



Midpeninsula Regional
Open Space District

R-16-96
Meeting 16-18
August 10, 2016

AGENDA ITEM 6

AGENDA ITEM

Resolution Approving a Second Addendum to the Final Environmental Impact Report for the Mount Umunhum Environmental Restoration and Public Access Project

GENERAL MANAGER'S RECOMMENDATION

Adopt a resolution approving a Second Addendum to the certified Final Environmental Impact Report for the Mount Umunhum Environmental Restoration and Public Access Project at Sierra Azul Open Space Preserve and related minor project modifications.

SUMMARY

The Final Environmental Impact Report (EIR) and Mitigated Monitoring Plan (MMP) was previously approved by the Board on October 17, 2012, for the Mount Umunhum Environmental Restoration and Public Access Project (Project) at Sierra Azul Open Space Preserve (R-12-104; available on the District website at <http://www.openspace.org/umunhum>) (Attachment 1). A First Addendum to this EIR was approved by the Board on December 9, 2015 for adding proposed discretionary elements to the Project (R-15-165) (Attachment 1). Subsequently, the Summit Project and Road Rehabilitation Project arose as two distinct implementation projects from the overall Project. Detailed construction plans from these projects provided new information regarding the generation of greater quantities of soil material. The additional soil material will be routed to Mount Thayer where it will be used as part of the previously proposed landform restoration. In addition, the detailed construction plans also call for the addition of three gabion retaining walls for the Road Rehabilitation Project (Attachment 2).

The Second Addendum to the 2012 EIR analyzes these modifications to the Project to fulfill the requirements of the California Environmental Quality Act (CEQA) (Attachment 3). Appendix A for the Second Addendum is also available on the District website (Attachment 1). The District concludes that the proposed project modifications would not alter any of the conclusions of the approved EIR. No new significant environmental effects or a substantial increase in the severity of previously identified significant effects would result. The Project's minor modifications to the amount of haul materials and ultimate destination of transport to Mount Thayer, as well as the addition of three gabion retaining walls, will not have a significant effect on the environment. As a result, the General Manager recommends that the Board adopt a resolution approving this Second Addendum (Attachment 4). Approval of the EIR Addendum is related to the Board's approval of the two contracts for the Summit and Road Rehabilitation Projects, which are subsequent Agenda Items for the August 10, 2016 Board meeting.

MEASURE AA

A 5-year Measure AA Project List approved by the Board at their October 29, 2014 meeting includes Priority Action #23 (Portfolio #23) that encompasses all of the Mount Umunhum Public Access Projects at a cost of \$27.972 million. The Board's approval of this EIR Addendum would further the goals of Portfolio #23 and Project #23-4 by allowing reuse of existing soil material onsite for a previously-identified component of the Project, rather than generating unnecessary truck traffic on the Santa Clara County-maintained Hicks Road in order to dispose of the same material at greater cost.

DISCUSSION

The Board certified the 2012 EIR and MMP for the Mount Umunhum Environmental Restoration and Public Access Project (Project) in October 2012, and approved an addendum to this EIR in December 2015 for adding proposed discretionary elements to the Project. Since then, a number of the approved Project components have been implemented, including construction of the Bald Mountain Parking Area, a substantial portion of the Mt. Umunhum Trail, the Guadalupe Creek Overlook, demolition of the former Almaden Air Force Station (excluding the radar tower), and the radar tower interim repairs. The Summit and Road Rehabilitation Projects have been designed and bids have been received for both projects, which will be presented to the Board at this same meeting on August 10, 2016 for consideration.

Subsequent to the certification of the EIR and First Addendum, construction designs for the Summit and Road Rehabilitation Projects indicate that a larger than anticipated volume of soil material will be generated by both projects (approximately 11,000 and 4,000 cubic yards, respectively). At the time of the 2012 EIR, the total amount of fill and sidecast material was not fully known for either project. The increase in anticipated soil material is advantageous to support the landform restoration work previously identified for Mount Thayer. It is ideal to use native soil in order to support native revegetation that relies on specific soil and drainage characteristics to thrive. However, soil material generated from the Road Rehabilitation Project containing weed seeds or that is otherwise unsuited for landform restoration work (i.e. pulverized or contaminated) will be off-hauled as necessary to an appropriate disposal location. Transport to a local landfill facility was also previously evaluated and approved in the 2012 EIR, and the District retains the discretion determine which soil material should be transported to Mount Thayer and which material should be hauled off the construction site to a landfill facility.

Additionally, the Road Rehabilitation Project design calls for three gabion retaining walls that were not originally identified as project elements in the 2012 EIR. The three gabion walls perform different functions including slope stability below the surface of the road, road widening, and replacement of an existing failing retaining wall.

Consequently, the additional minor modifications to the previously-approved project consist of: 1) an increase in the number of truck haul trips and cubic yards (cy) of excavated material to Mount Thayer, where the material would be used as part of the previously proposed landform restoration at Mount Thayer and 2) installation of a total of approximately 180 linear feet of gabion retaining walls at three locations along Mt. Umunhum Road.

The purpose of the Second Addendum is to evaluate the potential impacts of additional truck traffic associated with the Summit and Road Rehabilitation Projects for the purpose of

transporting soil material to Mount Thayer, and to evaluate any potential impacts related to the installation of the gabion retaining walls. All proposed project modifications would be located on previously disturbed land located within the Project Area analyzed in the 2012 EIR.

An ongoing dialogue will be opened and maintained with the neighbors early and throughout project implementation to ensure potential impacts associated with the Projects, especially vehicular access on Mt. Umunhum Road, are minimized to the full extent feasible.

CEQA Determination

The EIR Second Addendum evaluated the potential environmental consequences associated with aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, services, recreation, traffic and circulation, and utilities and service systems.

The proposed Project modification would occur within the previously disturbed areas and would remain within the disturbance area identified in the 2012 EIR. These areas include Mt. Umunhum Road, Mount Umunhum Summit, and Mount Thayer Summit. None of these discretionary modifications result in any significant environmental effects nor substantial increase in severity of previously evaluated significant effects under the 2012 EIR.

In accordance with CEQA Guidelines section 15162(a), no new significant environmental effects, and no substantial increase of the severity of previously identified significant effects, would result from the project modifications. Moreover, the proposed minor changes would not affect any of the mitigation measures, including their feasibility of implementation, contained within the MMP. Therefore, the differences between the approved Project described in the 2012 EIR and the modification of the Project as currently proposed and described in the attached Second Addendum are minor technical changes, and the Second Addendum, considered together with the 2012 EIR, the First Addendum, and MMP, addresses the potential environmental impacts of the project modifications and provides sufficient environmental documentation thereof.

FISCAL IMPACT

There are no direct fiscal impacts from approving the Second Addendum. The funding necessary for the Project modifications has been included in the District's Fiscal Year 2016-17 Budget and consideration of award of contract for both projects will be presented to the Board later at this meeting.

BOARD COMMITTEE REVIEW

This item was brought to the full Board given interest and importance.

PUBLIC NOTICE

Public notice was provided as required by the Brown Act. In addition, notice was provided to immediate neighbors adjacent to the Project Area. Since an addendum is prepared if only minor technical changes or additions are necessary, the Second Addendum need not be circulated for public review.

CEQA COMPLIANCE

As detailed above, the District concludes that the Project's minor modifications will not have a significant effect on the environment. The environmental analysis revealed no potentially significant impacts for the discretionary items as described in the Second Addendum. The Second Addendum, considered together with the 2012 EIR, MMP, and the First Addendum, addresses the potential environmental impacts of the Project modifications, and there is no substantial increase in the severity of previously identified significant impacts; therefore, no new mitigation measures are required.

NEXT STEPS

If approved, the District will file a Notice of Determination with the Santa Clara County Clerk Recorder's Office, which initiates the 30-day public notification period. A Notice of Determination would also be filed with the State Clearinghouse within five (5) days of Board action. A copy of the EIR Second Addendum would be available for public review at the District's Administrative Office and a copy would also be posted to the District's website.

