### South San Francisco Bay Shoreline Phase I Study

### Addendum No. 4 to the Final Environmental Impact Statement/ Environmental Impact Report

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Valley Water Project No. 26444001

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1

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### **Table of Contents**

1. Background	5
2. CEQA Considerations	
3. Description of Proposed Changes to the Project	
4. Environmental Analysis	15
Air Quality and Greenhouse Gases	15
Terrestrial Biological Resources	17
Recreation	20
Noise	22
Transportation	24
5. Conclusion	26
6. References	27

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### 1. Background

On March 22, 2016, the Santa Clara Valley Water District (Valley Water) approved the South San Francisco Bay Shoreline Phase I Study (project) after certifying an Environmental Impact Report (EIR) for the project. The document titled Final Integrated Interim Feasibility Study and Environmental Impact Statement/Environmental Impact Report ("Final EIS/EIR", SCH NO. 2006012020) was prepared as a joint environmental review document to comply with the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). The project is undertaken as a partnership with federal and state agencies, including the U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS) and the California State Coastal Conservancy to provide coastal flood protection, restore/enhance tidal marsh and related habitats, and provide recreational and public access opportunities. The USACE and the USFWS acted as the co-lead agencies under NEPA, and Valley Water acted as the lead agency under CEQA.

The area between Alviso Slough and Coyote Creek has considerable risk for coastal flooding due to its low-lying terrain protected by non-engineered dikes. The flood risk will substantially increase over the next several decades due to sea level rise. In addition to flood risk, the past creation of commercial salt harvesting ponds along southern San Francisco Bay has resulted in a loss of most of the tidal salt marsh habitat within the Study Area. The Study Area is shown in Figure 1. These local tidal marsh losses are in addition to San Francisco estuary-wide losses of approximately 90 percent of all tidal wetlands.

The project would provide coastal flood protection to the community of Alviso and infrastructure between Alviso Slough and Coyote Creek. The flood protection levee will allow approximately 2,900 acres of former salt ponds to be restored to tidal marsh by breaching levees to San Francisco Bay. The new levees will be used as a trail and include connection to the Bay Trail network with viewing platforms, interpretive signs, and benches.



Figure 1: South San Francisco Bay Shoreline Phase 1 Study Area – Alviso Subarea within Santa Clara County

### Approved Project Elements

The project, as approved, includes the construction of an engineered levee, restoration of Ponds A9-A15 and A18, tide gates, and pedestrian bridges shown in Figure 2. The project area consists of Reaches 1, 2, 3, 4, and 5 shown in Figure 3. The new levee would be constructed up to an elevation of 15.2 feet (NAVD 88) along existing salt pond berms – the eastern border of Pond A12 and southern borders of Ponds A13, A16, and A18. Additional flood risk management (FRM) features include a flood gate for the Union Pacific Railroad crossing and a gate closure system at Artesian Slough (Artesian Slough Crossing). Restoration at Ponds A9-A15 and A18 would consist of breaching existing salt pond berms, guided by results of monitoring and adaptive management from other South Bay restoration activities, to establish tidal connection with San Francisco Bay. An average 30:1 ecotone would be built adjacent to the levee in Ponds A12, A13 and A18, which would provide transitional habitat for endangered species. Recreation features include two pedestrian bridges, access to an unpaved trail on the improved levees, connection of the new levee trail to the Bay Trail network, and viewing platforms, interpretive signs, and benches. The major elements and environmental impacts of the project are detailed in the Final EIS/EIR that was certified by the Valley Water Board of Directors on March 22, 2016.



Figure 2: South San Francisco Bay Shoreline Phase 1 Study as approved.



Figure 3: South San Francisco Bay Shoreline Reaches 1 through 5.

### Additional Environmental Review

The project description in the Final EIS/EIR was based on 30 percent design plans available when Valley Water certified the CEQA document and approved the project. In March 2019, Valley Water prepared an Addendum No. 1 to the Final EIS/EIR to evaluate minor design changes to the approved project reflected in the 95 percent design plans for the project in Reach 1 (Alviso Marina County Park to the Union Pacific Railroad), as well as other minor modifications to project schedule and activities, to support approval of a purchase and sale agreement (Purchase and Sale Agreement) between Valley Water and County of Santa Clara (County) for Valley Water to obtain temporary use of County property for project construction.

In August 2019, Valley Water prepared Addendum No. 2 to the Final EIS/EIR to evaluate minor changes to the approved project in Reach 1, 2, and 3. Addendum No. 2 evaluated the addition of two new staging areas in the study area. No ground disturbing or soil stockpiling/hauling activities were proposed at those two new staging areas. Only equipment storage, and temporary placement of a construction trailer were proposed at the two new staging areas.

In March 2020, Addendum No. 3 was prepared to evaluate the environmental impacts of the proposed acquisition of an additional temporary work area easement and two ingress/egress easements. The ingress/egress easements would provide additional access for construction and maintenance activities associated with Pond A18 and the Artesian Slough Crossing. The additional work area was required to facilitate construction of the Artesian Slough Crossing element.

Addendum No. 4 is being prepared to evaluate the environmental impacts of proposed changes in design, construction, and operation of the project after certification of the project EIR and subsequent addenda were approved. As described in detail below, the proposed changes in project activities include removal and replacement of an existing force main and culverts in Reach 1, installation of a sacrificial berm, extension of truck hauling and construction during peak hours, the reduction of western snowy plover (*Charadrius nivosus*) buffer distance, placement of chainlink fabric, and updates to Reaches 1, 2, and 3 construction schedule within Alviso Marina County Park.

