95120	United States	9/27/2012	It is a historical landmark that has been here since I came to San Jose 50+ years ago...it would be a shame to tear it down.
Kathleen Norman	Pendleton	OR	97801	United States	9/27/2012	It's a landmark and should be preserved!
Elizabeth Christenson	Greenbrae	CA	94904	United States	9/27/2012	I was born and raised in Almaden and that tower was a hallmark of my childhood. Today it serves as a vivid reminder of the Cold War for an entire generation that has no idea what that meant. It should stay, and have status & protection as a historical relic.
Robert Dietrich	Richmond	CA	94801	United States	9/27/2012	Because of it's historic significance.
Judi Souza	San Jose	CA	95125	United States	9/27/2012	History & beauty
Gaye McClure	Twin Falls	ID	83301	United States	9/27/2012	Everything eles is being taken away from us in the last 4 years; the landmarks of our country must be saved!!
Erin Kelleher	San Jose	CA	95120	United States	9/27/2012	This has always been what my siblings and I learned to look for when we were little and had to point which way was home. After going away to school in LA, when I would drive back and saw it coming up 101 and looping around 85 I knew I was home. Don't tear down "The Box"!! Please!
Sandy & Brian Serpa	San Jose	CA	95123	United States	9/27/2012	It is a significant landmark in SJ.
Jeff Singewald	Mountain View	CA	94040	United States	9/27/2012	My grandparents homesteaded the Almaden Valley (Athenour) and the radar tower was like a watch tower over the valley for many many years. It is a signature of the valley and one that should be retained for historical significance.
Mireia Barbero	Barcelona		8002	Spain	9/27/2012	It is a landmark.
JIM DONEGAN	Sa nJose	CA	95120	United States	9/27/2012	It's our landmark
LORETTA DEAGEN	Saratoga	CA	95070	United States	9/28/2012	Mt. Umunhum and the air station has a historic value to all of us who have been in the area over the past 50 years.
Thomas Mangano	Los Gatos	CA	95032	United States	9/28/2012	Important to the valley
Kendra Hershey	Los Gatos	CA	95032	United States	9/28/2012	I live nearby and enjoy spotting this landmark from hikes near and far.

COMMENTS **124**

Name	City	State	Zip	Country	SignedOn	Comment
Greg Azevedo	San Jose	CA	95124	United States	9/28/2012	Life long resident of SJ, visited the AFB as a child, visit the MROSD area regularly and believe the building may have long term value as a Visitor Center to house history about the AFB, Ohlone, Natural History and SC Valley history.
Sandra clark	Fremont	CA	94539	United States	9/28/2012	A landmark for years of my home in the foothills below it.
Larry Bursch	San Jose	CA	95125-5043	United States	9/28/2012	Historic sight in San Jose
						The Mt. Umunhum Radar Tower is an important historical artifact from an important sociopolitical period in global history. It provides a striking physical reference for teaching the future how the cold war was played out and how it affected the people during that time. It is a period devoid of visual reference, mainly because it was a confrontation played outside the view of the world. This alone should justify the preservation of the radar tower. But of even greater importance is the historical value to the South Bay. This plain, simple, concrete tower oversaw the transition from an agrarian valley which was the world leader in the plentiful harvest of foods to the world leader in the harvest of ideas. The military-industrial complex, which saw it's genesis in the Cold War, created this tower out of the international escalation of threat and defense. Without passing judgement on the moral or political correctness of military-industrial complex, it produced the confluence of people who planted the seeds of intelligence, innovation, creativity and commerce which defines the South Bay today. The loss of the tower, while a success to entropy, would be a failure to the recollection of the past, understanding of the present and the hope of the future of this great region. This tower is the South Bay's link between the past, present and future.
Michael Hazarian	San Jose	CA	95125	United States	9/28/2012	
Daniel Biesterveld	San Jose	CA	95125	United States	9/28/2012	I want this to remain as a reminder to everyone that for a lot of people and for a long time this kept us safe from an enemy that wanted us destroyed (no longer) now we have another group of counties that want to distroy us. I wish it was as easy to find them before they attack us . The Tower is a symbol of the defense of the country with earlier technology, a reminder that even the West Coast was attacked by submarine launched fire balloons in WWII, and watching the seas was critical to the mainland's defence.
Ken Miller	San Jose	CA	95125-3341	United States	9/29/2012	
Doug Miller	portland	OR	97213	United States	9/29/2012	statement of history. without history we'll just do it again the same way.
Tabitha Evans	San Jose	CA	95120	United States	9/29/2012	I would like to see it stay!!!!
Matt Wales	San Jose	CA	95132	United States	9/29/2012	The mountain will never be the same or historic without the building. No Brainer!

COMMENTS **124**

Name	City	State	Zip	Country	SignedOn	Comment
Loureen Giordano	San Jose	CA	95110	United States	9/30/2012	The mountain has signified peace and safety to people in this valley throughout centuries, including the one immediately previous. Throughout my lifetime, the tower one the mountain has been an icon as well as a reference point . My parents explained why it was there, and later, I understood on my own the significance of its dismantling. The Ohlone name of the mountain on which it stands has always part of image of that high, beautiful, long inaccessible place. When the public can at last walk on those grounds, we should be able to see the tower that provided safety, as well as the mountain top that has always called people to look up.
Hans and Diane Ernst	Los Gatos	CA	95032	United States	9/30/2012	monument like others on mountaintops in Europe. It enhances the sight.
Sharon Fiekowsky	Los Altos	CA	94024	United States	9/30/2012	Historical preservation
Neal Weinstein	San Jose	CA	95120	United States	9/30/2012	I do extensive hiking & the tower is like beacon that can be seen all over the bay area.
Joseph Hennequin	Boise	ID	83709	United States	10/1/2012	Because there few, if any, of these reminders of the role of the USAF in the "Cold War." Please consider maintaining this entire site. Donations would probably be available to preserve it. Thank you.
William Storck	San Jose	CA	95130	United States	10/1/2012	I think, in addition to all the park/visitor center type stuff, there is a certain reverence to the place (been there many times). Would you bulldoze the Battle Field at Fredericksburg?
Cathy Baird	San Carlos	CA	94070	United States	10/1/2012	The tower is historical and an important local landmark. Marin Headlands integrates batteries; Mt. Um can integrate cold war history with open space.
Dan Summers	San Jose	CA	95118	United States	10/2/2012	I've always seen the box from down in the valley, and I've always wanted to go to see it in person (legally, of course)
Rachel Ramirez	San Jose	CA	95125	United States	10/2/2012	Mt. Umunhum represents a piece of San Jose history and visually, it is a striking city landmark that distinguishes our city from others. Mount Umunhum also reminds us of a time when there was potential turmoil that could've arrived to San Jose but luckily never did, and by moving forward, it always help to look backward.
jamy tays	brentwood	CA	94513	United States	10/3/2012	my uncle requested it.
SALVADORE SERIO	SAN JOSE	CA	95118	United States	10/3/2012	I FELT SAFE AS A CHILD KNOWING THAT WAS UP THERE
Julie Anne	San Jose	CA	95120	United States	10/4/2012	The "box" is a symbol of home to anyone who lives in Almaden!
joshy varghese	san jose	CA	95119	United States	10/4/2012	It is an important historical and locational landmark for the South Bay region. Without the tower, the peak will just be another "lump" in a series of mountain lumps
Carmen Sanders	San Jose	CA	95130	United States	10/4/2012	It is History...military history

COMMENTS **124**

Name	City	State	Zip	Country	SignedOn	Comment
David Hicks	Sunnyvale	CA	94085	United States	10/5/2012	It Is a South Bay landmark and part of the area's history.
Andy Hamilton	San Jose	CA	95120	United States	10/6/2012	It has always been a staple landmark of the south bay. I grew up with it being ever present and it has been a point of conversation, myth, and legend throughout my life.
Aaron Andrade	San Jose	CA	95136	United States	10/6/2012	It's a historical piece of history that you can see for a long ways. And when someone asks what it is you can tell them and remind them what we went thru
Julian Gomez	Palo Alto	CA	94303	United States	10/6/2012	My country's history.
Vladimir Gorshkov	San Jose	CA	95120	United States	10/7/2012	the tower resemblesAlmaden and adds a sense of pride and history
Scott Lesch	San Jose	CA	95112	United States	10/7/2012	It's a Bay Area landmark, a historical building, and should be made into an observation tower and interpretive center.
Michael Bena	San Jose	CA	95136	United States	10/8/2012	I was born here in 1943 and over the years watched as orchards, Victorian homes, canneries and other irreplaceable things were torn down. Please save this monument!
Sharon Nienhaus	Ca.	CA	I've lost respe	United States	10/9/2012	It's the valley's landmark.

ATTACHMENT 2

Mount Umunhum Environmental Restoration and Public Access Project

Mitigation Monitoring Plan for All Phases of the Project

PREPARED FOR:
Midpeninsula Regional Open Space District
330 Distel Circle
Los Altos, CA 94022

October 2012

Mount Umunhum
Environmental Restoration and Public Access Project

Mitigation Monitoring Plan for All Phases of the Project

PREPARED FOR:

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October 2012

1 INTRODUCTION

1.1 MITIGATION MONITORING PLAN

In compliance with the State CEQA Guidelines § 15097 (a), when significant effects are identified in an EIR, the Lead Agency is required to adopt a program for reporting or monitoring mitigation measures that were adopted or made conditions of approval for the proposed project. This Mitigation Monitoring Plan (MMP) has been developed for the construction and operation of the Mount Umunhum Environmental Restoration and Public Access Project, consistent with the requirements of § 15097. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures identified within the Environmental Impact Report for this project. Unless otherwise noted, the Midpeninsula Regional Open Space District (MROSD or District) shall be responsible for complying with and funding all mitigation measures identified herein.

1.2 COMPLIANCE CHECKLIST

The intent of the MMP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMP is intended to be used by District staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMP were developed in the Environmental Impact Report prepared for the proposed project. Note that this MMP reflects all mitigation measures relevant to all three project decisions (June 12th, September 19th, and October 17th, 2012.)

The MMP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the MROSD. The table attached to this report identifies the mitigation measure, the responsible agency for the monitoring action, and timing of the monitoring action. MROSD will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP, and will be responsible for ensuring compliance.

During implementation of the project, MROSD will assign an inspector who will be responsible for field monitoring of mitigation measure compliance. The inspector, who could be one or more employees of MROSD with appropriate knowledge, skills, and abilities to carry out inspections, will report to the project manager identified for MROSD and will be thoroughly familiar with permit conditions and the MMP. In addition, the inspector will be familiar with construction contract requirements, construction schedules, standard construction practices, and mitigation techniques. In order to track the status of mitigation measure implementation, field-monitoring activities will be documented on compliance monitoring report worksheets. The time commitment of the inspector will vary depending on the intensity and location of project activities. Aided by the attached table, the inspector will be responsible for the following activities:

- On-site monitoring of implementation activities as frequently as needed to ensure compliance with the adopted mitigation measures.
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures.
- Ensuring contractor knowledge of and compliance with the MMP.
- Verifying the accuracy and adequacy of contract wording.

- Having the authority to require correction of activities that violate mitigation measures. The inspector shall have the ability and authority to secure compliance with the MMP.
- Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of project permit conditions or mitigation. Upon receiving any complaints, the inspector shall immediately contact the construction representative. The inspector shall be responsible for verifying any such observations and for developing any necessary corrective actions in consultation with the construction contractor and MROSD.
- Obtaining assistance as necessary from technical experts, as needed, in order to develop site- specific procedures for implementing the mitigation measures.
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

1.3 MITIGATION MONITORING PLAN

The following table indicates the mitigation measure number, the mitigation measure text, the monitoring agency, implementation timing, and an area to record monitoring compliance.