Attachments

1. 2012 Final Environmental Impact Report, Mitigation Monitoring Plan, First Addendum to the 2012 EIR, and Second Addendum to the 2012 EIR including Appendix A are available on the District website at <http://www.openspace.org/umunhum>
2. Map of Proposed Project Modifications
3. Second Addendum to the 2012 EIR
4. Resolution adopting Second Addendum to the 2012 EIR

Responsible Department Head:
Jane Mark, AICP, Planning Department

Prepared by:
Meredith Manning, Senior Planner, Planning Department

Contact person:
Meredith Manning, Senior Planner, Planning Department

Graphics prepared by:
Nathan Grieg, GIS Technician

Attachment 1

The following documents for the Mount Umunhum Environmental Restoration and Public Access Project are available on the District website at <http://www.openspace.org/umunhum>

- 1) 2012 Final Environmental Impact Report
- 2) Mitigation Monitoring Plan
- 3) First Addendum to the EIR, and
- 4) Second Addendum to the EIR including Appendix A

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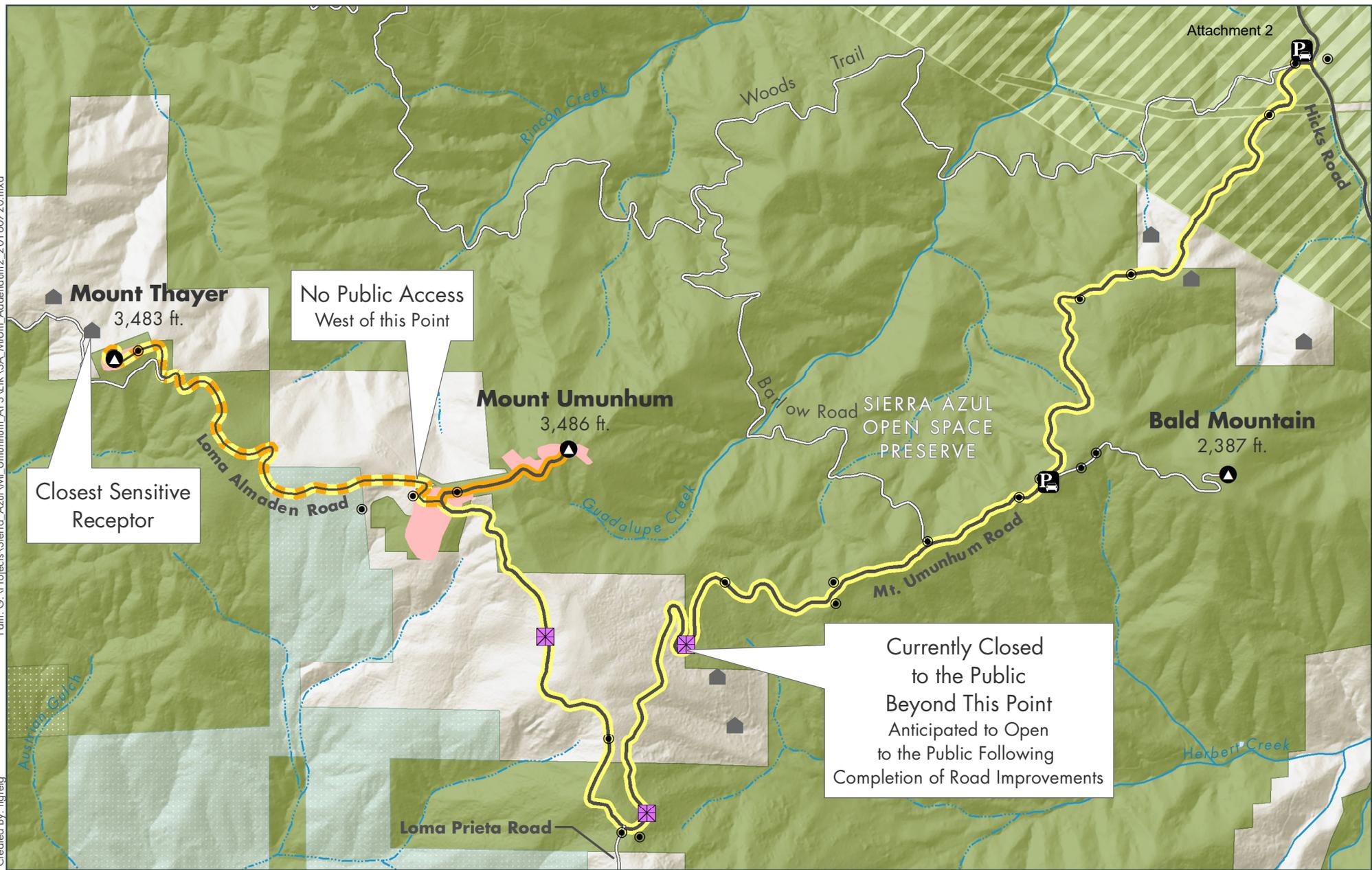


Exhibit 1-1 Proposed Project Modifications

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|  MROSD Preserves |  Road Project Haul Route |  Former Almaden Air Force Station |
|  Other Protected Lands |  Summit Project Haul Route |  Gabion Retaining Walls |
|  Private Property |  Haul Route Modification for Both Projects |  Sensitive Receptor |
|  Watershed Land | |  Gate |

Midpeninsula Regional
 Open Space District
 (MROSD)
 August 2016



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

1 MOUNT UMUNHUM ENVIRONMENTAL RESTORATION AND PUBLIC ACCESS PROJECT OVERVIEW

1.1 PURPOSE OF THIS DOCUMENT

In June 2012, the Midpeninsula Regional Open Space District (MROSD) Board of Directors certified the Environmental Impact Report (EIR) (State Clearinghouse No. 2010122037) for the Mount Umunhum Environmental Restoration and Public Access Project (herein referred to as the 2012 EIR). The 2012 EIR analyzed a proposed project that included demolition of most (as well as an option to demolish all) of the abandoned structures associated with the former Almaden Air Force Station (AFS), phased public access to the summit of Mount Umunhum, roadway and access improvements, environmental 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, vault toilets, camp sites, a visitor center, and non-potable water (for horses and fire protection) contained in one or more onsite water tanks. The 2012 EIR also included longer term plans to allow public access to the summit of Mount Thayer via a trail connection from Ralph’s Mountain, and landform restoration at the peak at Mount Thayer. In December of 2015, an addendum to the EIR was approved pursuant to CEQA for the proposed addition of gates, associated fencing, and an MROSD easement for road access on the private road to Mount Thayer. For details, refer to Section 1.2, ‘Project History’, below. Together, the 2012 EIR and 2015 addendum to the EIR is herein referred to as the approved EIR.

MROSD is currently proposing additional minor modifications to the previously approved project. These modifications include: 1) installation of a total of approximately 180 linear feet of gabion retaining walls at three locations along Mt. Umunhum Road, and 2) an increase in the number of truck haul trips and cubic yards (cy) of excavated material to Mount Thayer where the material would be used as part of the previously proposed landform restoration at Mount Thayer’s peak. Refer to Section 3, ‘Description of Proposed Project Modifications’, of this addendum for a more detailed description of proposed project modifications. The project goals and objectives identified in Section 3.4, page 3-5, of the 2012 EIR remain unchanged.

The purpose of this proposed addendum is to consider whether these modifications to the project would result in the need for additional analysis under CEQA (Public Resources Code, section 21166; CEQA Guidelines, sections 15162, 15164).

As demonstrated in Section 4, ‘Environmental Consequences of Proposed Project Modifications’, below, the project modifications do not meet any of the criteria listed in section 15162 of the CEQA Guidelines (as described in Section 2, CEQA Guidance Regarding Preparation of an addendum to the EIR, below) and an addendum is, therefore, appropriate. This means the modifications would (1) not result in any new significant environmental effects or a substantial increase in severity of previously evaluated significant effects that result from either a substantial change to the project or changes to the project circumstances; (2) there is no new information of substantial importance since certification of the 2012 EIR that shows the modifications would have new significant effects or more severe previously evaluated effects; and (3) no mitigation measures or alternatives, which were found to be infeasible in the 2012 EIR and which are capable of substantially reducing a significant environmental effect, would now be feasible. Therefore, pursuant to section 15164 of the CEQA Guidelines, the differences between the approved project described in the 2012 EIR and the refined elements of the project as they are currently proposed are considered minor technical changes.

This document concludes that the proposed project modifications would not alter any of the conclusions of the approved EIR. No new significant environmental effects or a substantial increase in the severity of previously identified significant effects would result. The additions also would not affect any of the mitigation

measures, including their feasibility or implementation. As mentioned above, none of the conditions listed in section 15162 of the CEQA Guidelines exist for the project modification described herein. Therefore, pursuant to section 15164 of the CEQA Guidelines, the differences between the approved project described in the approved EIR and the modification of the project as currently proposed and described in this addendum are minor, and this addendum provides sufficient environmental documentation.

1.2 PROJECT HISTORY

In 1986, the MROSD acquired the former Almaden Air Force Station (AFS) and all remaining facilities at the site within the Sierra Azul Open Space Preserve (Preserve) (Exhibit 1-1). The ultimate intent of this purchase was to restore the area to a natural condition and provide public access; however, hazardous materials associated with the construction and operation of the former AFS had to first be removed. While a portion of hazardous materials was cleaned up by the federal government soon after the MROSD’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 MROSD worked with community, state, and federal leaders to obtain federal funding to complete the remaining cleanup, and federal funds were committed in 2010 toward remediation of remaining hazardous materials. The MROSD approved the structure abatement project in August 2010, which was complete in the summer of 2011.