### 2. CEQA Considerations

Once the environmental review for a project has been conducted and the lead agency has adopted its findings with respect to impacts and proposed mitigation, these decisions need no additional review, unless further discretionary approval on that project is required and there are substantial changes to the project or its circumstances (CEQA Guidelines §15162 (c)).

When there are changes to a project, CEQA and its implementing regulations provide various levels of review to document that the lead agency has adequately considered the environmental effects of the changes in making its decisions. Under CEQA Guidelines §15162(a), the appropriate level of review is based, among other factors, on whether proposed changes to the project, changes to circumstances under which the project is undertaken, or new information of substantial importance that was not known at the time of approval of the project, would create or show new significant effects or a substantial increase in the severity of previously identified significant effects.

If project changes would not result in new significant impacts or a substantial increase in severity of a previously identified significant impact, CEQA Guidelines §15164(a) provide for the use of an Addendum. The lead agency's decision to use an Addendum must be supported by substantial

evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines §15162, are not present.

### **3. Description of Proposed Changes to the Project**

This addendum evaluates the nature and extent of changed impacts from design changes to the project in Reaches 1, 2, and 3, extension of truck trip deliveries and work hours, placement of chain-link mesh fabric for rodent control, adjustment to western snowy plover buffer distance, and updates to the Reaches 1, 2, and 3 construction schedule within Alviso Marina County Park. Project modifications at Reach 1 include the removal and replacement of an existing storm force main and culverts. In addition, a sacrificial berm is proposed at Reaches 2 and 3 instead of riprap. Project-wide changes would include an extension to the truck trip deliveries and work hours, placement of chain-link mesh fabric as rodent control, and adjustments to the western snowy plover buffer distance. This addendum also provides an updated description to the Reaches 1, 2, and 3 construction schedule within Alviso Marina County Park that was previously described in Addendum No. 1. The proposed changes are described below.

### Replacement or Removal of Culverts and Storm Force Main at Reach 1

According to the Final EIS/EIR on page 1-39, the proposed Reach 1 levee would be constructed by USACE to tie-in at the existing levee just east of the historic marina within the Alviso Marina County Park. As previously requested by County Parks, the levee tie-in design which includes the park-use-only trail separate from the access road was addressed and evaluated in Addendum No. 1. After the preparation of Addendum No. 1, USACE identified three abandoned culverts that would need to be removed and a storm force main that would need to be replaced prior to the Reach 1 levee tie-in construction. Valley Water would need to acquire an additional 0.66 acres of temporary work area easement from County Parks to complete this work. The proposed changes would include the additional excavation work for the removal and replacement of a 24-inch storm force main and removal of three abandoned 60-inch culverts. The 24-inch storm force main would be excavated, removed, and replaced with a new storm force main that meets the USACE levee design standards. The three abandoned 60-inch culverts would be located and removed. The contractor would remove and backfill the abandoned culverts with levee material. The additional excavation for the storm force main and culverts would not increase the construction footprint for the project.



Figure 4: Locations of proposed culverts and storm force main work at Reach 1 tie-in.

### Sacrificial Toe Berm at Reaches 2 and 3

The proposed levee design change would allow the use of a sacrificial berm in place of the originally proposed riprap. The sacrificial berm would be constructed with dirt material placed at the toe of the levee. The sacrificial berm would be underwater and not visible from the ground surface. The Final EIS/EIR on page 1-25 generally describes that the project would include installation of erosion-control measures such as riprap when appropriate. Originally, the Reaches 2 and 3 levee design called for the placement of rock riprap at the toe of the waterside slope to armor the levee from tidal waters. Due to the prevailing and expected lack of wave energy at Reaches 2 and 3 project locations, erosion protection is not required. However, subshrubs (e.g., perennial pickleweed, alkali heath, and gumplant), which would be allowed to establish along the slopes of the levee, are expected to provide incidental erosion protection for managed water levels in Pond A16. This necessary change in design has been made which eliminates the need for riprap and utilizes onsite fill material instead to create a berm in front of the toe slope of the levee. The sacrificial berm will offer adequate protection from erosive forces that could threaten the levee structure, while additionally providing substrate for plant colonization which would result in an increase in salt marsh habitat. In April 2020, USFWS modified the 2015 Biological Opinion (BO) to include the Reaches 2 and 3 design change.<sup>1</sup> The BO determined this design change would not result in loss of salt marsh harvest mouse habitat. The proposed change would result in a reduction in the volume of fill being places in Pond A16. Figure 5 shows the updated Reaches 2 and 3 footprint and sacrificial berm.



Figure 5: Reaches 2 and 3 updated levee footprint and sacrificial berm.

<sup>&</sup>lt;sup>1</sup> USFWS, 2020. (April 2020). South Bay Shoreline Flood Risk Management Project Biological Opinion for USACE Amendment 1.

### Peak Hour Truck Trip Deliveries and Work Hour Extension

According to the Final EIS/EIR on page 4-448, trucks required to transport the fill material would have a 6-hour workday schedule based on preliminary engineering design planning. The study assumes all truck deliveries would occur between 9:00 AM and 3:00 PM. As indicated on page 4-437 of the Final EIS/EIR, Avoidance and Minimization Measure (AMM) TRN-1 provides that truck delivery hours would be outside the AM and PM peak traffic hours, so project-related trips would occur predominately outside the peak traffic hours and would minimize impacts on the area transportation system. Similarly, AMM NOI-1 requires that truck delivery hours be restricted from 9:00 AM to 3:00 PM. AMM TRN-1 and AMM NOI-1 would be revised to reflect the truck trip deliveries and work hour extension during peak hours.

