

Addendum to the Environmental Impact Report

Mount Umunhum Environmental Restoration and Public Access Project

SCH# 2010122037



PREPARED FOR:

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

December 9, 2015

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ACRONYMS AND ABBREVIATIONS

AFS	Almaden Air Force Station
afy	acre-feet per year
District	Midpeninsula Regional Open Space District
EIR	Environmental Impact Report
HCP	Habitat Conservation Plan
MT CO ₂ e/year	metric tons of CO ₂ equivalent per year
Preserve	Sierra Azul Open Space Preserve
SCVWD	Santa Clara Valley Water District

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 (District) 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.

The District's proposed modifications to the previously approved project include installation of solar-powered electric or manual gates and associated fencing, and obtaining a road access easement for a private road to Mount Thayer. More specifically, the project includes: 1) installation of a gate near the intersection of Mt. Umunhum and Hicks Roads; 2) installation of a gate on Mt. Umunhum Road above the District's existing Jacques Ridge parking lot; 3) installation of three gates and associated fencing near adjacent private property; and 4) District easement for road access on the private road between Mount Umunhum and Mount Thayer for District purposes, including District staff, contractors and invitees for access, patrol, maintenance, repair, replacement, emergency access, and other related uses. The easement would not allow general public access. Refer to Section 3 of this addendum for a more detailed description of these proposed project modifications. The project goals and objectives identified in Section 3.4, page 3-5, of the 2012 Draft 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 below, the project modifications do not meet any of the criteria listed in section 15162 of the CEQA Guidelines. This means: (1) 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; (2) there is no new information of substantial importance since certification of the 2012 EIR that shows the modifications will 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. For these reasons, an addendum to the 2012 EIR is the appropriate mechanism to address modifications to the project.

This document concludes that the proposed addition of solar-powered electric or manual gates and associated fencing and District easement for road access on the private road to Mount Thayer within the project site 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.