In June 2012, the EIR (State Clearinghouse No. 2010122037) for the Mount Umunhum Environmental Restoration and Public Access Project (i.e. 2012 EIR) was certified. The approved project area from the Certified EIR is shown in Exhibit 1-2. The 2012 EIR analyzed a proposed project that included demolition of most (with an option to demolish all) of the abandoned structures associated with the former Almaden AFS. The project included roadway and access improvements to provide phased public access to the summit of Mount Umunhum, as described above in the first paragraph of Section 1.1, *Purpose of This Document*. Facilities at the summit would be located in areas previously disturbed by the former Almaden AFS. The 2012 EIR also included longer term plans to allow public access to the summit of Mount Thayer via a trail connection from Ralph’s Mountain. The project goals and objectives identified in Section 3.4, page 3-5, of the 2012 Draft EIR remain unchanged.

A series of public meetings on the project were held during preparation of the EIR, beginning in September 2010. Prior to initiation of the Draft EIR, the MROSD held a public meeting on September 30, 2010 to receive input on project features and preferences and a public open house was held on November 17, 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. On December 12, 2011, the Draft EIR was distributed to public agencies and the general public, and a public hearing to receive comments on the Draft EIR was held on January 18, 2012. On May 25, 2012, the Final EIR was released for public review.

The project decisions have occurred in stages. On June 12, 2012, the MROSD certified the EIR and approved the demolition phase of the project, not including the radar tower that was operated as part of the Almaden AFS. The disposition of the tower generated substantial public interest, and several options were evaluated in the EIR. The MROSD hosted a public open house on July 18, 2012 to gather public input on the radar tower options; the Board did not make any decisions on the radar tower at this meeting. A second decision hearing was held on September 19, 2012, at which the MROSD’s Board of Directors 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 Plan. Project elements approved by the Board at this meeting were primarily located below the elevational summit, and included parking, vault toilets, emergency callbox, hang gliding/paragliding, non-potable water tanks for fire protection and horse troughs, environmental restoration, and avian nesting structures. At this meeting, the Board also provided direction to move forward with construction of the Bald Mountain Parking

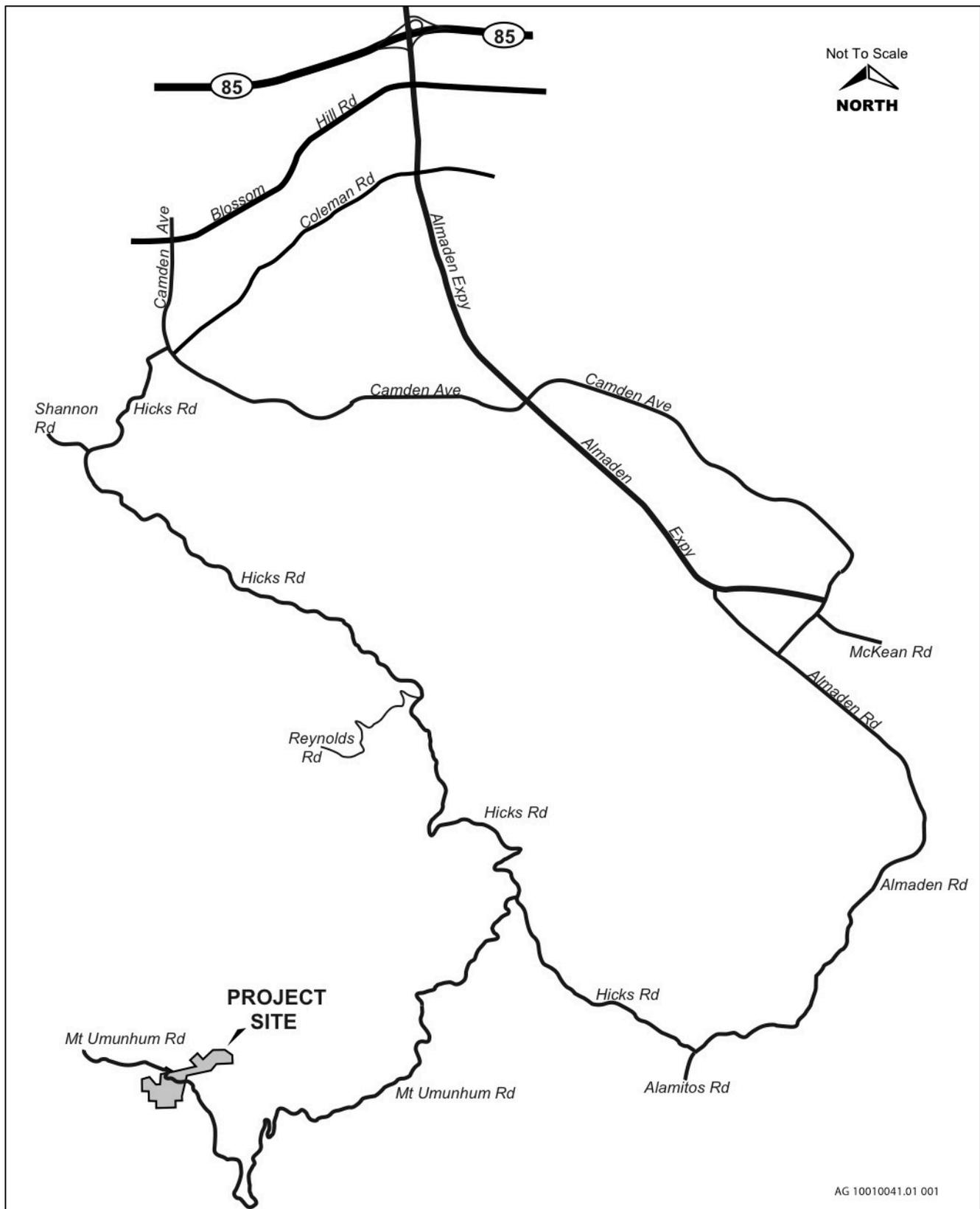
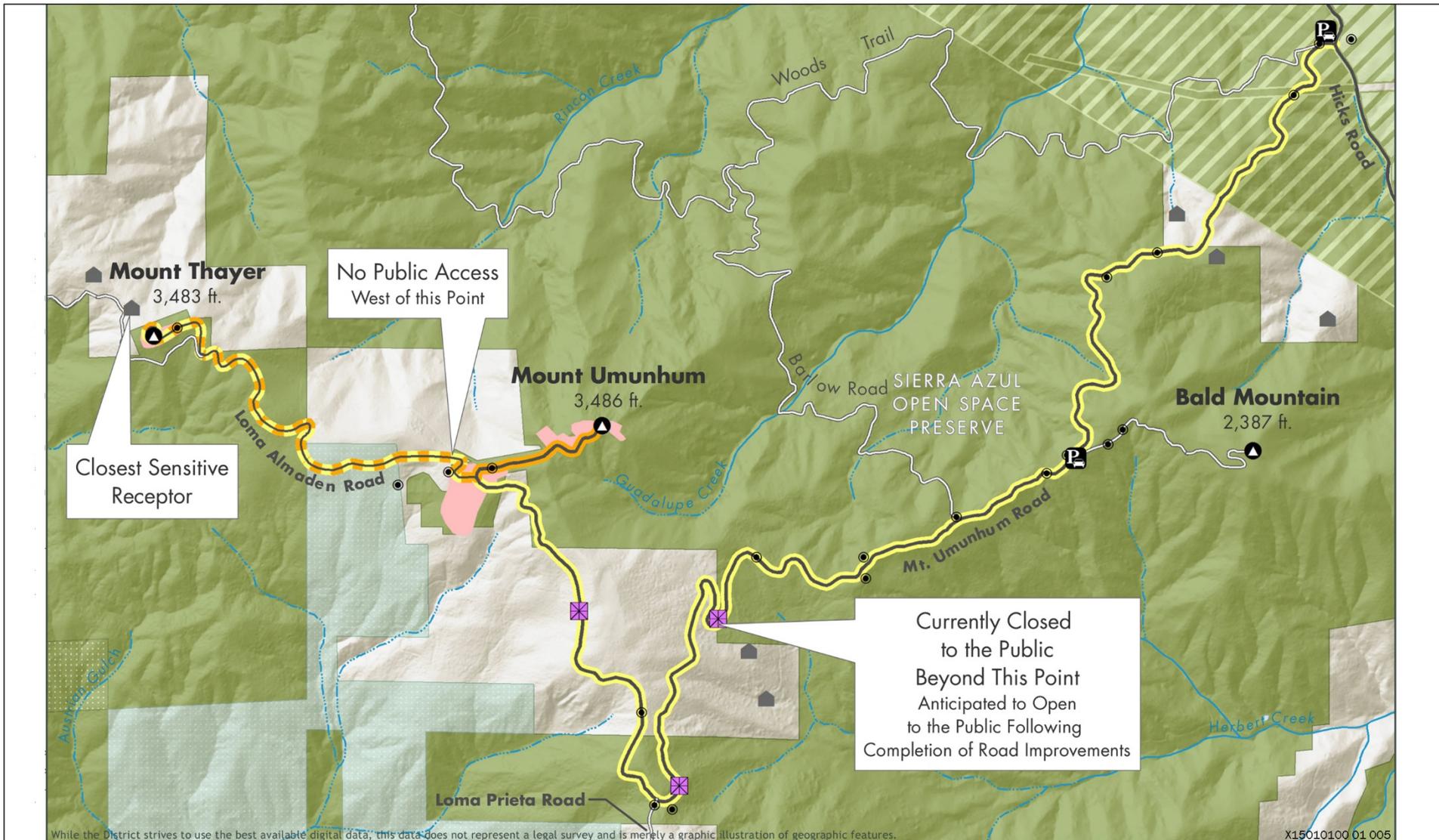