In addition to the peak hour truck trip deliveries and work hour extension, the project changes would also include 11 truck cycles on the roadways during both the AM and PM peak hours (for a total of 22 truck cycles per day). Valley Water staff determined 22 truck cycles would be the maximum trips allowed before exceeding jurisdictional Level of Service (LOS) thresholds. According to pages 4-438 and 4-439 of the Final EIS/EIR, the jurisdictional specific impact threshold states that new project generated trips could not increase more than 1 percent of the freeway capacity for freeway segments operating at a LOS E or F or deteriorate freeway segment operations from the LOS D or better to LOS E or F. Since SR 237 McCarthy Boulevard to Zanker Road and SR 237 North First Street to Great America Parkway freeway segment has a roadway capacity of 4,600 passenger-car trips, the maximum project trips allowed before exceeding the 1 percent capacity threshold is 46 passenger-car trips. As identified in the Final EIS/EIR, 13 worker trips were evaluated during peak hours. According to page 4-448 of the Final EIS/EIR, 1 truck trip is equivalent to 1.5 passenger-car trips. Therefore, a total of 33 new project passenger-car trips or 22 truck cycles would be within the 1 percent capacity threshold. The freeway segments would be able to accommodate up to a maximum of 11 truck cycles during the AM peak hour and 11 truck cycles during the PM peak hour periods. The proposed changes would not exceed capacity thresholds or degrade roadway performance.

These two AMMs are proposed to be revised to increase construction schedule flexibility to procure and deliver levee fill and complete overall project work by extending truck delivery hours to between 7:00 AM to 5:30 PM and allowing up to 11 truck cycles during the AM and PM peak hours. A total maximum of 22 truck cycles would be allowed during the peak hours, with up to 11 truck cycles from 7:00 AM to 9:00 AM and up to 11 truck cycles from 3:00 PM and 5:30 PM.

### Adopted AMM

**AMM TRN-1: Work Hours** – Truck delivery and regular construction work hours would be outside the AM and PM peak traffic hours, so project-related trips would occur predominantly outside the peak traffic hours and minimize impacts on the area transportation system (page 4-437).

**AMM NOI-1: Work Hours** – Truck delivery and regular construction work hours will be restricted from 9:00 AM to 3:00 PM. Construction also has seasonal restrictions discussed in Section 4.6 *Aquatic Biological Resources* and Section 4.7 *Terrestrial Biological Resources* (page 4-573).

#### **Revised AMM**

**AMM TRN-1: Work Hours** – Truck delivery and regular construction hours will be restricted such that these activities will only occur from 7:00 AM to 5:30 PM. Truck delivery would be occur primarily outside of the AM and PM peak traffic hours, so project-related trips would occur

predominantly outside the peak traffic hours and in order to minimize impacts on the area transportation system (page 4-437), except that up to 11 truck cycles would be allowed on the roadways during both the AM and PM peak hours (for a total of 22 truck cycles per day).

**AMM NOI-1: Work Hours** – Truck delivery and regular construction work hours will be restricted such that these activities will only occur from 9:00 AM to 3:00 PM 7:00 AM to 5:30 PM. Construction also has seasonal restrictions discussed in Section 4.6 Aquatic Biological Resources and Section 4.7 Terrestrial Biological Resources.

### **Project-Wide Rodent Control**

The proposed changes include implementation of a rodent control strategy. Since the release of the Final EIS/EIR, the final designs have incorporated rodent control into the levee construction. The proposed rodent control chain-link mesh fabric would prevent rodents from burrowing and damaging the levee. The chain-link mesh fabric would be installed along the embankment of the levee. Installation features of chain-link mesh fabric is shown in Figure 6. The chain-link fabric mesh would be manually placed and anchored at the embankment. The chain-link fabric mesh would be anchored using an earth anchor with 2 feet spacing. The earth anchors must be driven into the embankment at a minimum of 36 inches. A backhoe or small construction equipment would be used to bring in material and place 6 inches of topsoil on the chain-link mesh fabric. The chain-link mesh fabric. The chain-link mesh fabric would be covered with dirt material. The fabric would not be visible.



Figure 6: Reaches 1-3 rodent control chain-link mesh installation features.

### Project-Wide Changes to Western Snowy Plover and Buffer Distance

The proposed changes include revisions to the Final EIS/EIR Mitigation Measure MM TBR-2b: Construction Avoidance Measures for western snowy plovers. During the course of stockpiling activity at Reach 1, the USACE observed that plover nesting and brood activity occurs closer to active construction work and at a greater level than anticipated in the incidental take statement of the BO issued by USFWS in April 2015. In addition, the USACE observed that western snowy plover nests exhibit a fledging success rate no less than, but greater than, those nests greater than 600 feet from active work. Based on this information, the USACE proposed to amend MM TBR-2b: Buffer Distance for the Western Snowy Plover Nests and Broods. The proposed buffer distance would allow more flexibility in active project work near western snowy plover nests or brood. The proposed change would decrease the buffer distance from 600 feet to 300 feet for active construction activities under the condition that biological monitors would actively monitor snowy plover nests that are located near the project footprint. Work would be halted if a nest or brood is observed within 300 feet of active construction. Furthermore, the USFWS would be consulted with to obtain permission before continuing work. Amendment to MM TBR-2b is further discussed in the analysis section below. The USFWS agreed with USACE's proposal and modified the BO in August 2020.<sup>2</sup> The modified BO specifies that no activities will be performed within 300 feet of an active western snowy plover nest or broods during the western snowy plover's breeding season, March 1 through September 14 (or as determined through surveys).