1.2 PROJECT HISTORY

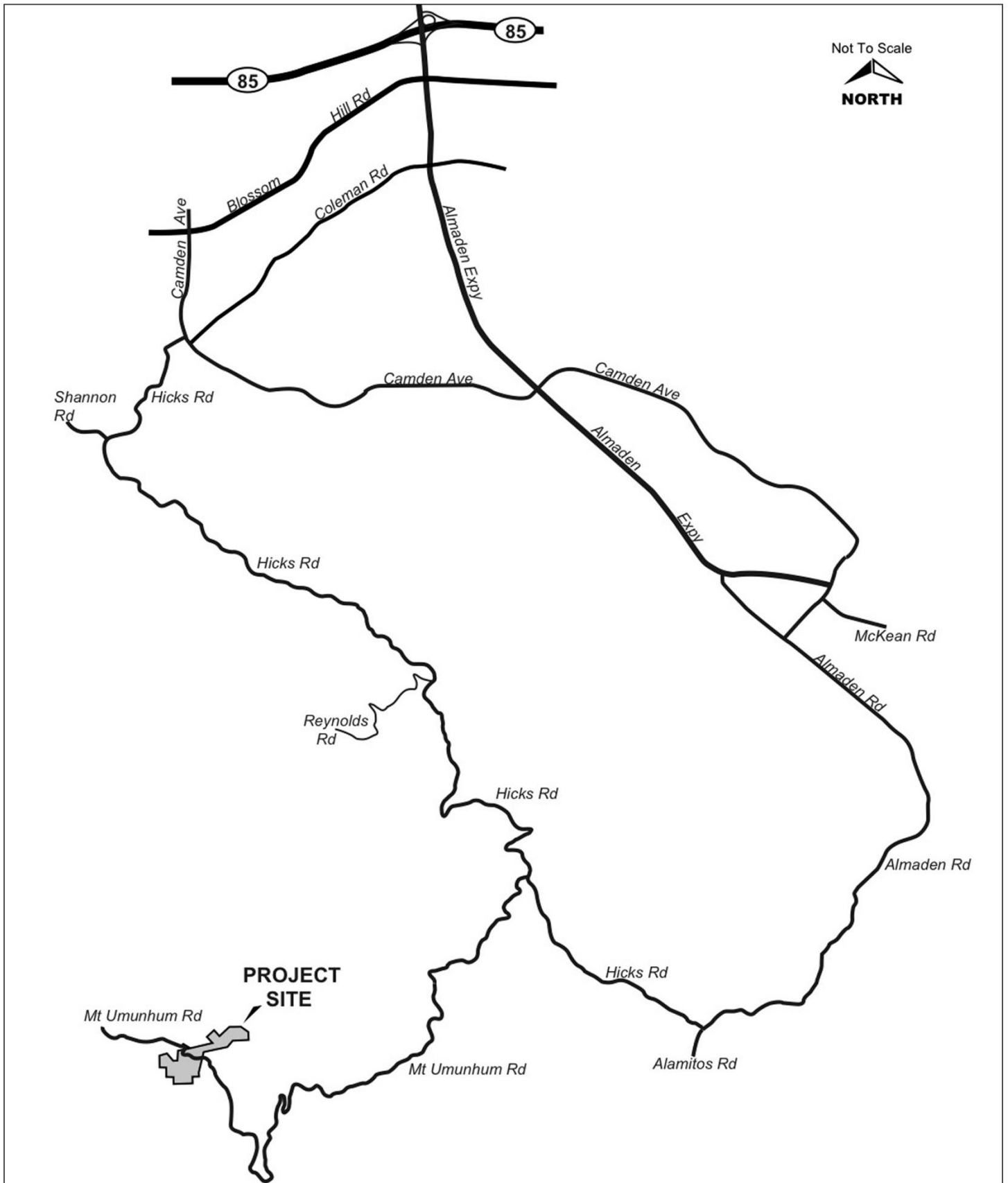
In 1986, the District acquired the former Almaden Air Force Station (AFS) and all remaining facilities at the site within the Sierra Azul Open Space Preserve (Preserve) (Exhibit 1). The ultimate intent of this purchase was to restore the area to a natural condition and provide public access; however, 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 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 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 District approved the structure abatement project in August 2010, which was complete in the summer of 2011.

In June 2012, 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) was certified. The approved project area from the Certified EIR is shown in Exhibit 2. The 2012 EIR analyzed a proposed project that included demolition of most (possibly all) of the abandoned structures associated with the former Almaden Air Force Station (AFS). The project included 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 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. 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 District 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.