Mitigation Monitoring Plan				
Mitigation Measure No.	Measure Description	Monitoring Agency	Implementation Schedule	Monitoring Compliance Record (Name/Date)
Cultural Resources				
4.2-2 (Voluntary)	**Radar Options 2 and 3 Only** If MROSD selects radar tower Option 1 (retain and seal the structure) no further mitigation is necessary. If MROSD selects either radar tower Option 2 (demolish but leave the foundation) or radar tower Option 3 (completely remove the radar tower), the following mitigation measure is required: MROSD will use the radar tower foundation or footprint to provide a setting for interpretive media in order to illustrate the topics of U.S. Military history, the Cold War, and the role of NORAD, the Almaden AFS, and the servicemen stationed there in national security. Media could include the following: interpretive panels showcasing period photographs of the operational AFS and servicemen stationed there, including photos of the site showing its visibility from far distances; oral histories provided by surviving veterans; interpretive panels exhibiting major political events of the Cold War; and/or inclusion as part of a self guided tour (via GPS/Smart technology or other means) illustrating the former structures and activities associated with different areas of the project site. Veterans and other community members will be invited to participate in the specific design and content of the interpretive features.	MROSD	During Project Design	
4.2-3	**Protection of Undocumented Cultural Resources** During all ground-related construction activities (i.e., grading, excavation, etc.) on the project site, if cultural materials (e.g., unusual amounts of shell, animal bone, glass, ceramics, structure/building remains) are inadvertently encountered, all work shall stop within 50 feet of the find until a qualified archaeologist can assess the significance of the find. A reasonable effort will be made by the District to avoid or minimize harm to the discovery until significance is determined and an appropriate treatment can be identified and implemented. Methods to protect finds include fencing and covering remains with protective material such as culturally sterile soil or plywood. If vandalism is a threat, 24-hour security will be considered and evaluated based on threat level, remoteness of site, materials found, significance of find, etc. Construction operations outside 50-feet of the find can continue during the significance evaluation period and while mitigation is being carried out; however, if the	MROSD	During Construction	

Mitigation Monitoring Plan				
Mitigation Measure No.	Measure Description	Monitoring Agency	Implementation Schedule	Monitoring Compliance Record (Name/Date)
	archaeologist determines that the nature of the find may signify a high potential for other finds in the area, the construction will be monitored by an archaeologist within 100-feet of the find. If a discovered resource is identified as significant and cannot be avoided, a qualified archaeologist will develop an appropriate treatment plan to minimize or mitigate the adverse effects. The District will not proceed with construction activities within 100-feet of the find until the treatment plan has been reviewed and approved by the General Manager. The treatment effort required to mitigate the inadvertent exposure of significant cultural and/or historical resources will be guided by a research design appropriate to the discovery and potential research data inherent in the resource in association with suitable field techniques and analytical strategies. The recovery effort will be detailed in a professional report in accordance with current professional standards. Any non-grave associated artifacts will be curated with an appropriate repository. Project construction documents shall include a requirement that project personnel shall not collect cultural and/or historical resources encountered during construction. This measure is consistent with federal guideline 36 CFR 800.13(a) for invoking unanticipated discoveries. Prior to any trail construction, MROSD will hire a qualified archaeologist to conduct a pre-construction survey of the proposed trail alignments. If any potential archaeological resources are identified during the survey, and are found to be significant, the archaeologist shall recommend avoidance measures to ensure that no impacts result from trail construction or trail operation. If the found resource cannot be avoided, the archaeologist shall prepare a treatment plan, as described above.			
4.2-4	**Protection of Presently Undocumented Human Remains.** In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, potentially damaging excavation in the area of the burial will be halted and the Santa Clara County Coroner and a professional archaeologist will be contacted to determine the nature and extent of the remains. The MROSD Project Manager will also be notified immediately. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code, Section 7050.5[b]). If the coroner determines that the remains are	MROSD	During Construction	

Mitigation Monitoring Plan				
Mitigation Measure No.	Measure Description	Monitoring Agency	Implementation Schedule	Monitoring Compliance Record (Name/Date)
	those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (Health and Safety Code, Section 7050[c]). Following the coroner's findings, the State of California, project contractor, an archaeologist, and the NAHC-designated Most Likely Descendant (MLD) will determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code. The State of California will ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD will have 48 hours to complete a site inspection and make recommendations after being granted access to the site. A range of possible treatments for the remains, including nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment may be discussed. Assembly Bill (AB) 2641 suggests that the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the landowner shall implement one or more of the following measures: 〉 record the site with the NAHC or the appropriate Information Center, 〉 utilize an open-space or conservation zoning designation or easement, and/or 〉 record a document with the county in which the property is located. The landowner or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a MLD, or if the MLD fails to make a			

Mitigation Monitoring Plan				
Mitigation Measure No.	**Measure Description**	**Monitoring Agency**	**Implementation Schedule**	**Monitoring Compliance Record (Name/Date)**
	recommendation within 48 hours after being granted access to the site. The landowner or their authorized representative may also reinter the remains in a location not subject to further disturbance if they reject the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner.			
Biological Resources				
4.3-1	**Conduct Survey before Structure Demolition, Consult with DFG, and Develop Exclusion Methods and Compensatory Mitigation if Appropriate.** Surveys for roosting bats on the project site will be conducted by a qualified biologist. Surveys will consist of a daytime pedestrian survey looking for evidence of bat use (e.g., guano) and/or an evening emergence survey to note the presence or absence of bats. The type of survey will depend on the condition of the buildings. If no bat roosts are found, then no further study is required. If evidence of bat use is observed, the number and species of bats using the roost will be determined. Bat detectors may be used to supplement survey efforts, but are not required. If roosts of pallid, Townsend's big-eared, or western mastiff bats are determined to be present and must be removed, the bats will be excluded from the roosting site before the facility is removed. A program addressing compensation, exclusion methods, and roost removal procedures will be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. MROSD has successfully constructed bat boxes elsewhere that have subsequently been occupied by bats. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the structures may be removed or sealed.	MROSD	Prior to Demolition of Structures	

Mitigation Monitoring Plan				
Mitigation Measure No.	Measure Description	Monitoring Agency	Implementation Schedule	Monitoring Compliance Record (Name/Date)
4.3-2(a)	**Conduct Special-status Plant Surveys, Implement Avoidance and Mitigation Measures, or Provide Compensatory Mitigation.** Known populations of Loma Prieta hoita and Mt. Hamilton fountain thistle shall be protected during road improvements. As directed by a qualified biologist, the populations shall be fenced before construction with high-visibility fencing and an adequate buffer so that direct and indirect impacts would be minimized. Construction personnel shall be instructed to keep project activities out of the fenced areas. A qualified botanist shall periodically inspect the fencing to ensure that the fence is intact and the impacts to the populations are being avoided. Indirect impacts (i.e., changes in hydrology) shall be minimized by placing culverts away from any plant populations, if necessary.	MROSD	Before Construction	
	MROSD shall utilize a qualified botanist to conduct protocol-level preconstruction special-status plant surveys for all potentially occurring species within the project footprint that has not previously been surveyed (e.g., trail connections, staging area expansion). Prior to ground-disturbance in potentially suitable habitat, surveys shall be conducted during the appropriate blooming period when they are most readily identifiable in accordance with Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (DFG 2009) . If no special-status plants are found during focused surveys, the botanist shall document the findings in a letter report, and no further mitigation shall be required.	MROSD	Before Construction	
	If special-status plant populations are found in the project footprint, MROSD shall determine if the population can be avoided by adjusting the trail alignment or project design. If the impact cannot be avoided, MROSD shall consult with DFG and USFWS, as appropriate depending on species status, to determine the appropriate measures to minimize direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.	MROSD	Before Construction	

Mitigation Monitoring Plan				
Mitigation Measure No.	**Measure Description**	**Monitoring Agency**	**Implementation Schedule**	**Monitoring Compliance Record (Name/Date)**
4.3-2(b)	**Avoid and Minimize Impacts to Special-Status Amphibians and Reptiles** Although the impact to special-status amphibians or reptiles is expected to be minimal due to a lack of suitable aquatic habitat along ridgelines and headwaters of creeks, MROSD shall implement the following measures to reduce impacts during construction of trail connections: 〉 Construction of the trail across drainages and streams shall occur when the drainages are dry, unless it is not feasible to do so, in which case the following measures shall also be applied. 〉 Guidelines shall be implemented to protect water quality and prevent erosion, as outlined in MROSD's Road and Trail Typical Design Specifications (MROSD 2008). 〉 If water is present during construction, disturbance to pools and slow runs with cobble-sized substrate shall be minimized. In particular, rocks shall not be collected from in-water environments from late March to early September to avoid disturbing frog egg masses, tadpoles, and turtle hatchlings.	MROSD	During Construction	
4.3-2(c)	**Avoid and Minimize Impacts to Golden Eagle, White-tailed Kite, and Other Nesting Birds** To minimize potential disturbance to nesting birds, project activities shall occur during the non-breeding season (September 16-February 14), unless it is not feasible to do so, in which case the following measures shall also be applied.	MROSD	During Construction	
	During trail construction, road improvements, and other activities, removal of trees greater than 6 inches dbh shall be limited to the greatest degree possible.	MROSD	During Construction	
	If construction activity is scheduled to occur during the nesting season (February 15 to September 15), MROSD shall utilize a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 500 feet of the project site that could be affected by project construction. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction in a particular area. If no nests are found,	MROSD	Prior to Approval of Grading/Improvement Plans AND no fewer than 14 days and no more than 30 days prior to construction	

Mitigation Monitoring Plan				
Mitigation Measure No.	Measure Description	Monitoring Agency	Implementation Schedule	Monitoring Compliance Record (Name/Date)
	no further mitigation is required.			
	If active nests are found, impacts on nesting raptors and songbirds shall be avoided by establishment of appropriate buffers around the nests. No project activity shall commence within the buffer area until a qualified biologist confirms that any young have fledged or the nest is no longer active. A 500-foot buffer around raptor nests and 50-foot buffer around songbird nests are generally adequate to protect them from disturbance, but the size of the buffer may be adjusted by a qualified biologist in consultation with DFG depending on site specific conditions. For trail construction, use of non-power hand-tools may be permitted within the buffer area if the behavior of the nesting birds would not be altered as a result of the construction. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.	MROSD	Prior to and During Construction	
4.3-3	**Mitigation Measure 4.3-3 Avoid and Minimize Impacts to Sensitive Natural Communities and Compensate for Loss of Riparian and Wetland Habitats.** As a first priority, MROSD will seek to avoid wetlands impacts through trail realignment, bridging, and other avoidance measures. Before any groundbreaking activity along the trail connections, MROSD shall have a jurisdictional wetland delineation conducted by a qualified wetland specialist in sensitive areas that cannot be avoided. The preliminary delineation shall be submitted to USACE for verification. The wetlands may be subject to DFG regulation under Section 1602 of the Fish and Game Code. No grading, fill, or other ground disturbing activities shall occur until all required permits, regulatory approvals, and permit conditions for effects on wetland habitats are secured.	MROSD	Before Construction	
	If the wetlands are determined to be subject to USACE jurisdiction, the project may qualify for use of Nationwide Permit 42 for construction of recreational trails if certain criteria are met. For those wetlands that cannot be avoided, MROSD shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE, RWQCB, and DFG) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with project implementation. Wetland habitat shall be restored, enhanced, and/or	MROSD	Before Construction	