### Updates to Reaches 1, 2, and 3 Construction Schedule Within Alviso Marina County Park

According to Addendum No. 1, Reach 1 levee construction activities were scheduled to begin in 2020 and construction of the 15.2 feet high levee would occur in two stages and is scheduled to be completed in August 2021. The original schedule anticipated the construction period to last approximately 30 months. During the construction period, intermittent temporary closures of the Alviso Slough Trail would likely occur over a period of 12 months during equipment demobilization after the first stage of construction of the levee to 12 feet (July 2020 – August 2020), consolidation of 12' levee (September 2020 – February 2021), equipment demobilization and other activities including replacement of the following installation of 15.2' levee (April 2021 – August 2021). Full closure of the Alviso Slough Trail was anticipated to occur for approximately four months during levee construction and the subsequent tie-in construction (May 2020 – June 2020 and February 2021 – March 2021). Construction of railroad temporary at-grade crossing was scheduled to occur from June 2020 to August 2020. As stated in Addendum No. 1, hauling of Pond A16 material to Pond A12 for the ecotone is schedule to occur between July 2020 and November 2021. During the 17-month period, the trucks would intermittently exit through the Alviso Marina County Park entrance between the hours of 7:00 AM and 5:30 PM.

The project schedule has been updated to reflect contracting and project description changes. The Reaches 1-3 levee contract is now expected to be awarded as a single contract by March 2021. This would allow the contractor to construct the Reaches 1-3 levee and the railroad temporary at-grade crossing in any sequence as feasible. The Reaches 1-3 levee and railroad temporary at-grade crossing would occur over a period of 33 to 34 months. This construction period would begin March 2021 and end in December 2023. The durations of the Alviso Slough Trail's partial and full closure are expected to be similar to the estimation provided in Addendum No. 1. Trucks would enter the Alviso County Park access point on a relatively high frequency during the dry weather periods of 2021, 2022, and 2023 (April through November) compared to

<sup>&</sup>lt;sup>2</sup> USFWS, 2020. (August 2020). South Bay Shoreline Flood Risk Management Project Biological Opinion for USACE Amendment 2.

the frequency originally addressed in Addendum No. 1. However, the truck frequency would be consistent with the frequency evaluated in the Final EIS/EIR. During the construction period, the contractor may have fluctuating truck trips throughout the day and week. However, the daily truck trip frequency may vary through Alviso County Park. The contractor would coordinate with County Parks to ensure public safety and schedule trail closure.

### 4. Environmental Analysis

The following analysis discusses the impacts from storm force main replacement and culverts removal, sacrificial berm installation, truck delivery and work hour extension, rodent control, changes to the western snowy plover buffer and distance, and updates to the Reaches 1, 2, and 3 construction schedule within Alviso Marina County Park to the project description relative to the impacts identified in the Final EIS/EIR and subsequent addenda. Valley Water would continue to implement the same applicable best management practices (BMPs) and avoidance and minimization measures as prescribed in the Final EIS/EIR when removing the storm force main and culverts and installing the sacrificial berm.

The proposed changes would not create new or substantially worse significant impacts on agricultural/forest resources or mineral resources as these resources are not found to be located in the vicinity of proposed work area. The proposed changes would not create new or substantially worse impacts in the following resource areas: Aesthetics, Aquatic Biological Resources, Geology, Soils and Seismicity; Hazards and Hazardous Material; Hydrology and Flood Risk Management; Land Use and Planning; Public Safety and Aviation; Public Utilities and Service Systems; Surface Water and Sediment Quality; and Growth Inducement. The nature of the modified project activities and duration of the construction would remain similar to the project activities originally evaluated in the Final EIS/EIR. The proposed changes would not result in new or substantially worse significant impacts on historical or other cultural resources because the project activities are located within the project footprint evaluated in the Final EIS/EIR. Furthermore, the proposed activities are located outside of the Alviso Historic District and only minor grading and ground-disturbance may occur from project description changes. The modified project environmental impacts to these resources would remain at substantially the same level as impacts disclosed in the Final EIS/EIR.

Potential impacts from the modified project to Air Quality/Greenhouse Gases, Terrestrial Biological Resources, Noise, Recreation, and Transportation have been identified and are analyzed below. Based on these analyses and as concluded below, implementation of the proposed project changes would not create new significant environmental impacts or substantially increase the severity of significant impacts beyond those identified in the Final EIS/EIR.

### Air Quality and Greenhouse Gases

## Impact AIR-1: Violate any air quality standard or contribute substantially to an existing or projected air quality violation

According to the Final EIS/EIR on page 4-489, project construction would result in temporary increase in emissions of ROG, NOx, CO, SO2,  $PM_{10}$ ,  $PM_{2.5}$ , and  $CO_2$ . Construction emissions were quantified using CalEEMod. The modified project activities would consist of similar construction activities and equipment used as for the levee construction activities evaluated in the Final EIS/EIR. The Final EIS/EIR finds that the ROG and NOx emissions during construction would exceed BAAQMD emission thresholds for maximum pounds per day from the large amount

of material to be moved and placed to form new levees and transitional habitat. Implementation of Mitigation Measure M-AIR-1a and Mitigation Measure M-AIR-1b would reduce the ROG and NOx emissions during construction. Implementation of Mitigation Measure M-AIR-1a would require the contractor to develop a plan demonstrating that off-road equipment would achieve project-wide fleet average of 20 percent NOx reduction and 45 percent PM reduction compared to the Air Resources Board fleet average. In addition, implementation of Mitigation Measure M-AIR-1b requires all construction equipment, diesel trucks, and generators be equipped with best available control technology and all equipment meeting the Air Resources Board's most recent certification standard for off-road heavy-duty diesel engine. On page 4-491 of the Final EIS/EIR, NOx and ROG emissions associated with levee construction and ecotone activities would be considered significant after mitigation. The impact was concluded to be significant and unavoidable.