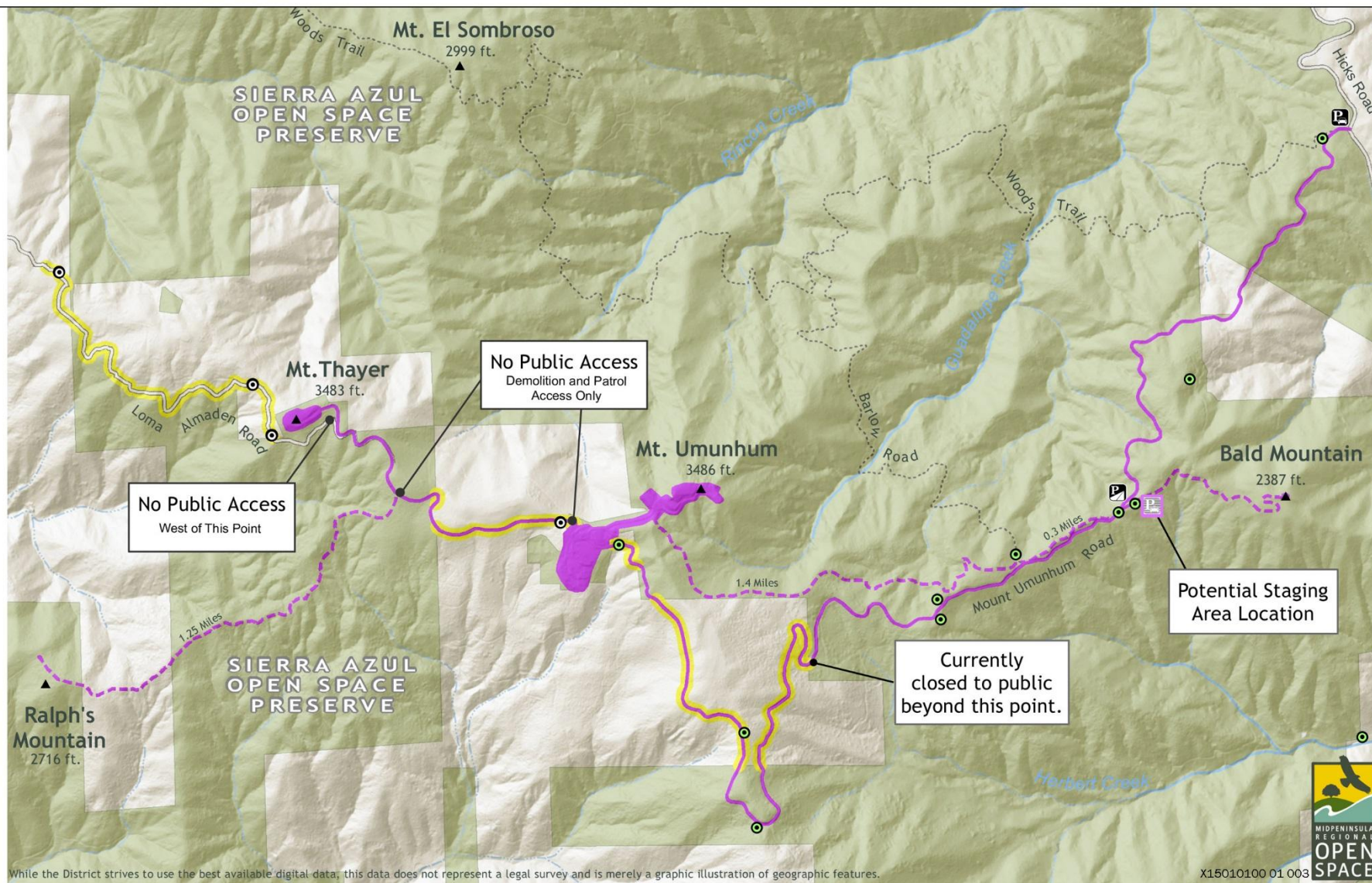
The project decisions have occurred in stages. On June 12, 2012, the District certified the EIR and approved the demolition phase of the project, not including the radar tower that was operated as part of the Almaden AFS. The disposition of the tower generated substantial public interest, and several options were evaluated in the EIR. The District 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 District'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 Area, the connecting multi-use Mt. Umunhum Trail to the summit, and safety upgrades and improvements to Mt. Umunhum Road.



Source: Adapted by Ascent Environmental in 2015

X15010100 01 004



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

0 0.5 Miles



Midpeninsula Regional
Open Space District
(MROSD)

April 2011

The final stage of project approval occurred on October 17, 2012, which included on a phased, conceptual basis: 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, the District 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, District-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 project site evaluated in the 2012 EIR is accessed by Mt. Umunhum Road, portions of which are under private ownership. The 2012 EIR noted that the last two miles of the road are currently closed to the public and would require public access rights to permit MROSD access. The District continues its efforts to resolve this issue, including obtaining title to a portion of Mt. Umunhum Road as it crosses the former Almaden AFS and right-of-way easements portions of Mt. Umunhum Road located on private property. Because these are real estate transactions that require no new construction activities, change in operations, or new vehicle trips, and were generally evaluated in the 2012 EIR, no further discussion is provided in this addendum.

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 District staff is completing the trail and bridges which are targeted for completion in 2016. Construction has begun on the Guadalupe Creek Overlook, which is located along the Mt. Umunhum Trail, and is anticipated to be completed by the winter of 2015/2016.