Mitigation Monitoring Plan				
Mitigation Measure No.	**Measure Description**	**Monitoring Agency**	**Implementation Schedule**	**Monitoring Compliance Record (Name/Date)**
	replaced at an acreage and location and by methods agreeable to USACE, RWQCB, and DFG, as appropriate, depending on agency jurisdiction, and as determined during the permitting processes.			
4.3-4	MROSD will take the following actions to educate hang glider pilots and other visitors regarding the potential to disturb birds, especially nesting raptors and vultures, and establish an incident reporting program: 〉 Hang glider permits will include a brochure prepared by a qualified ornithologist that describes agitated and defensive behavior of wildlife, focusing mostly on soaring birds, such as raptors and vultures. The permit will include a map that identifies protected air space that restricts hang gliding within a minimum of 1,000 feet of a known nest. 〉 Hang glider permits will include an agreement, to be signed by the pilot, that the pilot shall: — Respect local wildlife by maintaining appropriate distance and altitude (as safety permits) to minimize disturbance. — Watch for active/occupied raptor or vulture nests and communal roosts, and, if spotted, keep at least 1,000 feet clear. — Avoid approaching soaring birds. (Note that if a bird peacefully approaches a hang glider, this is not considered a disturbance.) — Report to MROSD any bird observed behaving aggressively or agitated as a result of the pilot's glider or any other glider. — Immediately leave the area (as safety permits) after a bird has exhibited aggressive or acutely agitated behavior. 〉 MROSD will post signs at hang glider observation locations describing aggressive or acutely agitated bird behavior, and encourage preserve users to report any of these observations to the provided telephone	MROSD	During Operation	

Mitigation Monitoring Plan				
Mitigation Measure No.	Measure Description	Monitoring Agency	Implementation Schedule	Monitoring Compliance Record (Name/Date)
	number. MROSD will implement an adaptive management plan, prepared by a qualified ornithologist, to monitor and mitigate observed agitation or potential disturbance to birds. The adaptive management plan will include (at a minimum) the following measures: 〉 MROSD staff will immediately investigate and document any legitimate reported incident of bird aggression or acute agitation in response to presence of a hang glider. 〉 MROSD staff will review these bird incident records continuously. If incidents in a specific area exceed three per month , MROSD will either reduce the number of hang gliding permits issued to 5 at one time with no more than 2 hang gliders per launch site or restrict the use of the affected area as a condition of the special use permit. (Note that if the excess number of incidents occurs only during the raptor nesting season, then the permit reduction may be limited only to March through August and may resume to normal permitting levels after the nesting season.) 〉 If repeated incidents occur with a specific hang glider or group, MROSD may revoke hang gliding privileges to those individuals. If, after reducing the number of permits or restricting the use of specific areas where the incidents have occurred, the bird incidents are not reduced below three per month, MROSD will consider discontinuance of the issuance of hang gliding permits at the project site.			
Hydrology and Water Quality				
4.4-1	a. Prior to earthmoving activities (e.g., grading, excavation, construction), MROSD will consult with Santa Clara County Department of Public Works for Municipal Regional Permit review and will also consult with the San Francisco Bay Basin Regional Water Quality Control Board (RWQCB) to acquire the appropriate regulatory approvals that may be required to obtain	MROSD	Prior to Earthmoving Activities	

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	Section 401 water quality certification, State Water Resources Control Board (SWRCB) statewide National Pollutant Discharge Elimination System (NPDES) stormwater permit for general construction activities, and any other necessary site-specific waste discharge requirements. No grading or other soil disturbance will occur until the appropriate regulatory approvals and permits have been issued.			
	b. Prior to any earthmoving activities, as required under the NPDES stormwater permit for general construction activity, MROSD will prepare and submit the appropriate Notice of Intent and prepare the SWPPP and other necessary engineering plans and specifications for pollution prevention and control. The SWPPP will identify and specify the use of erosion sediment control BMPs, means of waste disposal, nonstormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities. The SWPPP will also specify the pollutants that are likely to be used during construction and that could be present in stormwater drainage and nonstormwater discharges.	MROSD	Prior to Earthmoving Activities	
	c. Construction techniques will be identified that would reduce the potential runoff, and the SWPPP will identify the erosion and sedimentation control measure to be implemented. BMPs designed to reduce erosion of exposed soil may include, but are not limited to: 〉 Use temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; 〉 Store materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; 〉 Water exposed areas for dust control; 〉 Minimize off-site sediment transport on vehicles using techniques such as gravel driving surfaces to knock soil off tires at exit points; and 〉 Use barriers, such as perimeter silt fencing, to minimize the amount of uncontrolled runoff that could enter drains or surface waters.	MROSD	Prior to and During Construction	
	d. The SWPPP will also specify spill prevention and contingency measures, identify types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for	MROSD	Prior to and During Construction	

Mitigation Monitoring Plan				
Mitigation Measure No.	**Measure Description**	**Monitoring Agency**	**Implementation Schedule**	**Monitoring Compliance Record (Name/Date)**
	equipment operation. Emergency procedures for responding to spills will also be identified. The SWPPP will identify personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for BMPs specified in the SWPPP. The SWPPP will also identify the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. All construction contractors will be required to retain a copy of the approved SWPPP on the construction site.			
4.4-3	MROSD will implement appropriate design measures to adequately trap and treat discharged pollutants in designated parking areas. These design measures could include, but are not limited to structural and non-structural BMPs including installation of oil and grit separators to capture potential contaminates that are discharged in parking areas, establishment of vegetation in drainages to achieve optimal balance of conveyance and water quality protection; and installation of vegetation filter strips.	MROSD	During Construction	
Geology and Soils				
4.5-1	**(Radar Tower Option 1 Only)** Prior to completion of the proposed landform and environmental restoration, MROSD will utilize a qualified geotechnical engineer to conduct monitoring of the north and south slopes. If the qualified geotechnical engineer indicates that slope instability is jeopardizing the radar tower, then the MROSD will implement recommendations made by the geotechnical engineer including drainage rehabilitation and slope reinforcement (i.e. retaining walls). Implementation of these recommendations will ensure that slope subsidence does not occur that would affect the structural integrity of the tower. If the proposed landform and environmental restoration is completed prior to any actions recommended by the monitoring geotechnical engineer, MROSD will utilize a qualified geotechnical engineer to conduct a topographical survey based on the new contours. If the geotechnical engineer determines that additional slope stabilization measures are necessary (i.e. retaining wall) to ensure no risk of structural collapse, MROSD will implement these measures. As part of the proposed project, construction safety fencing will be erected,	MROSD	Prior to Completion of Landform and Environmental Restoration	

Mitigation Monitoring Plan				
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	prior to structural stabilization of the tower, at a distance equal to the height of the structure (in this case, a distance of 80 feet from the base of the tower) in order to allow public access to the area. Prior to implementation of the approved radar tower option and removal of the chain link fence from around the radar tower, MROSD will install permanent fencing along edges of the steep slopes in the vicinity of the radar tower. The permanent fencing will include materials consistent with a natural open space setting typical of fencing used in other MROSD preserves and open space facilities.			
	(Radar Tower Option 2 and 3 Only) Prior to implementation of the approved radar tower option and removal of the chain link fence from around the radar tower, MROSD will install permanent fencing along edges of the steep slopes in the vicinity of the radar tower. The fencing will include materials consistent with a natural open space setting typical of fencing used in other MROSD preserves and open space facilities.	MROSD	Prior to Implementation of the Approved Radar Tower Option and removal of the chain link fence	
Hazards and Hazardous Materials				
4.6-1	Following demolition of structures, but prior to any grading activity or public access within the former Almaden Air Force Station, MROSD will hire a qualified hazardous materials specialist to prepare a focused pesticide soil testing and remediation program. The soil testing program will be prepared according to the recommendations in Northgate's Sampling and Analysis Report. Based on the focused soil testing program, the perimeters and depths of soils containing contamination above residential ESLs shall be specifically defined. Once these areas are defined, construction barriers or fencing shall be placed around the areas prior to initiating construction within other areas of the project site. No construction or public access may occur within the demarcated areas of contamination until the following remediation occurs: The qualified hazardous materials specialist will prepare a remediation plan for excavation and disposal of contaminated soils. The goal of the remediation plan will be to remove all soils containing chemical concentrations in excess of California human health screening levels and render excavated soil suitable for disposal at an appropriate landfill, unless the soils can be suitably treated on site, to below screening levels, in which case the soils can be disposed onsite. Soil removal	MROSD	Following demolition and prior to any grading and public access	

Mitigation Monitoring Plan				
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	activity will be completed in accordance with state and local regulatory requirements that provide specific targets for protection of human health.			
4.6-5 (Voluntary)	MROSD will implement the following fire hazard minimization measures recommended by Wildland Resource Management: **Construction-Related Fire Risk Reduction** Prior to initiation of construction (including activities associated with mitigation measures, such as vegetation clearing), MROSD's contractor will prepare a fire prevention plan. This fire prevention plan will include such measures as a list of tools to have on hand, proof of spark arrestors on all gas-powered engines, a description of available communications, specifications for the supply of water to have on hand, and descriptions of other actions that will reduce the risk of ignition and immediate control of an incipient fire. This requirement should be included in the contract with the District.	MROSD	Before Construction	
	To minimize the risk of wildfire ignition, all motorized vehicles, including earth-moving equipment, used during this project will be equipped with spark arresters, per California Public Resources Code 4442, and Health and Safety Code 13001 and 13005. Other motorized vehicles used on the project site will not be parked where vegetation may come in contact with exhaust systems and catalytic converters.	MROSD	Before and During Construction	
	Fuel Management and Fire-safe Restoration Design Prior to initiating construction of the restoration areas, MROSD will prepare a site-specific fuel management plan for the these areas as part of the specific site planning and design that dictates which species of trees/shrubs should be removed or pruned, and which plants should be planted or maintained (i.e., conifers may be replaced with hardwoods to reduce the chance of torching and ember production and distribution). The plan will include measures above and beyond MROSD's standard fuel management plan, such as a strategically located visitor safety zone, which includes fuel conditions appropriate for a safety zone (i.e., large paved or graveled area such as a parking lot). This area will need to be	MROSD	Before Construction and During Operation	

Mitigation Monitoring Plan				
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	inspected at least annually for compliance. The site-specific fuel management plan will apply to the former AFS housing area, and the summit areas, where the environmental restoration is proposed. The fuel management plan will also identify indigenous plant materials and/or seed mixes at staging areas or along trails. Indigenous plants are ideal due to their low maintenance and drought and fire resistant characteristics. The vegetation palette for the proposed restoration will identify native species that are shrubby or non-curing herbaceous cover (as opposed to grassy species), with little ignition potential. Plantings will be irrigated at least twice during the summer season to keep the moisture of the vegetation foliage high (keeping the dead material wet is not effective); if plantings cannot be irrigated twice a year, fuel volume will be reduced to meet the equivalent results in fire hazard. The spacing and design of the vegetation is more critical than the species planted. The restoration design will place plant species such that appropriate horizontal spacing occurs between masses of shrubs and specimen trees and appropriate vertical spacing will occur between tree branches, shrubs, and ground cover. This will discourage the creation of "fuel ladders"—a continuous fuel path by which a fire can climb from the ground to a shrub, to a tree, and ultimately produce and distribute embers than can start new fires far away. The restoration design will identify a palette of appropriate native plant species that have a low fuel volume and high foliar moisture and do not have a tendency to produce and "hold" dead wood and which also have a proper growth form. Factors that must be considered in rating the fire performance of plants include: 〉 Total volume. The greater the volume of plant material (potential fuel) present, the greater the fire hazard. 〉 Moisture content. The moisture content of plants is an important consideration; high levels of plant moisture can both lower fire risk and act as a heat sink if a fire occurs, reducing its intensity and spread. 〉 Amount and distribution of dead material. The amount of dead material in a given plant influences the total amount of water in the overall plant; the			