No substantial change in emissions would occur under the proposed project changes. The removal and replacement of the storm force main and culverts would not require additional equipment, and similar construction activities would be involved in completing this work. In addition, installation of the sacrificial berm and chain-link mesh fabric would consist of similar work and equipment required for levee construction. Therefore, the proposed changes in levee design would result in emissions similar to the amount estimated in the Final EIS/EIR. The proposed extension of truck delivery and work hours would not result in substantially more air quality impacts relating to ROG, NOx, CO, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and CO<sub>2</sub> emissions. The daily truck trips would remain consistent with the daily truck trips analyzed in the Final EIS/EIR. The work hour extension would allow more construction work to occur over a longer duration throughout the day. Work hours would be extended an additional two hours. This proposed work extension may increase air pollutant emissions. However, the emissions would be temporary and short term for the duration of the construction activities. The construction activities would remain similar to the ones evaluated in the Final EIS/EIR. In addition, USACE will continue to implement AMM AIR-1: Dust Control Measures and AMM AIR-3: Prepare SWPPP, as well as the mitigation measures M-AIR-1a and M-AIR-1b, to reduce these construction-related impacts. As a result, these proposed project changes would not result in a substantial increase in this air quality impact. The proposed changes to the western snowy plover buffer distance and Reaches 1, 2, and 3 construction schedule would not result in additional project activities. Therefore, no additional air quality impacts would result from those changes.

### Impact AIR-2: Expose sensitive receptors to substantial pollution concentrations

As discussed in the Final EIS/EIR on page 4-491, the project impacts to Toxic Air Contaminants (TAC) would be less than significant. As described in Impact AIR-1 above, the proposed project changes would not result in substantial increase in air pollutant emissions and thus would not result in a substantial increase in exposing sensitive receptors to pollutant concentration. USACE will continue to implement AMM-AIR-2: Limit Idling Time, AMM-AIR-5: Cleaner Construction Equipment, and AMM-AIR-6: Use Electrical Power, and Mitigation Measure M-AIR-1a and Mitigation Measure M-AIR-1b to further reduce diesel PM exhaust emissions. Therefore, impacts from the proposed project changes would remain less than significant as evaluated in the Final EIS/EIR.

### Impact AIR-3: Conflict with or obstruct implementation of the applicable air quality plan

As discussed on pg. 4-491 of the Final EIS/EIR, a project would be inconsistent with an air quality plan if it would result in population and/or employment growth that exceed growth estimates included in the plan, which would generate emissions not accounted for. Both the approved and

modified project would not result in population or employment growth, and thus there would be no conflict with, or obstruction of, air quality plans. This impact would remain less than significant.

### Impact AIR-4: Create objectionable odors affecting a substantial number of people

According to page 4-491, the project would generate odors associated with diesel exhaust and other construction-related sources. The project site is located approximately 50 feet from the Alviso Marina County Park, 500 feet from residential neighborhoods, and 200 feet from commercial development. The contractor would limit idle time for diesel-powered equipment which would minimize construction-related odor. Implementation of AMM-AIR-2, AMM-AIR-5, and AMM-AIR-6 would reduce overall construction-related odors. Based on the distances, and the short-term nature of potential odors to be generated, the Final EIS/EIR concludes this impact to be less than significant. The proposed project modifications would not require additional construction equipment beyond those analyzed in the Final EIS/EIR. The proposed truck delivery and work hour extension would not exceed the daily truck trips evaluated in the Final EIS/EIR. Changes to western snowy plover buffer distances and Reaches 1, 2, and 3 construction schedule within Alviso Marina County Park are not expected to impact air quality or odors. The project changes would remain similar in location, nature and duration of work activities, and compliance with applicable AMMs and MM. Therefore, the impact related to objectionable odors would remain less than significant.

## Impact AIR-5: Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

On page 4-493 of the Final EIS/EIR, the majority of GHG emissions generated from the project would be CO<sub>2</sub>. GHG emissions are estimated to be a maximum of 94,267 lb/day for the levee and Pond A12 transitional habitat construction phase. BMPs identified by the BAAQMD to reduce GHG emissions during construction include using alternatively fueled construction equipment for at least 15 percent of the fleet, using local building materials for at least 10 percent of the total, and recycling or reusing at least 50 percent of construction waste or demolition materials. The Final EIS/EIR states that the BMPs would reduce project impacts to GHG to a less than significant level. As described in the other air quality impact discussions above, the modified project would be similar in terms of location, nature and duration of the work activities to the activities evaluated in the Final EIS/EIR. Implementation of AMM-AIR-4: Greenhouse Gas BMPs would reduce GHG emissions during construction by requiring the contractor to use alternatively fueled construction equipment for at least 15 percent of the fleet, use local building materials for at least 10 percent of the total, and recycle or reuse at least 50 percent of construction waste or demolition material. Therefore, this impact to GHG emissions would remain less than significant.