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 scheduled for summer 2016.

Pending resolution of public access issues, construction of safety upgrades to Mt. Umunhum Road, public access improvements, and visitor amenities are all anticipated to be substantially final in fall 2016. Ideally, the trail, road, and summit would open simultaneously; however, full vehicle access may occur at a later date pending resolution of public access issues and completing road improvements. In the interim, the public would be able to access the summit via the Mt. Umunhum Trail, once completed and open for public use, which would allow hikers, mountain bicyclists and equestrians to access the mountain top in fall 2016.

As with all other District 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 subsequent 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 District 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 will 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 2012 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 2012 EIR is the appropriate mechanism to address modifications to the project.

3 DESCRIPTION OF PROPOSED PROJECT MODIFICATIONS

The District's proposed modifications to the previously approved project include installation of gates and fencing, and obtaining a road access easement for a private road to Mount Thayer. More specifically, the project includes: 1) installation of a gate near the intersection of Mt. Umunhum and Hicks Roads; 2) installation of a gate on Mt. Umunhum Road above the District's existing Jacques Ridge parking lot; 3) installation of three gates and associated fencing near adjacent private property; and 4) District easement for road access on the private road between Mount Umunhum and Mount Thayer for District purposes, including District staff, contractors and invitees for access, patrol, maintenance, repair, replacement, emergency access, and other related uses. The easement would not include any rights for general public access.

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). The following provides a description of each proposed modification to the previously approved project. All proposed project modifications are located on previously disturbed land located within the project site analyzed in the 2012 EIR.

3.1 GATES AND FENCING

Up to five additional gates and associated fencing are proposed within the project site. The first gate is proposed on Mt. Umunhum Road near the intersection of Mt. Umunhum and Hicks Roads for the purpose of restricting public access to the Preserve after closing hours, while also allowing full-time access to residents that use Mt. Umunhum Road (approximate location shown in Exhibit 3a). This gate would be installed within previously disturbed land adjacent to Mt. Umunhum Road and would only be installed if there is a need to prevent after-hour use associated with opening the summit.

A second gate (approximate location shown in Exhibit 3a) is proposed above the District's existing "Jacques Ridge" parking area, where the gate would normally remain open and would only be closed when there is inclement weather and/or when Mt. Umunhum Road is required to be closed for public safety reasons (e.g., snow, fire, etc.). This second gate would allow normal public access to the parking area as it is currently being managed to coincide with the Preserve opening (i.e., from dawn to one-half hour after sunset).

Three additional gates (approximate locations shown in Exhibit 3b) are proposed for the purpose of restricting public access into adjacent private property and would include installation of approximately 1,500 linear feet of construction-grade chain link or similar safety fencing. All proposed gates and fencing would be installed within previously disturbed land adjacent to Mt. Umunhum Road for the purpose of restricting public access.