Exhibit 1

Project Location



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.

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MROSD Preserves	Road Project Haul Route	Former Almaden Air Force Station
Other Protected Lands	Summit Project Haul Route	Gabion Retaining Walls
Private Property	Haul Route Modification for Both Projects	Sensitive Receptor
Watershed Land		Gate



Midpeninsula Regional Open Space District (MROSD)
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Exhibit 2

Proposed Project Modifications



Area, the connecting multi-use Mt. Umunhum Trail to the summit, and safety upgrades and improvements to Mt. Umunhum Road.

The final stage of project approval occurred on October 17, 2012, which included: 1) summit area amenities such as trails, observation and reflection areas, interpretive displays, picnic tables, shade structures, restrooms and a visitor center; 2) future public vehicle access to the summit via Mt. Umunhum Road; 3) iterative approach for future shuttle service; and 4) additional staff positions. Also at this hearing, the Board approved Interim Action A, allowing for short-term safety improvements to the radar tower, and deferred a decision on the radar tower option for up to five (5) years until October 2017, to allow time for the community to raise funds, if there is sufficient interest, to preserve the tower.

Since then, a number of the approved project components analyzed in the 2012 EIR have been implemented. In January 2015, MROSD approved funding to complete structural and safety repairs and improvements to the radar tower to facilitate public access around the exterior perimeter of the structure. The interim structural repairs included code-required repairs to bring the structure up to code for “collapse prevention” as well as the implementation of code and safety requirements to close and seal off all access to the interior of the structure. Completion of these early interim repairs would allow safe limited access to the exterior of the structure for a number of tours including potential donor, MROSD-led, and docent-led events prior to the opening of general public access to the summit. The interim repairs were substantially completed as of September 2015.

The Bald Mountain Parking Area was completed in fall 2014 and is open for hiking access to the Bald Mountain Trail. Construction of the new Mt. Umunhum Trail to the top of the mountain was initiated in 2013. A small crew of MROSD staff is completing the trail and bridges which are targeted for completion in 2017. Construction has begun on the Guadalupe Creek Overlook, which is located along the Mt. Umunhum Trail, and is anticipated to be completed by the spring of 2017.

In August 2015, the Board approved final design development options for the Mount Umunhum Summit Project (options do not include recommendations for the radar tower). Also at that time, the Board directed staff to look for areas for additional shade structures at the summit and proceed with final design development and production of construction documents, with construction anticipated to begin in fall 2016.

In December of 2015, an addendum to the Environmental Impact Report for the Mount Umunhum Environmental Restoration and Public Access Project was approved. This addendum addressed the addition of solar-powered electric or manual gates and associated fencing and a MROSD easement for road access on the private road to Mount Thayer.

In the first half of 2016 the District made significant progress in resolving access rights to allow full public access to the summit of Mount Umunhum along Mt Umunhum Road, and MROSD now has access for patrol and maintenance along on the road to the summit of Mount Thayer. Accordingly, MROSD is preparing to proceed with “Phase 2 construction” evaluated in the 2012 EIR which consists of safety upgrades to Mt. Umunhum Road, public access improvements, and visitor amenities are all anticipated to be substantially completed by spring 2017.

In May of 2016, the MROSD Board of Directors approved the Mt. Umunhum Road Rehabilitation Project design and bid plan set that included the road surface, road safety, road drainage and additional road improvements previously evaluated and covered in the approved EIR. In addition, three separate gabion retaining walls along Mt Umunhum Road were deemed to be a necessary part of the roadway improvements; these features and the soil required to be off-hauled and associated truck trips are evaluated as additional features in this Addendum.

In June of 2016, the MROSD Board of Directors approved the “Retain and Seal” option for the Mount Umunhum Radar Tower, which was evaluated in the 2012 EIR, and authorized the General Manager to receive public and private funds for the Radar Tower as donations to fund future repairs and maintenance activities, as determined by MROSD.

As with all other MROSD preserves, Mount Umunhum (located within the Sierra Azul Open Space Preserve) is planned to be open 365 days a year from dawn to one-half hour after sunset.

2 CEQA GUIDANCE REGARDING PREPARATION OF AN ADDENDUM TO THE EIR

If, after certification of an EIR, there are changes or additions to a project that will require new discretionary actions, CEQA provides three possible mechanisms to address these changes: a subsequent EIR, a supplement to an EIR, or an addendum to an EIR.

Section 15162 (a) of the CEQA Guidelines provides that when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that one or more of the following conditions is met:

- (1) substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) the project will have one or more significant effects not discussed in the previous EIR;
 - (B) significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
 - (D) mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Section 15164 of the CEQA Guidelines states that a lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described above in section 15162(a), calling for preparation of a subsequent EIR, have occurred.

CEQA allows lead and those responsible agencies issuing additional discretionary approvals for a project to restrict their review of modifications to a previously approved project to the incremental effects associated with the proposed modifications, compared against the anticipated effects of the previously approved project at build-out. In other words, if the project under review constitutes a modification of a previously approved project which was subject to prior final environmental review, the “baseline” for purposes of CEQA is adjusted such that the originally approved project is assumed to exist.

The MROSD is proposing minor modifications to the approved project; these changes are described in Section 3 of this addendum. As demonstrated in detail below, the project modifications do not meet any of the criteria listed in section 15162. First, the modifications would not result in any new significant environmental effects or a substantial increase in severity of previously evaluated significant effects that

result from either a substantial change to the project or changes to the project circumstances. Second, there is no new information of substantial importance since certification of the 2012 EIR that shows the modifications would have new significant effects or more severe previously evaluated effects. Finally, no mitigation measures or alternatives, which were found to be infeasible in the 2012 EIR and which are capable of substantially reducing a significant environmental effect, would now be feasible. Therefore, pursuant to section 15164 of the CEQA Guidelines, the differences between the approved project described in the 2012 EIR and the refined elements of the project as they are currently proposed are considered minor technical changes. Furthermore, the approved EIR and associated mitigation monitoring and reporting program remain valid for mitigating the identified significant impacts that would result from implementation of the project, including the proposed modifications. For these reasons, an addendum to the approved EIR is the appropriate mechanism to address modifications to the project.

3 DESCRIPTION OF PROPOSED PROJECT MODIFICATIONS

MROSD’s proposed modifications to the approved EIR include: 1) installation of a total of approximately 180 linear feet of retaining walls in three locations along Mt. Umunhum Road, and 2) increasing the number of truck haul trips for transporting excavated material from project construction activities, and routing excavated material haul trips to Mount Thayer where the material would be used as part of the previously proposed landform restoration. The purpose of this proposed addendum is to consider whether these modifications to the 2012 EIR would result in the need for additional analysis under CEQA (Public Resources Code, section 21166; CEQA Guidelines, sections 15162, 15164). The following provides a description of each proposed modification to the previously approved 2012 EIR. All proposed modifications are located within areas identified on previously disturbed land located within the project site analyzed in the 2012 EIR.

3.1 MT. UMUNHUM ROAD REHABILITATION PROJECT RETAINING WALL MODIFICATIONS

The road upgrades and safety improvements to Mt. Umunhum Road require the construction of retaining walls along three distinct sections of the affected roadway (see Exhibit 2). Depending on the location of the three retaining walls, each section performs a variety of functions including slope stability below the surface of the roadway, road widening, and replacement of failing retaining wall. A cumulative total of approximately 180 linear feet of retaining wall would be installed. The retaining walls would consist of gabions (welded wire mesh) filled with rock and would be approximately four feet tall (above ground surface) with approximately two additional feet below the ground. Construction of the gabion retaining walls includes demolition and disposal of existing retaining wall materials; excavation of existing asphalt and native soil related to placement of the gabions; placement of native materials over the installed gabions; and placing, spreading, and compaction of the ground up road materials removed in the process. Any loose or soft fill soil underlying the proposed gabion wall project footprint would be removed and replaced with approved native materials.