### **Terrestrial Biological Resources**

## Impact TBR-1: Have an effect on any sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS

The Final EIS/EIR discussed on page 4-316 that project construction would directly affect a total of 8.9 acres of wetlands. No riparian or open water habitat would be affected. The affected areas are primarily associated with a wetland complex near the Alviso Marina on the west end of the segment and Artesian Slough on the east end of the segment. An exception is saline marsh on the edges of Ponds A12 and A13.

As the EIS/EIR describes, ecosystem restoration of the project is expected to result in the creation of 2,879 acres of tidal marsh. On page 4-311, Table 4.7-3 also provides a summary of wetland impacts from the different alternatives including Alternative 3, which is the approved project. The

minor losses of seasonal wetland (saline flat) and muted tidal/diked marsh habitat associated with levee construction effects would be completely offset in the long term by tidal marsh habitat gains associated with the project. The Final EIS/EIR concludes this impact to be less than significant.

Construction associated with the proposed Reach 1 storm force main and culverts removal, Reaches 2 and 3 sacrificial berm installation, and placement of chain-link mesh fabric would not result in filling of additional wetlands. The additional project work would not increase the construction footprint for the project within sensitive habitat. Construction associated with the project modifications would be temporary. Additionally, the proposed changes to truck trip deliveries and work hours, Reaches 1, 2, and 3 construction schedule, and western snowy plover buffer distance would not result in sensitive habitat loss. Impacts on sensitive natural communities, including seasonal wetlands and muted tidal/diked marsh habitat from the modified project would remain less than significant.

# Impact TBR-2: Have an effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the CDFW or the USFWS

According to the Final EIS/EIR on page 4-317, project construction activities could result in direct impacts on special-status species using the seasonal wetland west of the Union Pacific Railroad tracks (saline flat) and muted tidal/diked marsh habitat in the New Chicago Marsh (NCM). The NCM is known to support several special status species, including salt marsh harvest mouse, salt marsh wandering shrew, Alameda song sparrow, Bryant's savannah sparrow, and nesting western snowy plover, burrowing owls and other nesting birds. AMMs and mitigation measures were proposed in the Final EIS/EIR which would reduce the impacts to these species to a less than significant level. Project construction associated with the proposed changes to an existing storm force main and culverts, armoring, and rodent control would be similar in nature of work, location, and duration of construction as the approved project. In addition, proposed changes to the truck trip deliveries and work hours as well as the Reaches 1, 2, and 3 construction schedule are not expected to result in change of impacts to special-status species. These proposed modifications would not substantially increase the significant impacts to these protected species as the nature of the work activities and duration of construction would remain the same. In addition, applicable AMMs and mitigation measures would continue to be implemented with the modified project to reduce the impacts to a less than significant level.

As discussed on page 4-318, the project may have direct impacts on western snowy plovers including the loss of a small amount of habitat in the impoundment between Pond A12 and Union Pacific Railroad tracks. Indirect impacts would occur if snowy plovers do not nest in the impoundment, or nest in a reduced portion of the impoundment, as a result of the raising of the levee along Pond A12. Western snowy plovers may self-relocate during construction activity and return to the area once construction is complete. The USFWS issued a Biological Opinion for the project on April 27, 2015. According to the Biological Opinion, the project could affect the snowy plover but concluded that the level of anticipated take associated with the levee construction is not likely to result in jeopardy to the species. As discussed in the Final EIS/EIR, construction of the Alviso North levee segment would result in significant impacts to the western snowy plover. The Final EIS/EIR further concluded that implementation of AMM-TBR-9: Pond Levels for Snowy Plover, Mitigation Measure MM-TBR-2b: Construction Avoidance Measure for Western Snowv Plover, and Mitigation Measure MM-TBR-2c: Additional Measures for Western Snowy Plover would reduce these impacts to a less than significant level. As described in Section 3 above, this Addendum includes analysis of the project changes to the Mitigation Measure TBR-2b: Construction Avoidance Measures for Western Snowy Plovers. This proposed change would

reduce the 600 feet buffer distance for active construction activities to 300 feet under the condition that a biological monitor would actively monitor western snowy plover nests that are located near the project footprint. Project work shall stop if a nest is constructed or if a brood is located within 300 feet of active construction. USFWS would be consulted and grant permission before work can proceed again. During re-initiation consultation with USFWS, the Corps estimated that 36 breeding pairs of plovers would be present within the construction footprint and revised buffer for all reaches, of which half could be affected by construction as take (18 pairs). USFWS accepted USACEs' request and modified the Biological Opinion to allow the reduced buffer distance and associated take. The revised Mitigation Measure TBR-2b would continue to minimize or avoid the loss of individual western snowy plover during construction activities. Construction-related impacts to western snowy plovers are expected to remain less than significant with mitigation.

### Impact TBR-3: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; this includes fragmentation of existing habitats

According to the Final EIS/EIR on page 4-320, the proposed project would follow existing barriers (non-engineered dikes and berms), so building a levee on this alignment would minimize effects on wildlife movement, connectivity, and habitat fragmentation. Habitat on the landward side of the levee is primary muted tidal marsh that is part of the NCM. The approved project includes vegetative buffers on the levees to provide refuge if needed and would not be constructed in a manner that would prevent wildlife movement across the levee. The project would not substantially change habitat types on either side of the levee, and the approved project is not expected to affect any long-term trends of special-status species. Construction-related impacts on wildlife movement, habitat connectivity, habitat fragmentation, and biodiversity would be less than significant.