Exhibit 3a

Proposed Gates on Mt. Umunhum Road Near Hicks Road

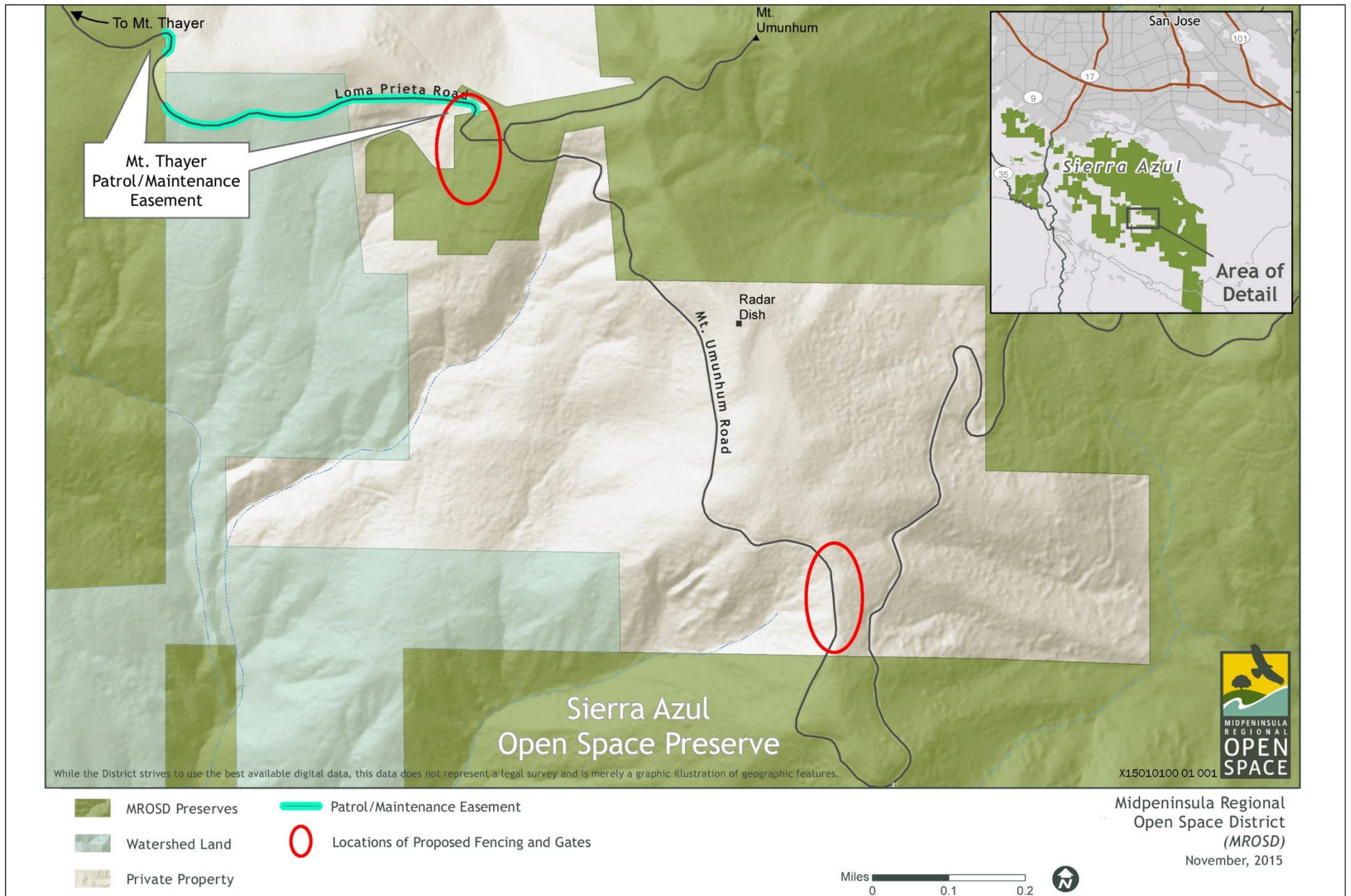


Exhibit 3b

Proposed Road Easement to Mt. Thayer and Proposed Gates and Fencing Associated with Private Properties

The exact type and configuration of vehicle gate to be used at each location is as yet undetermined; therefore, the approximate footprint and disturbance area of the largest potential gate at any of these locations is assumed for purposes of this analysis. Approximate dimensions of the largest gate would be a double sliding, solar-powered electronic gate occupying a moving footprint of up to 62 feet in length, which is the length of two 14-foot gate sections if both sides were opened to their fullest extent (56 feet) plus associated bollards and support poles (6-feet). The gate when closed would occupy an approximate three-foot wide footprint to accommodate wheels on existing paved surfaces; when opened, the gate could occupy an additional footprint of 28 feet x 3 feet in adjacent, existing vegetation, or be suspended in the air and supported by posts, depending on the slope at each location. Solar-powered electronic gates would include a 3-foot-x-3-foot-x-3-foot solar panel mechanism box on each side. The box would be placed in previously disturbed vegetation located adjacent to the road. The control panel to operate the gate would be placed immediately adjacent to the paved surface on a 6-inch-x-6-inch square pole.