Mitigation Monitoring Plan				
Mitigation Measure No.	**Measure Description**	**Monitoring Agency**	**Implementation Schedule**	**Monitoring Compliance Record (Name/Date)**
	dead material is usually much drier than living tissue. Whereas dead material rarely has a moisture content higher than 25%, live foliage moisture content ranges from 60 to 80% for chaparral species in xeric conditions to a high of 200 to 400% for succulent plants or plants under irrigation. 〉 Size of leaves, twigs, and branches. Materials with large surface areas (such as needles, twigs, or large flat leaves) dry more rapidly under fire conditions than materials with lower surface ratios (such as branches and fleshy leaves). 〉 Geometry and arrangement of the plant (overall spatial distribution of the biomass). The shape of a plant and the way in which the biomass is distributed throughout the plant is important because this bulk density affects the air flow and heat transfer through the plant. The arrangement of material within the plant affects its fuel continuity and its tendency to undergo preheating and promote fire spread. Examples of plants that may be appropriate include (but are not limited to) the following: coffeeberry, madrone, coast live oak, bay, ceanothus, and toyon. Examples of species to remove include coyote brush, black sage, and sagebrush. The fuel management plan will include a maintenance component. The maintenance program will require annual removal of dead material and maintenance of the vertical and horizontal spaces that create a fire-safe design. Maintenance requirements are incorporated in the District guidelines.			
Air Quality				
4.7-1	MROSD and all construction contractors shall implement the following basic control measures during construction, per BAAQMD's Air Quality Guidelines: 〉 All un-compacted exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall either be watered two times per day when average winds exceed 20 miles per hour (mph) or covered with a dust palliative (e.g., mulch, straw). If watered, watering shall be done at a frequency adequate to maintain minimum soil moisture of 12%. Moisture content can be verified by lab samples or moisture probe.	MROSD	During Construction	

Mitigation Monitoring Plan				
Mitigation Measure No.	Measure Description	Monitoring Agency	Implementation Schedule	Monitoring Compliance Record (Name/Date)
	〉 All haul trucks transporting soil, sand, demolished building materials, or other loose material off-site shall be covered. 〉 Erosion control seed mix shall be planted in disturbed areas where appropriate as soon as possible and watered as needed for up to three years. 〉 During windy days, the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. 〉 All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 〉 All vehicle speeds on unpaved roads shall be limited to 15 mph. 〉 All roadways, driveways, and sidewalks that are planned as part of the project to be paved shall be completed as soon as possible. Any building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 〉 Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measures (ATCM) Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage about this requirement shall be provided for construction workers and truck drivers at all access points. 〉 All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 〉 Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.			

Mitigation Monitoring Plan				
Mitigation Measure No.	**Measure Description**	**Monitoring Agency**	**Implementation Schedule**	**Monitoring Compliance Record (Name/Date)**
4.7-5	Utilizing a qualified geologist, project-related construction and grading would be sited to avoid ultramafic rock to the maximum extent feasible. If construction or grading in ultramafic substrates would be unavoidable, MROSD shall conduct an investigation to determine whether and where NOA is present. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the project site then MROSD shall comply with the requirements of BAAQMD's naturally occurring asbestos program by submitting an Asbestos Dust Mitigation Application and any other applicable notification forms to BAAQMD pursuant to BAAQMD's Air Toxic Control Measure (ATCM) Inspection Guidelines Policies and Procedures. Completion of the Asbestos Dust Mitigation Application largely consists of the development of an asbestos dust control plan, which specifies measures for preventing or minimizing the generation of NOA-containing dust associated with track-out onto paved public roads, active storage piles, inactive disturbed surfaces and storage piles, traffic on un-paved surfaces and roads, earthmoving activities, off-site transport of materials, and stabilization of disturbed soil surfaces post construction. In order to fulfill the requirements of Section 93105 of the California Health and Safety Code, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations," the asbestos dust control plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds, that shall be taken to ensure that no visible dust crosses the property line. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 4.7-1. MROSD shall submit the plan to BAAQMD for review and approval before construction. Upon approval of the asbestos dust control plan by BAAQMD, the MROSD shall ensure that construction contractors implement the terms of the plan throughout the construction period.	MROSD	Prior to and during Demolition	
Traffic and Circulation				
4.10-1	MROSD shall implement the following mitigation measures to improve roadway condition/operation during and after construction. These measures would be required with or without removal of the radar tower. 〉 Improve and repave Mt. Umunhum Road to increase vehicle accessibility	MROSD	Before, During, and After Construction	

Mitigation Monitoring Plan				
Mitigation Measure No.	Measure Description	Monitoring Agency	Implementation Schedule	Monitoring Compliance Record (Name/Date)
	after completion of demolition. In the interim, provide necessary temporary improvements (e.g. pothole repairs). › Survey the demolition and construction truck route between Mt. Umunhum Road and Almaden Expressway (or Camden Avenue) before project initiation and after all work is completed. Provide repair as required to all road segments with documented pavement degradation due to project trucks. › Post signs along the narrower two-lane sections of construction haul routes informing bike riders as well as local drivers of dates and times of potential truck traffic. › Post signs of potential delay in advance of construction/excavation sites along Mt. Umunhum Road. › Ensure communication links between truck drivers so they are aware when there will be uphill and downhill truck traffic at the same time on Mt. Umunhum Road and/or Hicks Road. › Survey Mt. Umunhum Road on a weekly basis during all demolition off haul, excavated material haul and any fill importation to determine whether pavement condition remains adequate in all locations along Mt. Umunhum Road for safe truck traffic activity. If not, provide interim pavement repairs as needed.			

ATTACHMENT 3

RESOLUTION NO. 12-XX

MIDPENINSULA REGIONAL OPEN SPACE DISTRICT
RESOLUTION APPROVING THE
MOUNT UMUNHUM ENVIRONMENTAL RESTORATION AND PUBLIC ACCESS PROJECT

WHEREAS, the Midpeninsula Regional Open Space District (MROSD or the District) acquired the former Almaden AFS and all remaining facilities at the site in 1980; and

WHEREAS, the primary goal for the overall Mount Umunhum Environmental Restoration and Public Access Project is to establish a fiscally and environmentally sustainable visitor destination that aligns with the District's mission by balancing public access, enjoyment, and education with environmental restoration; and

WHEREAS the overall project includes several elements, including 3 options for a radar tower (which encompass two interim near-term actions), trails, and demolition of existing buildings on the site but not necessarily including demolition of the radar tower; and

WHEREAS, the District certified that an EIR was prepared for the proposed project, including all elements, and that the EIR was completed in compliance with the California Environmental Quality Act; and

WHEREAS, a Mitigation Monitoring Plan has been prepared to address implementation of all project components; and

WHEREAS, the Board has conducted multiple planning meetings, as well as a number of hearings related to the project and the CEQA process; and

ATTACHMENT 3

WHEREAS, substantial public interest has been expressed in one component of the project, the options for addressing the radar tower; and

WHEREAS, the Board has reviewed all project materials including the EIR and its appendices, staff reports, and attachments; and

WHEREAS, the Board previously approved the demolition of all buildings on the project site except the radar tower, approved implementation of all proposed improvements except those located on the summit, removed the backpack camp from the proposal, and certified the EIR.

BE IT RESOLVED by the Board of Directors that implementation of the overall project, including development of summit improvements and partially removing the tower but leaving a publically accessible foundation (Radar Tower Option 2), is approved.

ATTCHMENT 3

RESOLUTION NO. 12-XX

MIDPENINSULA REGIONAL OPEN SPACE DISTRICT
RESOLUTION APPROVING THE
MOUNT UMUNHUM ENVIRONMENTAL RESTORATION AND PUBLIC ACCESS PROJECT

WHEREAS, the Midpeninsula Regional Open Space District (MROSD or the District) acquired the former Almaden AFS and all remaining facilities at the site in 1980; and

WHEREAS, the primary goal for the overall Mount Umunhum Environmental Restoration and Public Access Project is to establish a fiscally and environmentally sustainable visitor destination that aligns with the District's mission by balancing public access, enjoyment, and education with environmental restoration; and

WHEREAS the overall project includes several elements, including 3 options for a radar tower (which encompass two interim near-term actions), trails, and demolition of existing buildings on the site but not necessarily including demolition of the radar tower; and

WHEREAS, the District certified that an EIR was prepared for the proposed project, including all elements, and that the EIR was completed in compliance with the California Environmental Quality Act; and

WHEREAS, a Mitigation Monitoring Plan has been prepared to address implementation of all project components; and

WHEREAS, the Board has conducted multiple planning meetings, as well as a number of hearings related to the project and the CEQA process; and

ATTCHMENT 3

WHEREAS, substantial public interest has been expressed in one component of the project, the options for addressing the radar tower; and

WHEREAS, the Board has reviewed all project materials including the EIR and its appendices, staff reports, and attachments; and

WHEREAS, the Board previously approved the demolition of all buildings on the project site except the radar tower, approved implementation of all proposed improvements except those located on the summit, removed the backpack camp from the proposal, and certified the EIR.

BE IT RESOLVED by the Board of Directors that implementation of the overall project, including development of summit improvements and demolition of the radar tower and environmentally restoring the footprint (Radar Tower Option 3), is approved.