Construction activities associated with the proposed changes would be similar in nature of work, location, and duration of construction as the approved project. The proposed changes would be within the project footprint evaluated in the Final EIS/EIR. Additional project changes including the truck trip deliveries and work hour extension, western snowy plover buffer distance adjustments, and Reaches 1, 2, and 3 construction schedule would not affect wildlife movement, habitat connectivity, habitat fragmentation, and biodiversity. Therefore, impacts on wildlife movement, habitat connectivity, habitat fragmentation, and biodiversity would remain less than significant for the modified project.

## Impact TBR-4: Have an effect on a population of existing native resident or migratory species, either directly or through habitat modification

The Final EIS/EIR discusses on page 4-321 that the project would be constructed along the location of the existing nonengineered dikes and berms that separate distinct habitat types. On the bayward side are Pond A12 and A13, which would be operated as batch ponds until they are breached, respectively, and Pond A16, a shallow water circulation pond. Because the habitats in these areas are so different, the levee is not expected to disrupt or change current habitat trends in these areas. The levee segment between Pond A16 and the NCM is a movement corridor for young western snowy plover and other marsh species that hatch on bird nesting islands in Pond A16 and subsequently move into the NCM for cover and foraging. The proposed changes in Reaches 1-3 would not increase the project footprint. Construction activities for the proposed changes would be similar in nature of work, location, and duration of construction as the approved project. Changes to the truck deliveries and work hours and Reaches 1, 2, and 3 construction schedule are not expected to have a substantial impact on population and habitat trends.

As described in Impact TBR-2 above, the revised Mitigation Measure TBR-2b will continue to avoid or minimize construction-related effects on western snowy plovers. The proposed buffer reduction would not result in habitat modification or directly affect existing native resident or migratory species. Buffer distances for nesting birds and California ridgeway's rail would remain unchanged. Therefore, the proposed changes on population and habitat trends would remain less than significant.

# Impact TBR-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree-preservation policy or ordinance or with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, Recovery Plan, or other approved local, regional, or State habitat conservation plan

The Final EIS/EIR discusses on page 4-322 that project construction activities would comply with existing policies and plans and concludes Impact TBR-5 to be less than significant. The modified project would continue to comply with or to be consistent with objectives of existing plans and policies. Therefore, this impact would remain less than significant.

### Recreation

## Impact REC-1: Limit or impede existing recreational uses in the project area such as trails, access to the bay, and environmental education.

The proposed changes would not result in additional impacts that limits or impedes existing recreational uses in the project area such as trails, access to the bay, and environmental education. As discussed on page 4-513 of the Final EIS/EIR and Addendum No. 1, the project would result in temporary recreational impacts from construction of the levee and related activities near and at the County Park. These impacts include trail closure, trail detours, truck/construction equipment traffic and operation, and related dust, exhaust emissions and noise. The Final EIS/EIR describes that construction activities near the former marina could affect access to the park, but the construction impacts would be short term (four to six months) and limited to immediate work areas. In Addendum No. 1, the updated construction schedule evaluated recreational impacts from Reach 1 levee material stockpiling activities over a nine month period of time (April 2019 – December 2019) and construction activities over a 20-month period (January 2020 - August 2021). The Alviso Slough Trail would have intermittent closures over a period of up to 12 months during equipment mobilization and other activities (July 2020 - January 2021 and April 2021 - July 2021), and up to 17 months of truck hauling activities. The Alviso Slough Trail would be completely closed for four months during the first stages of levee construction (May 2020 - June 2020 and February 2021 to March 2021).

The proposed changes would include updates to the Reaches 1 to 3 construction schedule for levee and railroad temporary at-grade crossing activities. This work is expected to occur over a 34-months period (March 2021 – December 2023). The proposed change would include 21 months of truck hauling over the 34 months construction timeframe. Intermittent closures of the Alviso Slough Trail are expected and will be based on the contractor's schedule. The contractor would be required to submit a schedule to USACE that lists the detailed sequencing of work within the project area. Depending on the contractors planned sequencing of work there may be periods when the contractor is not working in the area of the County Parks, and the pedestrian trails may be reopened if conditions are safe. During dirt hauling, trucks will be entering and exiting through a maintenance road near the County Parks entrance, and some damage may result from dirt hauling activities; however, the contractor will restore the road to its pre-project conditions. The

trucks would enter the Alviso County Park access point on a relatively high frequency during the dry weather periods of 2021, 2022, and 2023 (April through November) compared to the frequency originally addressed in Addendum No. 1.

The project schedule has been updated to reflect contracting and project description changes. The Reaches 1 to 3 levee contract is expected to be awarded as a single contract by March 2021. This would allow the contractor to construct the Reaches 1 to 3 levee and the railroad temporary at-grade crossing in any sequence as feasible. This construction period would begin as early as March 2021 and end in December 2023. The trail closure schedule would be closely coordinated with County Parks. The updates to the County Parks schedule and timeline would have a similar duration as the one addressed in Addendum No. 1. The closures would be shifted to a later date with similar temporary closure durations for the Alviso Slough Trail. Therefore, the updates to the construction schedule would not result in new impacts that limit or impede existing recreational uses in the project area such as trails, access to the bay, and environmental education.

The proposed levee design changes at Reach 1, installation of sacrificial berm Reaches 2 and 3, installation of chain-link mesh fabric, and changes to the western snowy plover buffer distance are not expected to affect recreational uses near the park. No additional trail or park closures would occur from construction activities associated with removal and replacement of the storm force main and culverts, installation of sacrificial berm, and placement of chain-link mesh fabric. The project modifications would not significantly impact or impede recreational uses near the park. Therefore, the impact would remain less than significant.