During construction of the gabion retaining walls, construction could necessitate the temporary closure of the directional travel lane closest to where the retaining wall is being installed. A nine (9) foot wide drive aisle would be maintained along Mt. Umunhum Road during the construction of the gabion retaining walls with maximum 10-minute wait time for general vehicular passage. Consistent with Impact 4.11-1 of the approved EIR, MROSD would ensure appropriate emergency vehicle access. MROSD’s Traffic Control Plan for construction (required pursuant to County standards) would provide necessary safety measures for maximizing roadway safety during construction, including measures to ensure minimization of response time delays to emergency vehicle access.

The addition of the gabion retaining walls as a modification to the approved EIR would require the excavation of approximately 750 cy of material. The hauling and disposal of this material is addressed in Section 3.2, ‘Construction Excavation and Haul Modifications’ below.

3.2 CONSTRUCTION EXCAVATION AND HAUL MODIFICATIONS

3.2.1 Roadway Construction Modifications

As discussed above, the construction of the gabion retaining walls requires the excavation of 750 cy of material. For purposes of this analysis, it is assumed that excavated material haul trips would be performed using double-bottom semi-trucks with total capacity of 14 cy per load.

The 2012 EIR indicated that excess material from the roadway and drainage improvements (excluding materials containing noxious weeds and other unsuitable materials) would be hauled to the summit of Mount Umunhum to be used for landform restoration. Because of refinements in the construction details, it has been determined that the materials generated by the roadway and drainage construction activities would, instead, be hauled to Mount Thayer for landform restoration, rather than Mount Umunhum.

In total, these project modifications (gabion walls and materials offhaul) would result in a maximum of 20 additional one-way haul trips per day during peak construction activity over a 4- to 6-month period. These haul trips would be primarily routed to Mount Thayer, via Mt. Umunhum Road to Loma Almaden Road. Note that, as described in the 2012 EIR, unsuitable material will still be hauled offsite via Hicks Road to an appropriate landfill. This is not considered part of the proposed project modifications.

3.2.2 Mount Umunhum Summit Construction Modifications

The 2012 EIR assumed that excavated material generated by construction activities associated with the Mount Umunhum summit restoration would be reused within the Mount Umunhum summit area. The proposed modifications would increase the total amount of excavated material by a maximum of 11,000 cy, most of which would be diverted to the peak of Mount Thayer to assist in previously approved landform restoration.

For the 11,000 cy. of additional excavated material to be hauled from Mount Umunhum Summit to Mount Thayer, it is assumed for purposes of this analysis that 9,000 cy would be removed from the summit using double-bottom semi-trucks with a total capacity of 14 cy per load and the remaining 2,000 cy would be hauled using a ten-wheeler truck with a total capacity of 8 cy per load. Mount Thayer is approximately 1.7 miles driving distance west of the Mount Umunhum summit construction site. The increase in excavated material would necessitate approximately 900 one-way trips, which would be spread over a four- to six-month period.

In total, this project modification would result in a maximum of 100 one-way haul trips per day (50 inbound and 50 outbound) between Mount Umunhum and Mount Thayer. The excavated materials would be hauled and deposited on Mount Thayer where they would be used for landform restoration. The number and type of off-road construction equipment is consistent with the number and type described in the 2012 EIR. Given the anticipated timing of the summit and road project, respectively, and the expected number of haul trucks onsite, it is unlikely that the combined number of truck trips would exceed 100 one-way haul-trips per day, even if the two construction activities occurred concurrently.

The haul route includes portions of Mt. Umunhum Road between Mount Umunhum and Loma Almaden Road to the west and terminates on the peak of Mount Thayer as shown in Exhibit 2. A portion of Loma Almaden Road along the haul route is unpaved. Note that the road width does not allow for two haul trucks to pass simultaneously in all locations; therefore, truck drivers returning from Mount Thayer would be instructed to pull over in appropriate locations (to be specified prior to materials hauling) to allow oncoming loaded trucks to pass.

4 ENVIRONMENTAL CONSEQUENCES OF PROPOSED PROJECT MODIFICATIONS

The purpose of this discussion below is to evaluate the environmental issue areas in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) resulting from the proposed project modifications that may result in a different environmental impact significance conclusion from the approved EIR. These resource issue areas are addressed below.

4.1 AESTHETICS

The approved EIR identified less-than-significant impacts associated with impacts on scenic vistas, damage to scenic resources within a scenic highway corridor, changes in visual character, and impacts from nighttime lighting.

The MROSD’s proposed modifications to the approved EIR include installation of a total of approximately 180 linear feet of retaining walls in three locations along Mt. Umunhum Road (see Exhibit 1-1). The proposed gabion (welded wire mesh) retaining walls would be approximately four feet tall (above ground surface) and filled with rock. The proposed retaining walls would not be seen by motorists or other preserve users since the walls will be located below the roadway or otherwise be out of sight from the roadway. None of the retaining walls would be visible from offsite views due to distance, intervening topography, and use of natural and naturally-colored materials.

The proposed modifications to the approved EIR would also increase the total amount of excavated material from Mount Umunhum summit (by a maximum of 11,000 cy) used for previously approved landform restoration of Mount Thayer’s peak. The additional excavation material to be diverted to the peak of Mount Thayer for landform restoration would increase the height of Mount Thayer and help restore the natural landform of the peak closer to a natural looking appearance. As discussed in the approved EIR, the nearest residence to this project feature is located approximately 370 feet west of Mount Thayer. Intervening topography obstructs views of the site from this residential structure. The next nearest residence is located over 1,000 feet from the Mount Thayer site and observers from this residence would have unobstructed views of the Mount Thayer site (MROSD 2011: 4.1-3). The additional volume of excavated material for landform restoration would increase the height of the peak by a single point maximum of approximately 30 feet; however, the average height of the reconstructed peak would likely be closer to 25 feet or less. This change would be minor relative to the overall viewshed because the project would provide a more natural looking appearance to the peak that would blend in with other natural features in the area and would result in a minor change to the visual character of the project site, especially as viewed by nearby residences.

Based on the above discussion, there are no new significant effects or substantial changes to the environmental evaluation of aesthetic resources provided in the approved EIR that would occur with the implementation of the proposed project modifications. The project modifications evaluated in this addendum are visually consistent with the project as proposed in the approved EIR and would not generate any new significant impacts related to aesthetics.

4.2 AGRICULTURE AND FORESTRY RESOURCES

As discussed in Chapter 1 of the Draft EIR (MROSD 2011: p.1-5), the project site is not used for agriculture, nor does it consist of forestry land. It is designated as “hillsides” and “other public lands” in the Santa Clara County General Plan, indicating it is not intended for agricultural uses. The California Department of Conservation’s Farmland Mapping and Monitoring Program identifies the project site as “urban and built-up land” and “other land” and identifies no farmland on the project site or in the project vicinity (Department of

Conservation 2008). The proposed project modifications (i.e., installation of retaining walls and construction excavation and haul modifications) would not convert agricultural or forestry uses and would therefore have no impact on these resources and would result in no change to the 2012 EIR conclusion.

4.3 AIR QUALITY

The 2012 EIR identified significant or potentially significant impacts related to increases in construction-related emissions of fugitive dust (PM₁₀ and PM_{2.5}), and exposure of sensitive receptors to fugitive dust emissions containing naturally occurring asbestos during construction-related earth movement activities. As indicated in the 2012 EIR, these impacts would be reduced to a less-than-significant impact with implementation of Mitigation Measures 4.7-1 (Draft EIR, pp. 4.7-20). The 2012 EIR identified less-than-significant impacts associated with increases in construction-generated emissions of reactive organic gases and nitrogen oxides, PM₁₀ exhaust, and PM_{2.5} exhaust, long-term operational emissions of criteria air pollutant and precursors, project-generated local mobile-source carbon monoxide emissions, exposure of sensitive receptors to emissions of toxic air contaminants from on-site sources during construction and operation, and exposure to odorous emissions.