ATTACHMENT 3

RESOLUTION NO. 12-XX

MIDPENINSULA REGIONAL OPEN SPACE DISTRICT
RESOLUTION APPROVING THE
MOUNT UMUNHUM ENVIRONMENTAL RESTORATION AND PUBLIC ACCESS PROJECT

WHEREAS, the Midpeninsula Regional Open Space District (MROSD or the District) acquired the former Almaden AFS and all remaining facilities at the site in 1980; and

WHEREAS, the primary goal for the overall Mount Umunhum Environmental Restoration and Public Access Project is to establish a fiscally and environmentally sustainable visitor destination that aligns with the District's mission by balancing public access, enjoyment, and education with environmental restoration; and

WHEREAS the overall project includes several elements, including 3 options for a radar tower (which encompass two interim near-term actions), trails, and demolition of existing buildings on the site but not necessarily including demolition of the radar tower; and

WHEREAS, the District certified that an EIR was prepared for the proposed project, including all elements, and that the EIR was completed in compliance with the California Environmental Quality Act; and

WHEREAS, a Mitigation Monitoring Plan has been prepared to address implementation of all project components; and

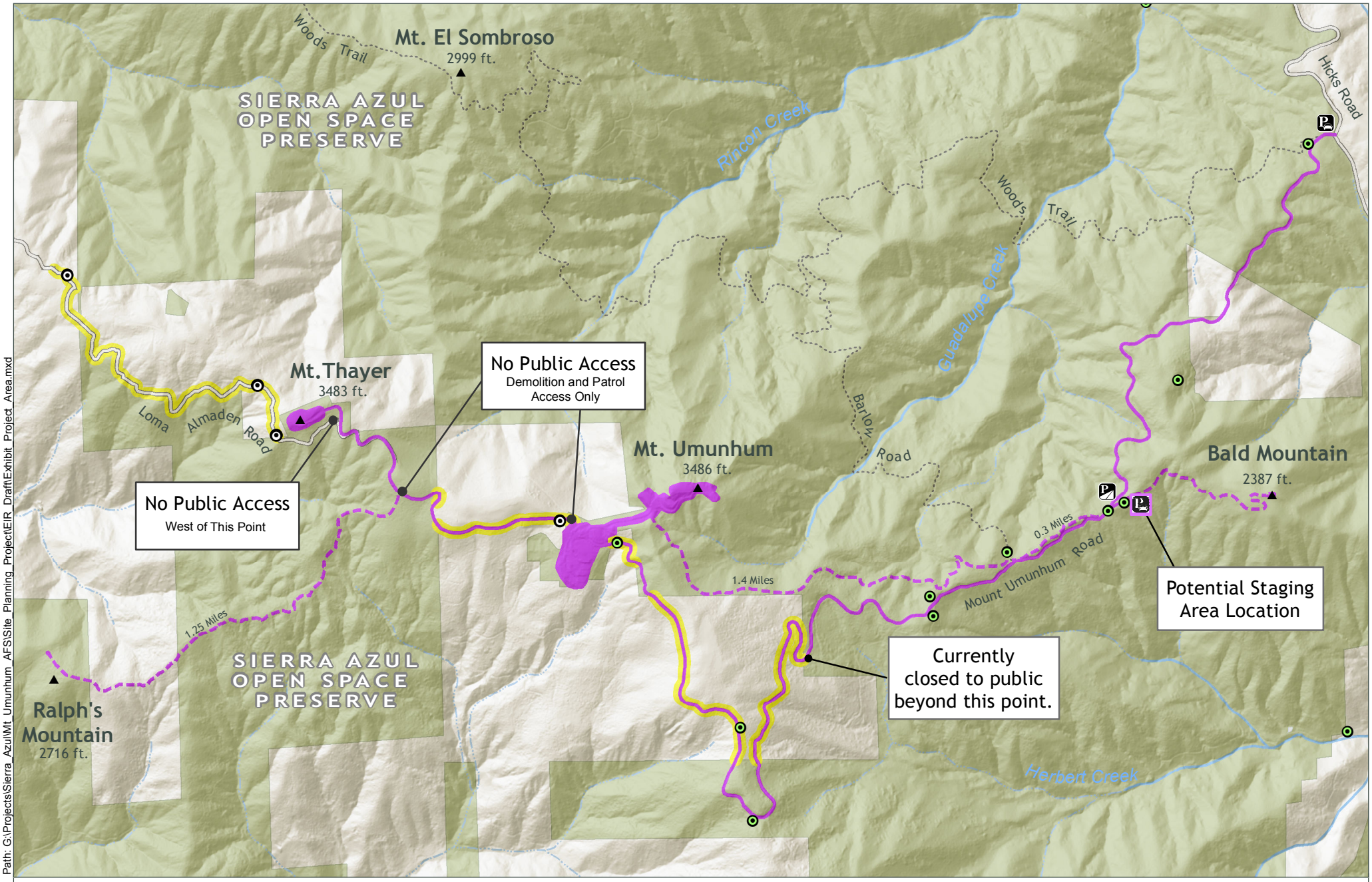
WHEREAS, the Board has conducted multiple planning meetings, as well as a number of hearings related to the project and the CEQA process; and

WHEREAS, substantial public interest has been expressed in one component of the project, the options for addressing the radar tower; and

WHEREAS, the Board has reviewed all project materials including the EIR and its appendices, staff reports, and attachments; and

WHEREAS, the Board previously approved the demolition of all buildings on the project site except the radar tower, approved implementation of all proposed improvements except those located on the summit, removed the backpack camp from the proposal, and certified the EIR.

BE IT RESOLVED by the Board of Directors that implementation of the overall project, including development of summit improvements and retaining and sealing the radar tower (Radar Tower Option 1), is approved.



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Project Area

- Project Site
- Potential Staging Area
- Mt. Umunhum Road
- Proposed Trail Connection

Existing Conditions

- MROSD Preserves
- Private Property
- MROSD Gate
- Private Property Gate
- Private Road
- Existing Trail

Midpeninsula Regional Open Space District

April 2011

Miles
0 0.5

While the District strives to use the best available digital data, this data does not represent a legal survey and is merely a graphic illustration of geographic features.

MOUNT UMUNHUM ENVIRONMENTAL RESTORATION AND PUBLIC ACCESS PLAN

Midpeninsula Regional Open Space District

Concept Plan

REGIONAL OPEN SPACE

RESTORATION DESIGN GROUP

Elements Approved
September 19, 2012

Elements Proposed for Approval
October 17, 2012

Restored Summit
Environmental Restoration / ADA-accessible Paths / Ceremonial Space / Seating

Radar Tower
(Three Options + Two Interim Actions)

Summit Court and Drop-off
Seating / Bicycle Rack / Potential Interpretive Center

Viewpoint / Ceremonial Space

Former Housing Area
Environmental Restoration / Picnic Tables / Non-potable Water / Dedicated 911 Call Box

Private Property Beyond This Point. Public Access to Mount Thayer, Lexington Basin and Woods Trail Not Yet Secured

Landing Zone

Flagpole Roundabout

Lower Parking

Toilet

Viewpoint

Summit Stairway

ADA-accessible Paths

ADA and Service Vehicle Accessible Ramp

ADA-accessible Parking and Drop-off

Emergency Vehicle Turnaround

Upper Parking

Toilet

Picnic Tables

Toilet

San Jose View

Santa Clara Valley View

ADA-accessible Path

ADA-accessible Interpretive Trail

Loma Prieta View

Coastal Mountain View

Santa Cruz View

Picnic Tables

Multi-use Trail

Hitching Post / Trough

Existing Water Tank

Picnic Tables

Temporary / Overflow Parking

Multi-use Trail

Multi-use Trail

Hitching Post / Trough

Picnic Tables

Toilet

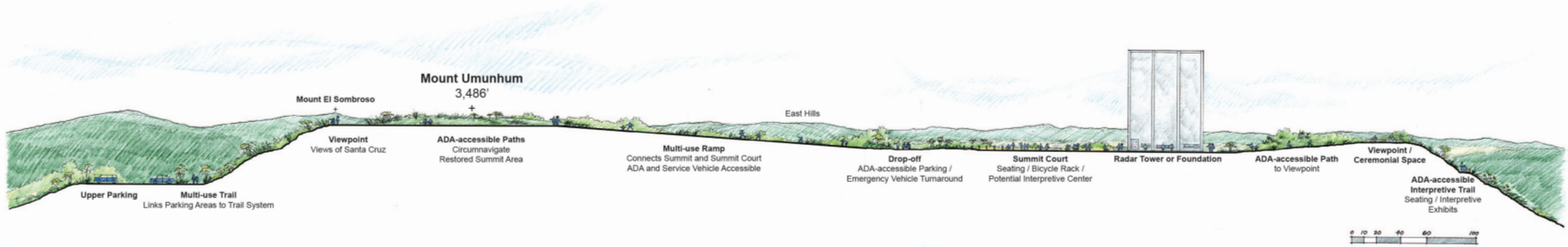
Mt. Umunhum Road

ADA-accessible Trail

Viewpoint

Multi-use Trail to Bald Mountain Parking Area

To Bald Mountain Parking Area



MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

Mount Umunhum Environmental Restoration and Public Access Project Sierra Azul Open Space Preserve

Project Summary

REGIONAL OPEN SPACE

Midpeninsula Regional Open Space District is poised to provide public access to the former Almaden Air Force Station and its spectacular panoramic vistas, located atop Mount Umunhum and nearby Mount Thayer. Situated about 13 miles south of San Jose and three miles southeast of Los Gatos, Mount Umunhum is one of the highest peaks in the Santa Cruz Mountains and forms the scenic backdrop to the Santa Clara Valley, see Figure I (Regional Location). The project site was previously owned and operated by the federal government as the Almaden Air Force Station (AFS) until it was decommissioned in 1980. MROSD purchased the site in 1986 and now manages it as part of the 18,000-acre Sierra Azul Open Space Preserve.

The U.S. Army Corps of Engineers abated hazardous materials from the site in 2011 and demolition of all but one structure is scheduled to be complete by spring or summer 2013. The one structure still under consideration is an 80-foot-tall concrete base for a Cold War-era radar dish, visible from the Santa Clara Valley and points beyond.

Sierra Azul Open Space Preserve

The Mount Umunhum Environmental Restoration and Public Access Project (Project) is the result of an extensive and ongoing public planning process, guided by the Sierra Azul/Bear Creek Redwoods Ad Hoc Committee. The purpose of the Project is to provide public access opportunities for the former Almaden AFS located atop the summits of Mount Umunhum and Mount Thayer, and to engage in public outreach and perform the environmental review process pursuant to California Environmental Quality Act (CEQA) necessary to develop the Project. With final Project approval by the Board of Directors in October 2012, this Project Summary contains a description of all the Project elements and phased implementation approach that will enable visitors to reach the summit of Mount Umunhum, which has been closed to the public for 26 years due to the presence of hazardous materials on the former Almaden AFS.

The goal of the Mount Umunhum Environmental Restoration and Public Access Project is to establish a fiscally and environmentally sustainable visitor destination that aligns with the District's mission by balancing public access, enjoyment, and education with environmental restoration. This goal will be achieved through the following objectives:

- Create a destination that is accessible to and accommodates a broad range of user groups and introduces new visitors to open space.
- Remove or permanently cap physical hazards and restore the native landscape and habitat for wildlife as much as possible.
- Provide minimalist visitor amenities that complement and highlight the world-class views and open space experience.
- Provide ample, rich, and diverse trail experiences for hikers, bicyclists, and equestrians.
- Highlight the rich natural and cultural history of the site through self-discovery and focused interpretive and educational opportunities.

The Project will create an accessible and accommodating destination, removing hazards and restoring the native landscape, providing minimalist amenities and ample trails, and highlighting the natural and cultural history of the site. Environmental restoration actions to re-establish natural topography and vegetation at the former Almaden AFS are a key component of opening the site to public use.