3.2 EASEMENT FOR LIMITED VEHICLE ACCESS TO MOUNT THAYER VIA PRIVATE ROAD

The District is requesting an easement from adjacent landowners to obtain District-related vehicle access between Mount Thayer and Mount Umunhum via an existing private road (see Exhibit 3b). The easement would allow direct vehicle access for District purposes, including District staff, contractors and invitees for access, patrol, maintenance, repair, replacement, emergency access, and other related uses. The easement would not include any rights for general public access. On balance, an average of ten (10) new District patrol vehicle trips per week and two (2) other District-related trips per month are anticipated but could be increased in some seasons and decreased in others.

This addendum is intended to evaluate and confirm CEQA compliance for proposed modifications to the project evaluated in the approved 2012 EIR. This addendum is organized by environmental issue area and is intended to consider all environmental topic areas that could be affected by modifications for any changes in circumstances or the project description, as compared to the approved 2012 EIR, and determine whether such changes would result in new significant impacts.

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 certified 2012 EIR. Each resource issue area is addressed below.

4.1 AESTHETICS

The 2012 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.

Views of the project site are available from surrounding lands and from portions of State Route 9 (officially designated California Scenic Highway), Highway 17 (eligible California Scenic Highway), and local scenic roadways (Kennedy Road, Hicks Road, Coleman Road, and Almaden Expressway). The proposed gate would be located on Mt. Umunhum Road and would be visible from Hicks Road, a local scenic roadway; however, the proposed gate would not result in a substantial adverse visual effect for passing motorists on Hicks Road

because it would be visually consistent with other gates in the area and would blend in with existing development within the viewshed of this intersection. The two other proposed gates and associated fencing would not be visible from most offsite views due to distance and intervening topography.

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 2012 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 2012 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 (Draft EIR, 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 gates and fencing) 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.

Proposed modifications would not result in new or more severe impacts because the proposed land uses remain fundamentally the same and proposed construction is minor (i.e., installation of gates fencing). Construction and installation of the proposed project modifications could increase construction-related emissions of fugitive dust (PM₁₀ and PM_{2.5}) and result in exposure of sensitive receptors to fugitive dust emissions containing naturally occurring asbestos during construction-related earth movement activities. However, 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. The proposed addition of up to approximately ten (10) District patrol vehicle trips per week and two (2) other District-related trips per month on the private road to Mount Thayer by District staff, contractors and invitees, patrol, maintenance, repair, replacement, emergency access, and other related District uses would have an inconsequential impact on traffic, the primary generator of mobile source emissions. The easement would not include any rights for general public access.

For the reasons described above, no new significant effects or substantial changes to the environmental evaluation of air quality impacts provided 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 potential for land disturbance associated with construction and installation of the proposed gates and fencing would be limited to proposed areas of disturbance analyzed in the 2012 EIR. No additional tree removal or building demolition would occur with proposed project modifications. Proposed fencing would be approximately 1,500 feet in length and limited to the immediate area of the new gates. This would allow wildlife access to either side of the proposed fencing, resulting in inconsequential interference with wildlife movement in the region. 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; therefore, similar to the project evaluated in the 2012 EIR, the proposed modifications would result in no impact to paleontological resources, and this issue is not discussed further.

Construction of the proposed modifications would be limited to areas of disturbance that were analyzed in the 2012 EIR. Soil moving activities associated with construction of the proposed gates and fencing would be minor. 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). The 2012 EIR identified less-than-significant impacts associated with slope stability hazards.

The proposed installation of gates and fencing would occur within previously disturbed areas (i.e., exposed, non-vegetated soils) of the site wherever feasible. Removal of vegetation to accommodate gates and fencing will be minimized. Mitigation Measure 4.5-2 of the EIR requires consultation with the San Francisco Bay Basin Regional Water Quality Control Board, preparation of a stormwater pollution prevention plan, and implementation of best management practices to avoid construction-related erosion hazards.