Because the area of disturbance would remain the same as identified in the 2012 Draft EIR, construction and installation of the proposed project modifications would not increase construction-related emissions of fugitive dust (PM₁₀ and PM_{2.5}) and would not result in increased exposure of sensitive receptors to fugitive dust emissions containing naturally occurring asbestos during construction-related earth movement activities beyond the level described in the 2012 EIR. Mitigation Measure 4.7-1 of the 2012 EIR would require implementation of applicable the Bay Area Air Quality Management District Air Quality Guidelines related to basic control measures during construction and compliance with Bay Area Air Quality Management District’s naturally occurring asbestos program and Air Toxic Control Measure Inspection Guidelines, Policies, and Procedures. With implementation of Mitigation Measure 4.7-1, no new or increased construction-related air quality impacts would result from implementation of the proposed project modifications evaluated in this addendum.

Construction-related emissions of the proposed project modifications were estimated using the Road Construction Emissions Model (SMAQMD 2016). The Road Construction Emissions Model is recommended to assess the emissions for linear construction projects and allows for the input of project-specific information. This model was developed by the Sacramento Metropolitan Air Quality Management District but is approved by air districts throughout California.

Table 1 summarizes the modeled construction-related emissions of criteria air pollutants and criteria air pollutants and precursors for the proposed project. Refer to Appendix A for detailed modeling input parameters and results.

Table 1 Summary of Construction Emissions of Criteria Air Pollutants and Precursors

Construction Phase	Pollutant Emissions (lb/day)					
	ROG	NO _x	PM ₁₀ Exhaust ¹	PM ₁₀ Dust	PM _{2.5} Exhaust ¹	PM _{2.5} Dust ¹
Phase 2 (from the 2012 Draft EIR) – Landform and Habitat Restoration; Construction of Connector Trail to Bald Mountain; Construction of parking lot at Bald Mountain; Repairs to Mt. Umunhum Road ³	7.6	50.5	2.9	150.3	2.9	31.5
Proposed Project Modifications – Gabion retaining wall construction; Summit construction excavation and haul modifications	<1	1.9	<1	<1	<1	<1
Maximum Daily Emissions for Total Construction Phase (Phase 2)	7.7	52.4	3.0	150.3	3.0	31.5
BAAQMD Significance Thresholds (lb/day) (Average Daily Emissions)	54	54	82	— ²	54	— ²

Notes: BAAQMD = Bay Area Air Quality Management District; lb/day = pounds per day; ROG = reactive organic gases; NO_x = oxides of nitrogen; PM₁₀ = particulate matter with aerodynamic diameter less than 10 microns; PM_{2.5} = particulate matter with aerodynamic diameter less than 2.5 microns.

Bold represents an exceedance of the applicable threshold.

¹ BAAQMD's construction-related thresholds for PM₁₀ and PM_{2.5} are for exhaust emissions of these pollutants. Therefore, PM₁₀ and PM_{2.5} emissions shown are only those associated with construction-related exhaust (e.g., construction worker vehicles, material delivery trucks, heavy-duty construction equipment).

² BAAQMD does not have a quantitative threshold of significance for fugitive PM₁₀ and PM_{2.5} fugitive dust. These values are provided for disclosure purposes only.

³ Modeled in 2011 using Urbemis 2008 model.

Detailed assumptions and modeling output files are included in Appendix A.

Source: Modeling performed by Ascent Environmental, Inc. 2011, 2016.

As shown in Table 1, the increased emissions associated with the proposed addition of up to a maximum of 100 additional one-way material haul trips per day as described in detail in Section 3; *Description of Proposed Project Modifications*, combined with the project emissions identified in the 2012 EIR, would not result in exceedance of BAAQMD's respective thresholds of significance for any of the listed criteria air pollutants and precursors. For the reasons described above, no new significant effects or substantial changes to the environmental evaluation of air quality impacts evaluated in the 2012 EIR would occur with implementation of the proposed project modifications.

4.4 BIOLOGICAL RESOURCES

The 2012 EIR identified significant or potentially significant impacts related to loss of bat colonies during building demolition, loss of special-status species (i.e., including rare plants, special-status amphibians and reptiles, and nesting birds) during ground-disturbing activities (i.e., trail construction, road improvements, or other ground-disturbing activities), and loss of riparian habitat or other sensitive natural communities or fill of Waters of the U.S. during trail construction. These impacts would be reduced to a less-than-significant impact with implementation of Mitigation Measures 4.3-1 through 4.3-3 (Draft EIR, pp. 4.3-23, 4.3-25; Final 2012 EIR, pp. 3-2 through 3-3). The 2012 EIR identified a less-than-significant impact associated with effects of increased recreation on native species and interference with wildlife movement and no impact related to conflict with local policies, ordinances or an approved habitat conservation plan.

The project modifications would not increase the potential for impacts to biological resources because the area of ground disturbance associated with the proposed project modifications would be consistent with the areas of disturbance analyzed in the 2012 EIR. No additional tree removal or building demolition would occur with proposed project modifications. Segments of retaining wall totaling 180 linear feet in three separate locations along Mt. Umunhum Road would result in inconsequential interference with wildlife movement in the region. The addition of excavated materials for previously approved landform restoration at Mount Thayer is anticipated to result in no new or more severe impacts to biological resources. Mitigation

Measure 4.3-1 through 4.3-3 of the 2012 EIR require surveying, avoidance, minimization, and monitoring measures within the project footprint to reduce impacts to special-status plant and wildlife species during construction. With implementation of Mitigation Measures 4.3-1 through 4.3-3 and proposed project modifications limited to proposed areas of disturbance analyzed in the 2012 EIR, no new impacts to biological resources would result from implementation of the proposed project modifications evaluated in this addendum.

4.5 CULTURAL RESOURCES

Construction-related impacts on presently undocumented cultural resources and human remains were identified as potentially significant in the EIR. These impacts would be reduced to a less-than-significant impact with implementation of Mitigation Measure 4.2-3 and 4.2-4 (Final EIR, pp. 3-7 through 3-8; Draft EIR, 4.2-29 through 4.2-30). The 2012 EIR identified a less-than-significant impact associated with construction-related impacts on documented significant archaeological and historical resources. As described in Chapter 1 of the Draft EIR (Draft EIR, p.1-5), the potential to encounter paleontological resources is low because soil moving activities would occur within areas of disturbance that were analyzed in the 2012 EIR and grading is not expected to substantially expose native soils.

Construction of the proposed modifications would be limited to areas of disturbance that were analyzed in the 2012 EIR. No new impacts to cultural resources would result from implementation of the proposed modifications.

4.6 GEOLOGY AND SOILS

The 2012 EIR identified significant or potentially significant impacts related to risks to people and structures from seismic hazards or landslides and construction-related erosion hazards. As indicated in the 2012 EIR, these impacts would be reduced to a less-than-significant impact with implementation of Mitigation Measure 4.5-2 (Draft EIR, pp. 4.5-8 through 4.5-9), requiring consultation with the San Francisco Bay Basin Regional Water Quality Control Board, preparation of a Stormwater Pollution Prevention Plan (SWPPP), and implementation of Best Management Practices (BMPs). The 2012 EIR identified less-than-significant impacts associated with slope stability hazards.

The proposed project modifications would occur within proposed areas of disturbance analyzed in the 2012 EIR. The proposed project roadway improvement modifications (i.e. retaining walls along Mt. Umunhum Road) would be constructed within previously disturbed areas (i.e., exposed, non-vegetated soils) of the site wherever feasible. Additionally, the proposed retaining walls would improve slope stability along Mt. Umunhum Road. Thus, with implementation of Mitigation Measure 4.5-2 of the EIR, the proposed modifications would not alter the impact conclusions identified in the 2012 EIR for geology and soils.

4.7 GREENHOUSE GAS EMISSIONS

The EIR identified less-than-significant impacts associated with generation of greenhouse gas emissions and impacts of climate change on the environmental restoration and public access plan.

The proposed project modifications would include more intensive excavation and hauling construction activities that would, at the peak of hauling activities, increase the number of new two-way vehicle trips per day by 50 vehicle trips. Within the 2012 EIR, GHG emissions from construction were estimated to be 671 metric tons of CO₂ equivalent per year (MT CO₂e/year) over the construction period; however, as stated in the 2012 EIR, BAAQMD does not have an adopted significance threshold for GHG emissions from construction (the BAAQMD threshold identified for operations-related GHG emissions is 1,100 MT

CO₂e/year). The proposed project modifications would result in an increase of approximately 35 MT CO₂e/year over the construction period, which constitutes a 5 percent increase from the level of GHG emissions evaluated in the 2012 EIR for construction, bringing the total GHG emissions for the construction period to 706 MT CO₂e/year. The proposed project modifications would not result in any new long-term operational related vehicle trips. Construction would occur over a finite period of time after which all construction-related GHG emissions would cease, and the construction phase would not be the dominant source of GHG emissions from the project. The proposed project modifications would not result in new or more severe impacts because the proposed land uses remain fundamentally the same and there would not be any addition of long-term operational traffic (the primary generator of mobile source greenhouse gas emissions), and the additional construction-related GHG emissions are not a considerable amount.