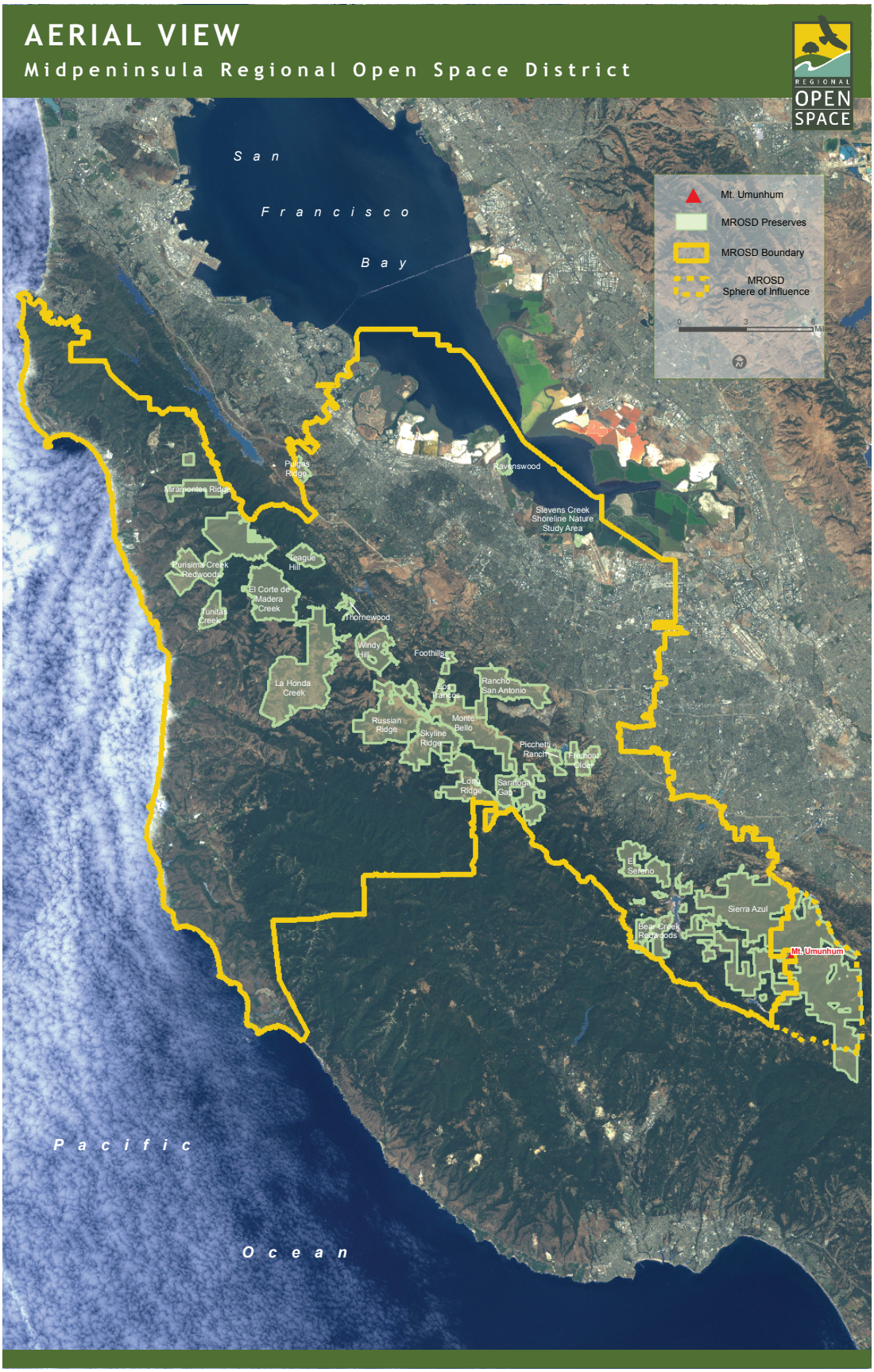


Figure 1. Regional Location

Project Elements

Individual elements of the Project, shown conceptually in Figure 2 (Conceptual Site Plan), are divided by subject and briefly described below. Note that while the full range of the opportunities for public enjoyment at Mount Umunhum are described, implementation of individual components may be phased as funding, property ownership, access easements, and other constraints allow.

Public Access

Providing access to people of all abilities to the summit of Mount Umunhum is a primary goal of the Project. Access to the summit via a new, multi-use trail from the Bald Mountain trailhead will be provided in the first phases of the Project. A new 30- to 40 stall parking lot will be constructed at this trailhead. As funding allows, up to two paved-surfaced and one gravel-surfaced parking lots will be constructed in the summit area. Adjacent to the peak, a summit court will provide a paved passenger and emergency vehicle turnaround and Americans with Disabilities Act (ADA)-accessible parking.

Vehicular Access

The project site is accessed by Mt. Umunhum Road, portions of which are held in private ownership. The last two miles of the road are currently closed to the public.

Public access rights to these sections must be acquired prior to allowing public vehicular use of the road. If approved by the Board and following resolution of this issue, public vehicular access will be phased in over time. In the early phases, a permit system will allow a limited number of vehicles to access the summit. Full driving access will be provided once funding is secured to implement necessary repairs and safety upgrades to Mt. Umunhum Road.

Native plant communities, including chaparral and mixed evergreen forest, will be restored on site.

Future location of the Bald Mountain Staging Area

Trails

Hikers, bikers, and equestrians will access the summit via a 1.7-mile multi-use connector trail originating at the new Bald Mountain staging area (Barlow Road trailhead). A short hiking-only loop trail at the summit will provide access to site amenities, viewpoints, and interpretive features. In later phases, a second connector trail from the west will link Ralph's Mountain and the Lexington Basin to Mount Thayer. Dogs will not be permitted on the new trails or at the Mount Umunhum summit.

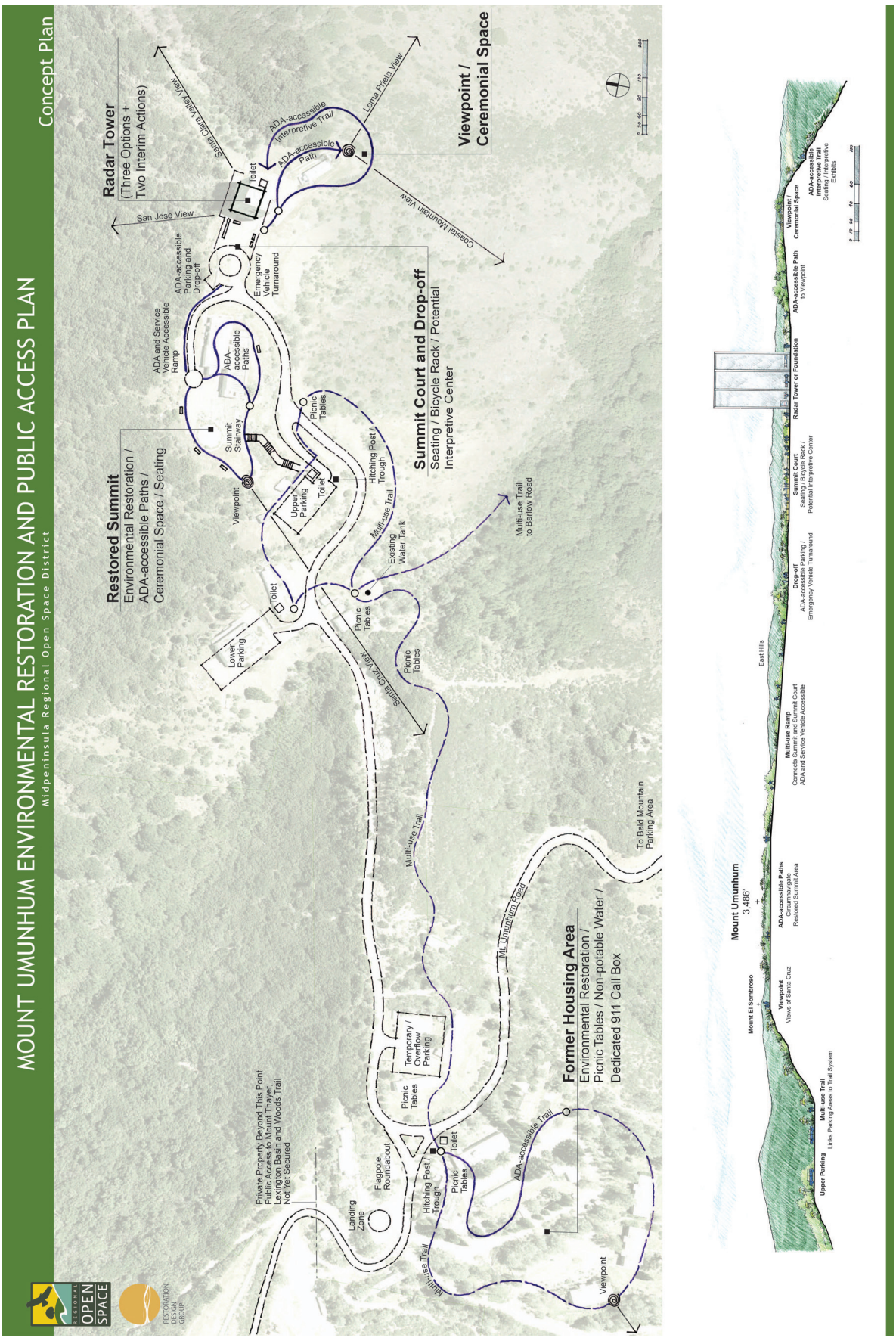
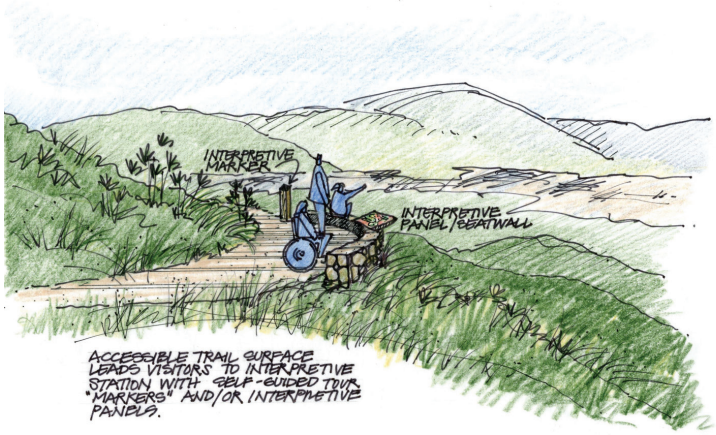


Figure 2. Conceptual Site Plan

Visitor Amenities

Two viewpoint/ceremonial spaces will provide a peaceful place for contemplation. Other potential amenities include benches, picnic tables, wind and shade protection, vault toilets, a dedicated emergency callbox, hitching posts, bicycle posts, and non-potable water (for horses and fire protection) contained in one or more onsite water tanks. A small visitor center may be phased in over time as funding and other constraints allow.



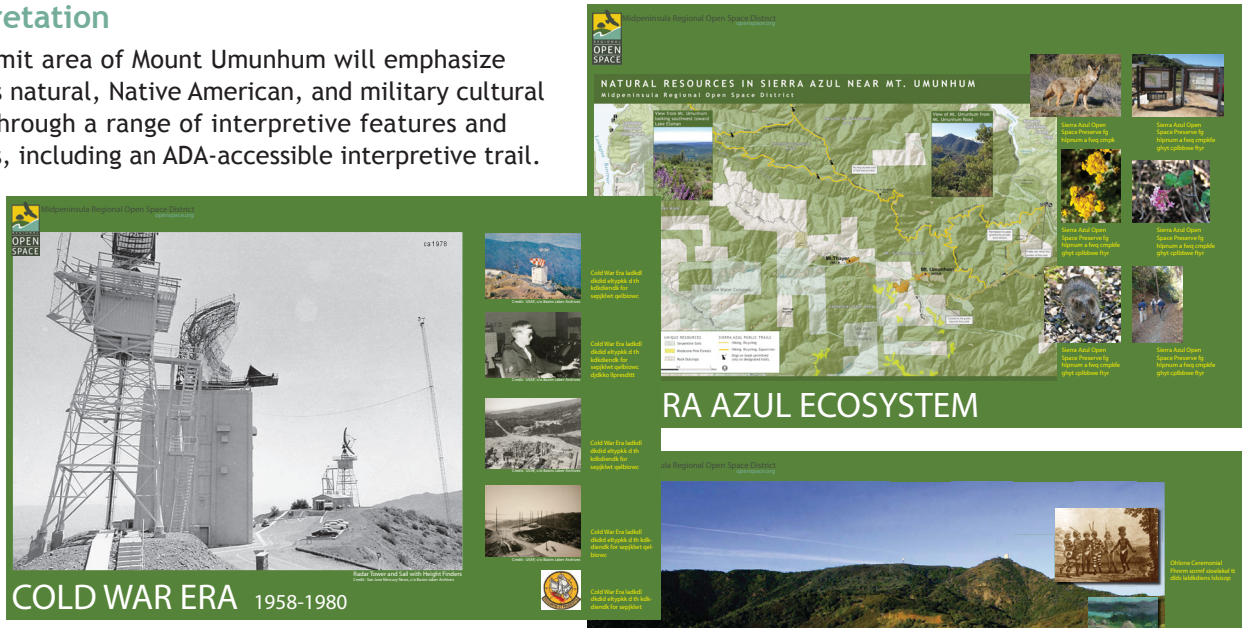
ADA Accessible Trail Features

Hang Gliding and Paragliding

A hang gliding/paragliding launch site and landing area will be provided as part of the Project, following the established Windy Hill Open Space Preserve model. The launch site will be located at the Mount Umunhum summit away from highly concentrated uses and will ideally allow launches to the east via a short, steep, clear runway. The final launch site will be determined during later design development. Landings will be permitted at Bald Mountain. Motorized aircraft will not be permitted.