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 not result in new or more severe impacts because the proposed land uses remain fundamentally the same and there would not be a substantial addition of traffic (the primary generator of mobile source greenhouse gas emissions). The project modification would include installation of gates, fencing, and District-related vehicle access on a private road resulting in up to an average of ten (10) new vehicle trips per week and two (2) other District-related trips per month, which, on average, is less than two trips per day. As described in the 2012 EIR, the highest volume of traffic associated with the approved project would be 69 trips during the Saturday peak hour. The 2012 EIR indicates that the project, as approved, would result in 700.2 metric tons of CO₂ equivalent per year (MT CO₂e/year), which is nearly 400 MT CO₂e/year less than Bay Area Air Quality Management District's threshold of 1,100 MT CO₂e/year. The addition of approximately 10 new trips per week would not change the conclusion of the 2012 EIR.

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 of the (Draft EIR, 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 include excavation and construction activities within proposed areas of disturbance that were 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).

Project modifications would result in the installation of gates and fencing, which would result in an imperceptible increase in impervious surfaces at the site. No new grading is proposed. The proposed modifications would result in minor excavation associated with installation of proposed gates and fencing. 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 discussed in this addendum are located on the same project site, a sparsely populated area. The project would, therefore, 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 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 identified less-than-significant impacts associated with long-term exposure of existing sensitive receptors to project-generated operational-related increases in stationary source noise levels and traffic source noise levels, exposure of existing sensitive receptors to excessive groundborne vibration from project-related activities, and short-term exposure of existing sensitive receptors to project-generated increases in construction source noise levels.

Because of the distance of sensitive receptors from 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 District patrol vehicle trips per week and two (2) other District-related trips per month on this road would result in an inconsequential change to traffic source noise levels. Construction and operation of proposed project modifications would not result in the exposure of persons off-site or result in generation of noise levels in excess of applicable standards. Any noise or vibration produced by construction equipment associated with fence and gate installations 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 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 five gates and limited fencing. 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.

Consistent with District policy, design and installation of proposed gates on the project site would not block public service vehicle access within the site or result in disruption of response times or other public service standards because fire protection/first response and law enforcement staff has key or code access to all District gates. Changes to the proposed project (i.e., installation of gates and fencing) 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 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. The proposed project modifications include the addition of gates and fencing in three areas of the project site to deter visitors from trespassing onto private property or entering the Preserve after Preserve hours. However, the modifications would not block recreational activities within the preserve or result in any increased demand for recreation. Therefore, the proposed modifications would not affect recreational resources.

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.

Construction activities associated with the proposed modifications would be minor (involving one or two trucks) and would not substantially 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. Consistent with the EIR's conclusion, with implementation of Mitigation Measure 4.10-1, construction-related vehicle trips associated with the proposed project modifications would result in a less-than-significant impact.

The proposed project modifications also include an easement request for District road access on the private road between Mount Umunhum and Mount Thayer. The easement would allow vehicle access for District-related purposes (i.e., District staff, contractors and invitees, patrol, maintenance, repair, replacement, and other related uses) and emergency services (e.g., sheriff, fire, etc.) between Mount Thayer and Mount Umunhum. The proposed modifications would add up to approximately ten (10) new District patrol vehicle trips per week and two (2) other District-related trips per month on the road to Mount Thayer and the easement would not include any rights for general public access. This small addition of traffic on the private road would not substantially affect traffic levels. 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 District 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 will 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 will improve.

The proposed project modifications include the addition of solar-powered or manual gates and fencing on Mt. Umunhum Road which would not affect utilities or service systems.

5 CONCLUSION

The proposed addition of solar-powered electric or manual gates and associated fencing and a District easement for road access on the private road to Mount Thayer 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. 2008. *Santa Clara County Important Farmland 2008*. Available <<ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/scl08.pdf>>. Accessed April 13, 2009.