4.8 HAZARDS AND HAZARDOUS MATERIALS

The 2012 EIR identified a significant impact related to exposure to existing hazardous materials, including asbestos in soil near old structures and pesticides above acceptable levels. These impacts would be reduced to a less-than-significant impact with implementation of Mitigation Measures 4.6-1 (i.e. prepare a focused pesticide soil testing and remediation program) of the Draft EIR (MROSD 2011: p.4.6-12). The 2012 EIR identified less-than-significant impacts associated with exposure to hazardous materials during project construction, use or transport of hazardous materials during project operations, potential hazards from interference with emergency response, and exposure of people or structures to wildland fires.

The proposed project modifications would not alter the area of disturbance that was analyzed in the 2012 EIR. Mitigation Measure 4.6-1 of the EIR requires focused soil testing and a remediation plan within the former Almaden AFS. Implementation of Mitigation Measure 4.6-1 would reduce potential for human exposure to any existing hazardous materials contamination that may be encountered within the former Almaden AFS as a result of the proposed project modifications. Therefore, the proposed modifications to the project would not result in new or more severe impacts

4.9 HYDROLOGY AND WATER QUALITY

The 2012 EIR identified potentially significant impacts related to potential short-term construction-related soil erosion and water quality impairment and water quality impacts. These impacts would be reduced to a less-than-significant impact with implementation of Mitigation Measures 4.4-1 and 4.4-3 of the EIR (Draft EIR, pp. 4.4-9 through 4.4-11). The 2012 EIR identified a less-than-significant impact associated with stormwater impacts (i.e., erosion, siltation, or flooding of on- or off-site areas).

The proposed modifications would result in additional excavation associated with installation of the retaining walls and the construction activities on the Mount Umunhum Summit. Although unlikely, these activities could result in potential short-term construction-related soil erosion and water quality impairment. Prior to earth-moving activities, Mitigation Measure 4.4-1 of the EIR requires consultation with the San Francisco Bay Basin Regional Water Quality Control Board to acquire appropriate regulatory approvals (ex. Section 401 water quality certification, NPDES stormwater permit for general construction activities, and any other necessary site-specific waste discharge requirements), preparation of a stormwater pollution prevention plan, and implementation of best management practices to avoid construction-related erosion and water quality impairment. Mitigation Measure 4.3-3 of the 2012 EIR requires avoidance and minimization measures related to construction that requires removal of riparian and wetland vegetation or placement of fill material into waters of the U.S. Because proposed project modifications would occur within previously disturbed areas and not within any wetlands, removal of riparian vegetation or impacts to waters of the U.S. would not occur. Implementation of Mitigation Measure 4.4-1 would reduce potential construction-related erosion and water quality impairment resulting from proposed project modifications to a less-than-significant level.

4.10 LAND USE AND PLANNING

As discussed in Chapter 1 of the Draft EIR (Draft EIR, p.1-5), land use and planning impacts would occur if the project would physically divide an established community (example: a freeway dividing a populated residential community), if it would conflict with a land use policy adopted for the purpose of avoiding an environmental impact, or if it would conflict with an applicable habitat conservation plan or natural community conservation plan. Regarding land use policies, each section of the 2012 EIR addresses the potential for conflicts between the project and relevant plans adopted for the purpose of avoiding environmental impacts.

The project site was a former air force station consisting of abandoned radar facility structures, other operational buildings, personnel housing and support facilities. The air force station was decommissioned in 1980 and since that time has not been used or populated. All buildings and structures have since been demolished with the exception of the 83-foot tall by 63-foot wide base of the former radar sail, which was removed by the military at the time of decommissioning.

The approved project and the proposed modifications (i.e., installation of retaining walls and construction excavation and haul modifications) are located on the same project site, which is located in a sparsely populated area. Therefore, the project would not divide an established community. Although the Sierra Azul Open Space Preserve abuts the Santa Clara Valley Habitat Plan, a Habitat Conservation Plan and Natural Community Conservation Plan, the project site is not included within the boundaries of the HCP or any other habitat conservation or natural community conservation plans, and therefore would not conflict with any such plans. The proposed project modifications would not alter the approved land use type or intensity; therefore; similar to the project analyzed in the 2012 EIR, the proposed project modifications would have no impact on land use.

4.11 MINERAL RESOURCES

As discussed in Chapter 1 of the Draft EIR (Draft EIR, p.1-5), the site does not have any known economic mineral resources. Therefore, the proposed project modifications are not anticipated to alter the availability of any economic mineral resources. As discussed in the 2012 EIR, the project would have no impact on mineral resources and the project modifications do not alter this conclusion.

4.12 NOISE

The EIR determined that all project-related noise impacts would be less than significant, including the long-term exposure of existing sensitive receptors to operational-related increases in stationary-source noise, and traffic noise, and groundborne vibration. The EIR also determined that short-term exposure of existing sensitive receptors to construction-generated noise and vibration would be less than significant.

The proposed project modifications would result in additional truck haul trips, as described in Section 3.2, Construction Excavation and Haul Modifications. Noise emission levels from dump trucks range from 74 to 81 dBA at 50 feet (FTA 2006). As described in the 2012 EIR, the nearest sensitive receptor to Phase 2 construction activity would be approximately 400 feet away from the haul route that trucks would use (located north of Mt Umunhum Road; see Exhibit 2 for location). At this distance, based on standard attenuation rates for vegetated areas, the level of truck noise at the receptor would range from 53 to 60 dBA. As described in the 2012 EIR, the construction activities associated with the proposed project modifications would be limited to the less noise sensitive hours of the day (7:00 am to 7:00 pm). A maximum of 50 total truck trips would take place at the peak of Phase 2 construction if the proposed project modifications were included. The truck trips would be spread throughout the day (7:00 am to 7:00 pm), equating to approximately eight to ten trips per hour.

Any noise or ground vibration produced by construction equipment associated with proposed project modifications would be minor, of short duration, intermittent, and consistent with the 2012 EIR conclusions (i.e., less-than-significant). For these reasons, the proposed modifications would not result in new or substantially more severe noise impacts. Because of the 400-foot (minimum) distance of a sensitive receptors from Mt. Umunhum Road and the private road that leads to Mount Thayer in this sparsely-populated area, the proposed addition of up to an average of ten (10) new material haul trips per hour on these roads would not result in a consequential change to traffic source noise levels. Construction and operation of proposed project modifications would not result in the exposure of off-site receptors to noise levels in excess of applicable standards. For these reasons, the proposed modifications would not result in new or more severe noise impacts.

4.13 POPULATION AND HOUSING

As discussed in Chapter 1 of the 2012 EIR (Draft EIR, p.1-5), no elements of the project would alter population growth. The project would not extend urban infrastructure into an unserved area; therefore, it would not induce population growth. Further, although the project would remove housing from the site, this housing was dedicated to military uses and was long ago abandoned and is remote from any public services needed to serve a housing development.

The proposed project modifications include installation of retaining walls and construction excavation and haul modifications. Similar to the approved project, the proposed project modifications would not necessitate the construction of replacement housing and would result in no impact related to population and housing.

4.14 SERVICES

The 2012 EIR identified less-than-significant impacts associated with increased demand for fire protection, emergency medical services, and law enforcement.

The construction phase and activities associated with the proposed project modifications would require the preparation of a Traffic Control Plan conforming to the applicable requirements of the County of Santa Clara and the California Manual of Uniform Traffic Control Devices (CA MUTCD), 2014 Edition, and is required to be submitted and approved by the MROSD. Consistent with County policy, the Traffic Control Plan would ensure that construction activities associated with the proposed project modifications would not block public service vehicle access within the site and would minimize disruption of response times or other public service standards. Consistent with Impact 4.11-1 of the approved EIR, the project would ensure appropriate emergency vehicle access.

Fire protection/first response and law enforcement staff access would be maintained at all times to ensure minimization of any delays related to emergency response times during project construction. Thus, changes to the proposed project (i.e., installation of retaining walls and construction excavation and haul modifications) since the time of prior environmental review would not result in new or more severe impacts to public services.

As discussed in Chapter 1 of the Draft EIR (Draft EIR, p.1-5), the approved project would not adversely affect park and/or open space preserve services; to the contrary, the project itself expands park and/or open space preserve services to the region and would marginally reduce pressure on other parks and open space preserves to the degree the project provides an alternative to other regional recreation. The project also would have no effects on schools because the expansion of parks and open space preserve services at the site would not bring a new residential population to the area and would therefore not affect school capacity. The proposed project modifications would not affect this conclusion.