Interpretation

The summit area of Mount Umunhum will emphasize the site's natural, Native American, and military cultural history through a range of interpretive features and elements, including an ADA-accessible interpretive trail.



Conceptual Interpretive Panels: Natural History, Military History, Native American Prehistory

Public Access Phasing

If allowed via special permission to use the road, special docent-led tours may bring participants to the summit following demolition, provided that safety precautions are in place for the one potentially remaining building, the radar tower. Access to the summit by hikers, bicyclists, and equestrians may begin shortly after the new trail to the summit from Bald Mountain is completed. Mt. Umunhum Road is expected to function as the main access route to the summit in the long-term. Limited vehicular access by the public via special permit may begin shortly after resolving public access rights for use of the road and implementing road safety upgrades. Full vehicle access and/or access via shuttle service may begin following more extensive roadwork, including a resurfacing of Mt. Umunhum Road. Note that public access between Mount Umunhum and Mount Thayer is not included in this Project.

View to the East From Bald Mountain, Sierra Azul Open Space Preserve

Operations

Staffing, and Security

The Project is dependent on additional staffing to carry out the public access elements as described. Upon full build-out of the Project, two additional rangers and one maintenance field staff position are estimated to be necessary to meet patrol and maintenance needs for the site. One additional administrative staff position is also estimated to be necessary to carry an increased workload to manage docents, permitting, and volunteer activities, especially if a visitor center is established. The Project includes a dedicated emergency 911 callbox, and an emergency vehicle turnaround for large emergency equipment such as fire trucks.

Mount Umunhum will be open during typical Preserve hours (sunrise to one-half hour after sunset).

Visitor Use Estimates

Preliminary use estimates have been developed for the Project that assume a long-term, fully-developed, vehicle-accessible site based on observed traffic levels at Mount Hamilton. Mount Hamilton is a local mountaintop which was determined to be most similar to Mount Umunhum in terms of visitor appeal, distance to an urban center, and level of facility development. Using this method, it is estimated that visitation will range from 35,000 to 40,000 visitors annually.

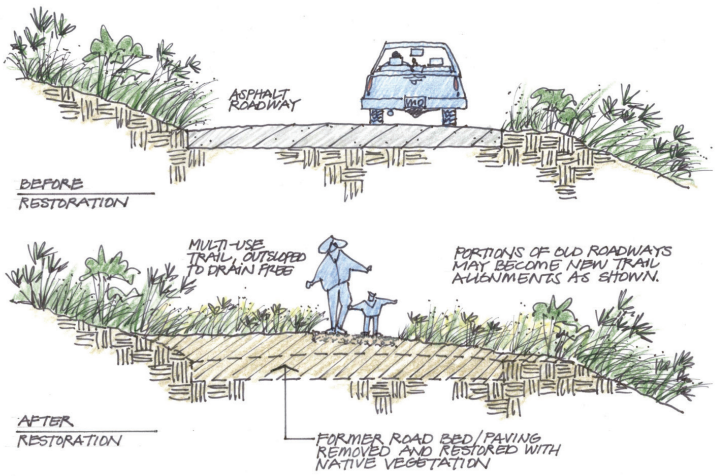
However, because it is impossible to know with certainty what future visitor levels will be, it is the District's intention to utilize an adaptive staffing management strategy for the Project.

Utilities

Non-potable water for horses will either be purchased from nearby landowners or from a commercial source and stored on site in one or more water tanks. All restrooms will be vault toilets that require no water or sewage connections and will be regularly pumped by District staff or an outside septic service, as necessary. Solar electricity will be generated on site as needed. Small solar panels will be associated with each light, appliance, and/or structure (i.e., a small solar panel will be placed on top of the 911 call box post, and small solar panel arrays placed on a future visitor center). Propane gas, if needed, will be stored in small, residential-style, aboveground tanks.

Environmental Restoration

Habitat restoration and landform restoration (re-creating original topography, including natural drainage swales) will provide a foundation for re-vegetation using appropriate native plant species. The network of legacy roads and building pads from the former Almaden (AFS) era were inherited by the District at the time of land purchase. Just as heavy equipment was necessary to create the former Almaden AFS, it is necessary to use similar equipment to restore the area to a more natural condition.



Habitat Restoration with Native Vegetation

The District intends to return much of the area to its former topography by performing physical restoration of the stream channels, swales, and hills. This will allow rainfall to find its former pathways in channels that evolved over time to carry streamflow down the mountain. Some vegetation in the vicinity of the restoration work will be cleared and stockpiled. It will later be spread on the finished slope to provide microclimates for vegetation regeneration and to provide habitat for insects, birds, and small mammals. Multi-use trails are planned to be constructed in conjuction with environmental restoration efforts. Where feasible, species from the existing native plant community will be selected to replant some of the finished slopes, especially those having low flammability where possible, to accelerate the natural revegetation process. There will be construction scars, but they will be temporary. In a few years, natural succession will enable vegetation to re-establish and blend with the surrounding vegetation so that in the long term, visitors will not recognize they are traveling along the path of a former paved road but will instead enjoy a scenic trail that blends seamlessly into the landscape.

Excavation of a drainage channel with heavy equipment by District crew as part of habitat restoration

Project Implementation

Implementation of the Mount Umunhum Environmental Restoration and Public Access Project will be phased as funding is made available. Phase I includes above-and below-ground demolition of structures at the former Almaden AFS, and is anticipated to occur over a period of three or four months beginning in November 2012 and concluding in April 2013. The total cost of the Cleanup Phase is anticipated to be $4.3 to $4.6 million.

Capital costs for all phases of the Project total approximately $13.1 million (in 2011 dollars). The District will consider long-term operational and maintenance costs prior to initiating each Project element to ensure that adequate long-term resources can be committed. It is assumed that new funding sources, including grants and private donations, will be secured prior to implementation of all Mount Umunhum projects.

Following demolition, Project implementation will be phased in general as follows (also see Figure 3 (Cost and Phasing Summary) on the following page).

Phase II, Trails and Staging

1. Approximately 30-40 vehicle parking area on Mount Umunhum Road near Bald Mountain
2. Multi-use trail from the parking area to the summit for hikers, bicyclists, and equestrians
3. Environmental restoration (re-establishing natural drainage features and native plants)
4. Minimal and preliminary site amenities at the summit, including vault toilet and trail; may include seating, shade, and summit loop trail

Phase III, Radar Tower and Summit Area

1. Environmental restoration (other summit area improvements are discussed in the Unscheduled Phase of the Project and dependent on outside factors)

Phase IV, Additional Project Development

1. Interpretive site amenities and programming
2. Multi-use trail throughout summit area
3. Further environmental restoration
4. Potential visitor center

Unscheduled Phase – dependent on outside factors (e.g. funding, negotiations, etc)

1. Implementation of the Board-approved radar tower option
2. Limited, permit-only driving access to the summit, once ownership issues have been resolved on Mt. Umunhum Road, with the following considerations:
   - Limited number of permits per day;
   - Offered on select weekend and holidays between April and November;
   - Subject to weather;
   - Issued on a first-come, first-served basis.
3. Safety and road upgrades to Mount Umunhum Road once road access issues have been resolved; once completed and parking is made available at the summit, general public access by vehicle allowed and permit-only vehicle access discontinued.
4. ADA accessible trail construction at summit area (dependent on public vehicle access).