4.15 RECREATION

As discussed in Chapter 1 of the 2012 EIR (Draft EIR, p.1-5), the project would provide a new recreational facility that includes new trails and day use visitor amenities at the Summit. The proposed project modifications include the installation of retaining walls and construction excavation and haul modifications as part of the overall project providing a new recreational facility. All proposed project modifications would occur during the construction phase of the project. Thus, the proposed project modifications would not obstruct recreational activities within the preserve or result in any increased demand for recreation, thus, resulting in no impact to recreation.

4.16 TRAFFIC AND CIRCULATION

The 2012 EIR identified significant or potentially significant impacts related to construction traffic. These impacts would be reduced to a less-than-significant impact with implementation of Mitigation Measure 4.10-1 of the EIR (Draft EIR, pp. 4.10-17 through 4.10-18). The 2012 EIR identified less-than-significant impacts associated with roadway level of service, cumulative roadway level of service (year 2020), public transit, bicycle or pedestrian facility effects, guardrails and reduced possibility of vehicle diversion from travel lanes, and roadway and drainage ongoing maintenance.

The 2012 EIR identified the demolition phase (three to six months duration) as the most traffic-intensive phase of construction, which would involve up to 60 worker trips inbound to the site each morning and outbound from the site each late afternoon (each-way) and 20 two-way truck trips per day (20 inbound and 20 outbound). A total of approximately 1,100 additional two-way truck trips would be required during Phase 2 of construction to haul the additional material. The additional truck haul trips would be spread over four to six months which would equate to an average of approximately 12 additional truck trips per day. Similar to the peak construction phase, the additional material haul trips associated with proposed project modifications would be temporary in nature and would be spread throughout the workday. Therefore, the demolition phase would remain as the worst-case, or peak construction period, and the level of service analysis for construction traffic in 2012 EIR would not be affected by the proposed project modifications.

Construction activities associated with the proposed modifications would increase the construction traffic described and analyzed in the 2012 EIR. Mitigation Measure 4.10-1 of the EIR requires implementation of measures that improve roadway conditions and operation during and after construction. Additionally, construction activities associated with the installation of the gabion retaining walls could potentially require the closing of one lane of traffic along Mt. Umunhum Road for a limited period of time, which could result in temporary traffic delays for two residences above this location on Loma Almaden Road who use Mt. Umunhum Road to access their private property. Consistent with applicable requirements of the County of Santa Clara, and the California Manual of Uniform Traffic Control Devices (CA MUTCD), a Traffic Control Plan would be completed and submitted to the MROSD for approval. Thus, the addition of traffic on the private road or the temporary lane closure would not substantially affect the traffic analysis performed in the 2012 EIR. This would constitute a less-than-significant impact related to traffic and circulation.

4.17 UTILITIES & SERVICE SYSTEMS

As discussed in Chapter 1 of the Draft EIR (Draft EIR, p.1-5), the approved project would not adversely affect utilities. All typical utilities would be self-contained. No substantial wastewater would be created; vault toilets would be used, with the septage cleaned out regularly by MROSD staff or private service providers and disposed at an approved facility. Water use would be insubstantial, and nonpotable water would occasionally be purchased either from a municipality and transported to the summit, or purchased locally from a neighboring landowner at the summit and hauled a short distance to the storage tank. Water is intended primarily for on-site use but could be utilized for wildland fire suppression as appropriate. Regarding storm

drainage, the site would be recontoured to its natural form where feasible, and no increase in storm drainage would be expected. Further, because the site would be cleared of debris and dilapidated buildings, runoff quality would improve.

The proposed project modifications include installation of retaining walls and construction excavation and haul modifications which would not affect utilities or service systems.

5 CONCLUSION

The proposed addition of gabion retaining walls in three separate locations along Mt. Umunhum Road and the proposed construction excavation and haul modifications would not alter any of the conclusions of the 2012 EIR. No new significant environmental effects or a substantial increase in the severity of previously identified significant effects would result. The additions also would not affect any of the mitigation measures, including their feasibility or implementation. As mentioned above, none of the conditions listed in section 15162 of the CEQA Guidelines exist for the project modification described herein. Therefore, pursuant to section 15164 of the CEQA Guidelines, the differences between the approved project described in the 2012 EIR and the modification of the project as currently proposed and described in this addendum are minor and this addendum provides sufficient environmental documentation.

6 REFERENCES

Department of Conservation. 2010. *Santa Clara County Important Farmland 2010*. Available: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/scl10.pdf>. Accessed July 24, 2015.

Federal Transit Administration. 2006. *Transit Noise and Vibration Impact Assessment*.

Sacramento Metropolitan Air Quality Management District. 2016b (June). Road Construction Emissions Model Version 8.1.0. Available: <http://www.airquality.org/ceqa>.

RESOLUTION NO. 15-__**RESOLUTION OF THE BOARD OF DIRECTORS OF THE MIDPENINSULA REGIONAL OPEN SPACE DISTRICT APPROVING AN ADDENDUM TO THE CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT FOR THE MOUNT UMUNHUM ENVIRONMENTAL RESTORATION AND PUBLIC ACCESS PROJECT**

WHEREAS, pursuant to the California Environmental Quality Act (Public Resources Code § 21000 *et seq.*) (“CEQA”), the Midpeninsula Regional Open Space District (the “District”) is the lead agency for environmental review of the Mount Umunhum Environmental Restoration and Public Access Project (the “Project”); and

WHEREAS, on June 12, 2012, the Board of Directors of the District (the “Board”) certified the Final Environmental Impact Report (“EIR” or “2012 EIR”) for the Project by approving Resolution No. 12-24, which certification was supported by findings of fact and approval of a Mitigation Monitoring Plan; and

WHEREAS, on October 17, 2012, the Board adopted Resolution No. 12-40 approving the Project as described in the 2012 EIR, with the exception of an option for the radar tower, which was deferred for five years, pending the outcome of community efforts to preserve it; and

WHEREAS, subsequent to the certification of the 2012 EIR and approval of the Project, the District identified certain minor modifications to the Project, including but not limited to installation of gates and fencing and acquiring a road access easement to Mount Thayer (the “Modifications”); and on December 9, 2015, the Board adopted Resolution No. 15-59 approving the First Addendum to the 2012 EIR and these minor project modifications; and

WHEREAS, subsequent to the certification of the 2012 EIR and approval of the Project, the District identified certain minor modifications to the Project, including but not limited to transport of soil material and installation of gabion retaining walls (the “Project Modifications”); and

WHEREAS, the Project Modifications are desirable to the District because they will: 1) enhance the District’s ability to fulfill the goal of the Project, which 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 2) allow reuse of existing native soil material onsite for a previously-identified restoration component of the Project rather than generate unnecessary truck traffic on the Santa Clara County-maintained Hicks Road in order to dispose of the same material at greater cost; and

WHEREAS, the District has prepared an Addendum to the 2012 EIR in accordance with CEQA section 21166 and CEQA Guidelines section 15164 to describe the Modifications, attached hereto as Exhibit A (the “Addendum”); and

WHEREAS, the Project Modifications constitute minor technical changes and would not alter any of the conclusions, or result in new significant impacts to the environment, there is no substantial increase in the severity of previously identified significant impacts, and no new mitigation measures are required.

NOW, THEREFORE, BE IT RESOLVED AND APPROVED by the Board of Directors as follows:

1. The Second Addendum to the 2012 EIR fully describes the proposed minor changes to the Project and has been prepared in compliance with CEQA (Cal. Public Resources Code section 21000 et seq.) and the CEQA Guidelines (Cal. Code of Regs. section 15000 et seq.)
2. The Second Addendum reflects the Board of Directors' independent judgment and analysis.
3. In accordance with CEQA Guidelines section 15164, the Second Addendum, considered together with the 2012 EIR, the First Addendum, and the MMP, adequately addresses the potential environmental impacts associated with the Project Modifications.
4. The documents and other materials constituting the administrative record of the proceedings upon which the Board's decision is based are located at the Midpeninsula Regional Open Space District, Administration Office, 330 Distel Circle, Los Altos, CA 94022.
5. The Second Addendum is hereby approved by the Board and shall be considered a part of the District's environmental review of the Project.

* * * * *

PASSED AND ADOPTED by the Board of Directors of the Midpeninsula Regional Open Space District on August 10, 2016, at a Regular Meeting thereof, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

Secretary
Board of Directors

President
Board of Directors

APPROVED AS TO FORM:

General Counsel

I, the District Clerk of the Midpeninsula Regional Open Space District, hereby certify that the above is a true and correct copy of a resolution duly adopted by the Board of Directors of the Midpeninsula Regional Open Space District by the above vote at a meeting thereof duly held and called on the above day.

District Clerk

Exhibit A: Second Addendum to the Final 2012 EIR