Mount Umunhum, Sierra Azul Open Space Preserve

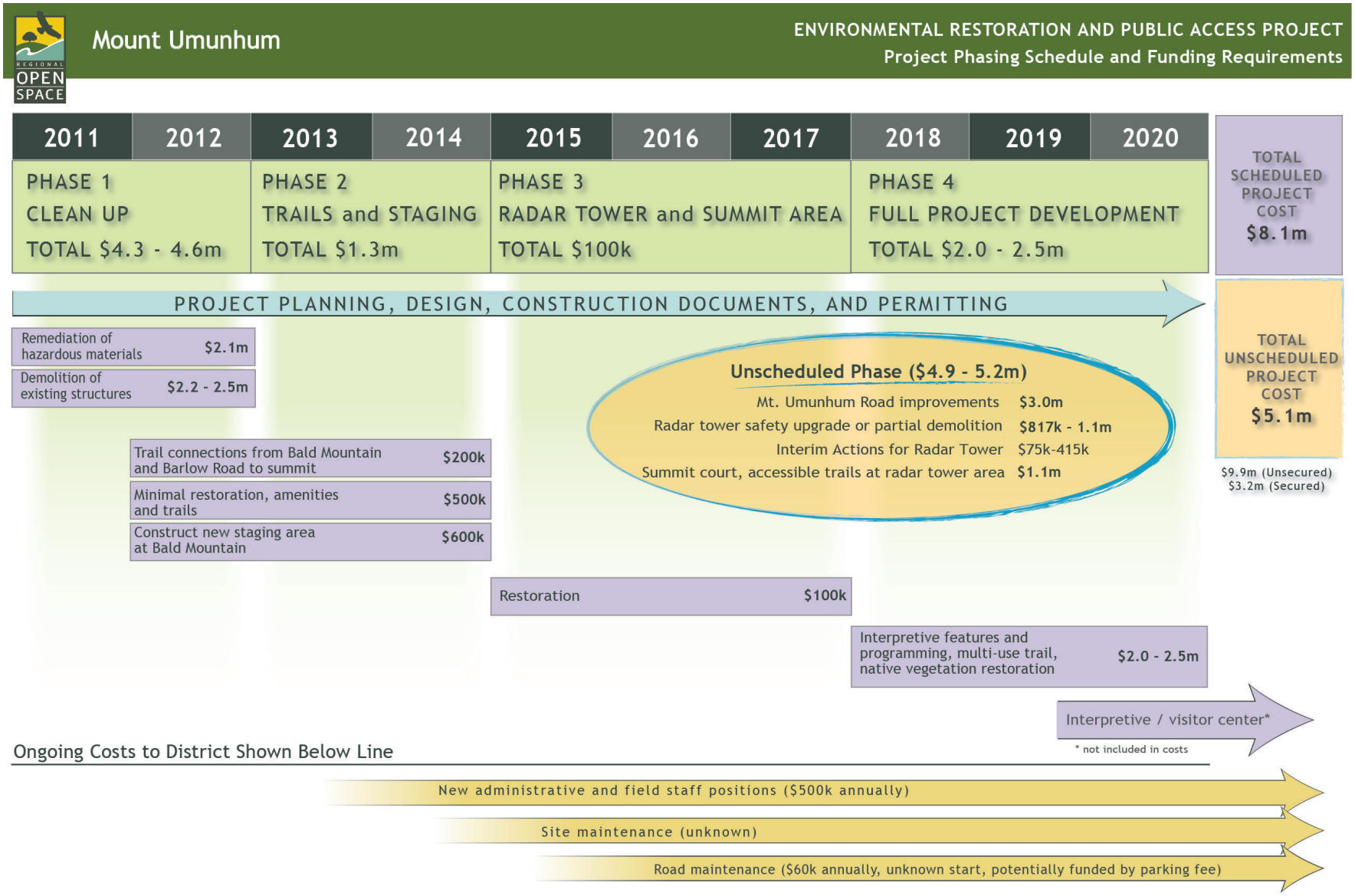
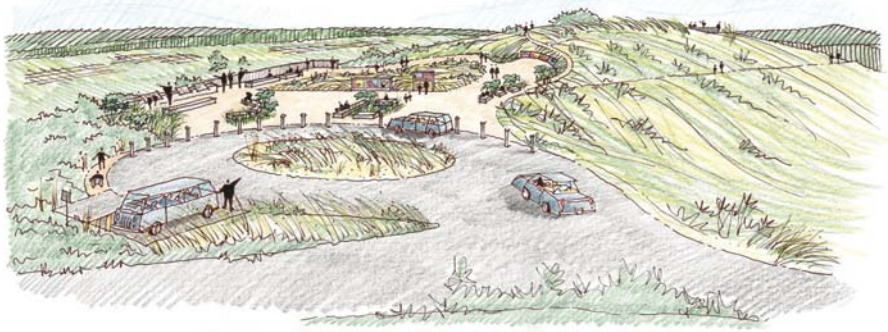
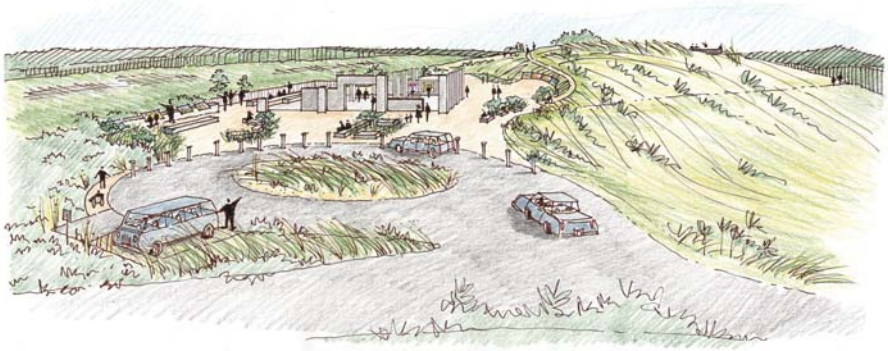


Figure 3. Cost and Phasing Summary

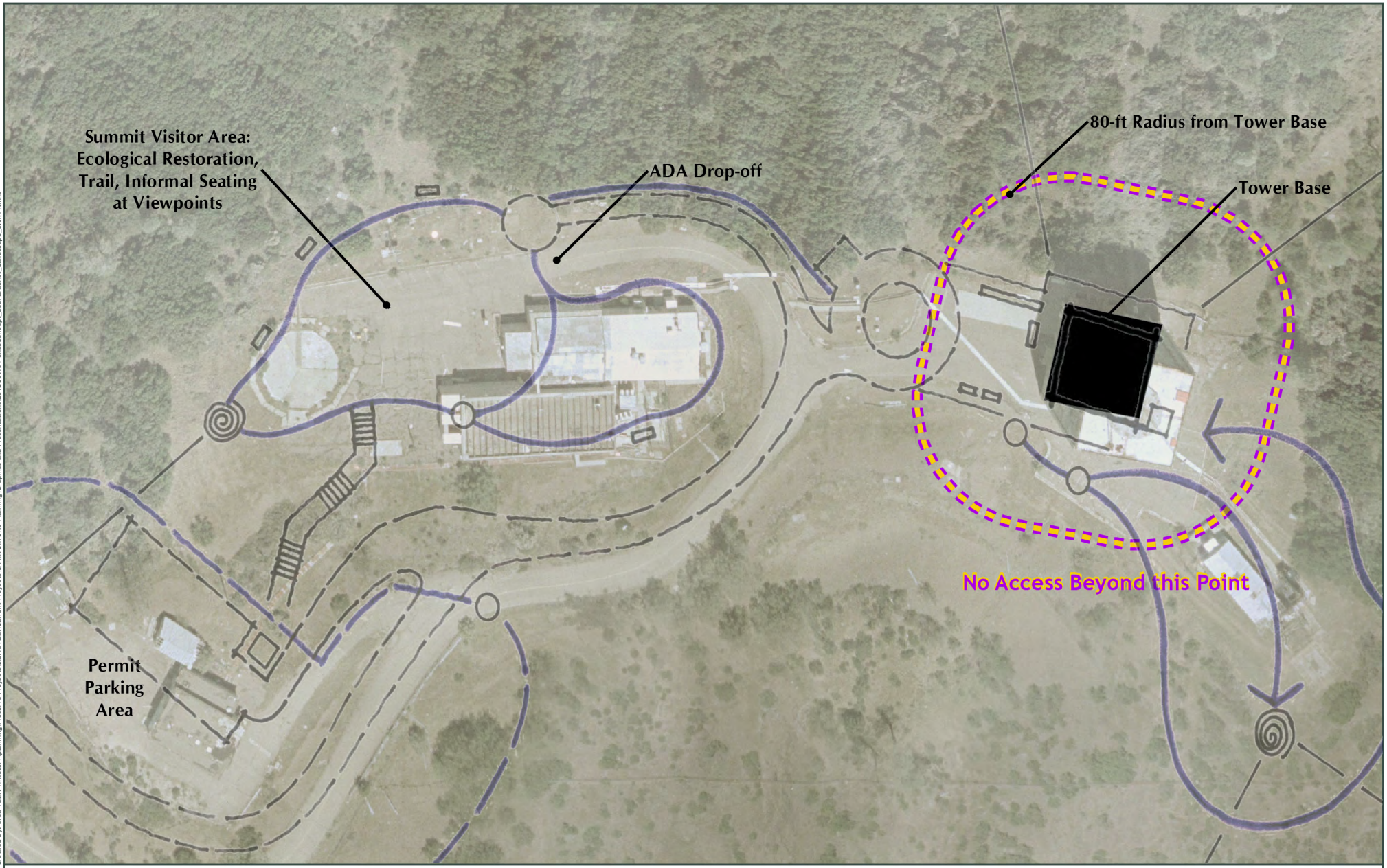


Restoration



Open Air

Retain and Seal



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Interim Action B: Near-term fence around structure while seeking external partnerships

Midpeninsula Regional Open Space District *(MROSD)*

October, 2012

Feet 0 50 100

Map used to show 80-ft radius from the tower in board meeting Oct 17th, 2012

Evaluation of Each Radar Tower Option against the Board-Approved Factors to Consider for Existing Structure

	Retain and Seal	Open-air with lowered walls	Restoration	Interim Action A: Near-term repair / seek partnerships	Interim Action B: Near-term fence/ seek partnerships
Board-adopted District Policies	Acknowledges the historical merit of the tower but does not align with policy to seek partnerships to fund retention or rehabilitation[2] for such structures.	May not align with policy to seek partnerships to fund retention or rehabilitation of structures with unique historical merit.	Aligned with basic District Policy to provide low-intensity recreation; may not be aligned with policy to seek partnerships to fund retention or rehabilitation of structures with unique historical merit.	Although not deemed eligible for listing on the National or California Historic Register, the tower can be considered a "structure of unique historical merit" and/or an "improvement which contributes to the character of the site"[1] For such structures, policy indicates that the District seek partnerships to fund retention or rehabilitation.[2]	Same as short-term safety upgrade
Compatibility with Open Space Character of the Site	Not aesthetically compatible with natural setting; tower obstructs some sweeping views but does not detract from tranquil experience or prevent public from traveling around the tower to experience views	Reduced height lessens impact on aesthetics, could be designed to blend in with natural setting	Most compatible with natural setting	Not aesthetically compatible with natural setting; tower obstructs some sweeping views but does not detract from tranquil experience or prevent public from traveling around the structure to experience views	Not aesthetically compatible with natural setting, and fence would block access to summit area beyond the tower and prevent public from enjoying all available views
Historic and Educational Value	Highest opportunities for education and historic interpretation both on and off the site via the tower itself and onsite exhibits	High opportunities for education and historic interpretation for visitors on the site via onsite exhibits and remaining walls/ footprint	Moderate opportunities for education and historic interpretation via onsite exhibits	Highest opportunities for education and historic interpretation both on and off the site via the tower itself and onsite exhibits	High opportunities for education and interpretation, however, effectiveness of the tower as an interpretive feature is decreased as viewed from on the site

[1] Policies Regarding Improvements on District Lands, Section C, Discussion.
[2] Basic Policies, Cultural Resources, Section E.

	Retain and Seal	Open-air with lowered walls	Restoration	Interim Action A: Near-term repair / seek partnerships	Interim Action B: Near-term fence/ seek partnerships
Potential Financial Cost, Incl. Liability and Management[3]	$1.1m/$1.9m including 40-year maintenance	$816,953	$614,319	$414,855	$74,200
Partnership Opportunities / Cooperation	High potential for friends group or other public/private partnership	Moderate potential for partnership opportunities	Limited potential for partnership opportunities	Highest potential; assumes a sunset date for seeking partnership opportunities	Highest potential; assumes a sunset date for seeking partnership opportunities
Proposed and Potential Uses	Interpretive feature, waypoint from valley floor	Interpretive feature, public gathering / seating place	Restored open space area	Interpretive feature, waypoint from valley floor	Interpretive feature, waypoint from valley floor
Public Sentiment and Input	Most support	Some support	Some support	Unknown	Unknown
Regional Importance or Value	Retains symbol of the region's role in the Cold War/military history and connection to silicon valley; visual point of reference	Retains modified symbol of region's role in Cold War; connection o military history and silicon valley	Removes symbol of Cold War Era; removes built feature on skyline	In the interim, retains symbol of the region's role in the Cold War/military history and connection to silicon valley; visual point of reference	In the interim, retains symbol of the region's role in the Cold War and connection to military history/silicon valley; however effectiveness may be decreased; visual point of reference
Consistency with Strategic Plan	Least alignment	Less alignment	Aligns	Aligns if outside funding/partnerships are secured	Aligns if outside funding/partnerships are secured
Tradeoffs and Impacts on District Resources	Potentially high	Potentially moderate	Low	Low initially; long-term impacts dependent on outside funding and partnerships	Low initially; long-term impacts dependent on outside funding and partnerships
Visitor Experience	Detracts from visitor experience of natural open space, but adds cultural interest	Does not significantly detract from visitor experience of open space, and adds cultural interest	Adds to visitor experience of open space	Detracts from visitor experience of natural open space, but adds cultural interest	Detracts from visitor experience of natural open space and detracts from cultural interest

[3] Conceptual Cost Estimate for Construction and 40 year Maintenance, Restoration Design Group, 2012.