## Impact REC-2: Increase the use of existing neighborhood and regional parks or other recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated.

As discussed in the Final EIS/EIR on page 4-523, construction of the project would result in temporary closure of trails in the immediate vicinity of construction. This is a short-term impact and trails would be available once construction moves from the area. Other trails in the project area would remain available for public use before and after construction occurs. The Final EIS/EIR concludes that the project would not increase the use of other recreational facilities that would cause substantial physical deterioration to those facilities. The proposed changes include moving the project schedule to a later date. The construction duration and associated recreational impacts on the park use would remain similar to the timeframe described in the Final EIS/EIR and Addendum No. 1. The proposed changes are not expected to result in additional impacts to recreational facilities beyond those discussed in the Final EIS/EIR and Addendum No. 1. The updated project construction timeline and schedule would not substantially increase the use of existing neighborhood and regional parks and other recreational facilities, and thus this impact would remain less than significant.

## Impact REC-3: Require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

According to page 4-524 of the Final EIS/EIR, project impacts relating to construction or expansion of recreational facilities would be less than significant. Construction would result in the temporary closure of trails in the immediate vicinity of the construction zone. This impact would be short-term and temporary. The trails would be available once construction moves from the area. Other trails in the area would still be available for public use. The project would not require construction or expansion of recreational facilities. The proposed design changes and updated Reaches 1, 2, and 3 construction schedule would not require construction or expansion of other recreational facilities. No impacts to recreational facilities would occur from the proposed project changes and schedule modifications. Therefore, this impact would remain less than significant.

### Noise

# Impact NOI-1: Expose people to or generate noise levels in excess of standards established in the City of San José's municipal code for land inside the city limits or the Santa Clara County Code standards for land in unincorporated areas of Santa Clara County

### Impact NOI-2: A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities

According to page 4-579, project construction-related noise would exceed the local noise standards and result in significant temporary increase in ambient noise. Additional noise impacts may occur from construction associated with the proposed removal and replacement to Reach 1 storm force main and culverts, installation of a sacrificial berm at Reaches 2 and 3, and placement of chain-link mesh fabric. These proposed changes are expected to generate construction-related noise from excavation, backfilling, and ground disturbing activities. Implementation of AMM-NOI-3: Noise Best Management Practices and Mitigation Measure M-NOI-1 would reduce construction-related noise impacts to a less than significant level. These measures would require the contractor to implement best management practices to reduce noise, obtain a conditional use permit from the city, and comply with all provisions of the conditional use permit. The conditional use permit is expected to include time-of-day restrictions, equipment setback requirements, notification requirements, equipment maintenance, and equipment muffler requirements. The contractor is further required to monitor construction noise levels, and if noise levels exceed the permitted levels, the contractor will reduce the number of noise-generating equipment at any one time or install temporary noise barriers. Noise impacts associated with the replacement of storm force mains and culverts, installation of berms, and placement of chain-link mesh fabric would be similar in nature, location, duration of work activities as the approved project. Therefore, this impact would remain less than significant with mitigation.

As stated on page 4-443 in the Final EIS/EIR, the morning peak hours occur between 7:00 and 9:00 AM and PM peak hours occur between 4:00 PM and 6:00 PM. As discussed, the proposed changes would include extending truck deliveries and work hours to allow such activities to occur from 7:00 AM to 5:30 PM and specifically allowing 11 truck cycles from 7:00 AM to 9:00 AM and 11 truck cycles from 3:00 PM and 5:30 PM. On page 4-451 of the Final EIS/EIR, construction workers have a 9-hour work schedule between 8:00 AM to 5:00 PM. The proposed truck trip deliveries and work hour extension would generate ambient noise through continuous use of construction equipment and truck hauling throughout the site during AM and PM peak hours. The proposed extension would result in an increase in ambient noise for a longer period of time on any given workday. Based on the Final EIS/EIR on page 4-578, construction equipment would be continually moving throughout the construction area, with only two or three pieces of equipment operating simultaneously in one area. The work extension would allow construction activities to occur during peak hours. The extended work hours would result in increased duration of ambient noise levels associated with construction activities. These noise impacts would be temporary and short-term. Implementation of mitigation measure M-NOI-1 would reduce construction-related noise impacts from exceeding local standards. Therefore, temporary increases in noise levels would remain less than significant. Truck hauling trips would primarily occur outside of the AM and PM peak hours. The proposed extension would allow up to 11 truck cycles to occur during each peak hour period. The 11 truck cycles during each peak hour period would not generate substantial ambient noise levels. No additional daily truck trips beyond those evaluated in the Final EIS/EIR are proposed, and the Final EIS/EIR concluded that the number of project truck trips would not result in substantial increase in the ambient noise levels along the haul routes.

The proposed truck trip deliveries and work extension would be consistent with local and city noise ordinances and policies. In addition, as described in Addendum No. 1, the haul routes were amended to entirely avoid truck trips to North First Street along which community facilities such as a library, fire station, and elementary school are located. The haul routes would remain the same and avoid nearby sensitive receptors. Proposed changes to Reaches 1, 2, and 3 construction schedule and the western snowy plover buffer distances would not result in any change in noise impacts. Therefore, the impacts from the proposed project changes would remain less than significant.

### Impact NOI-3: Expose people to or generate excessive ground-borne vibration or groundborne noise levels

The Final EIS/EIR discusses on pg. 4-579 that low to moderate levels of ground-borne vibration could be produced during construction activities. Heavy equipment use and pile driving would produce the highest levels of ground-borne vibration. Ground-borne vibration dissipates rapidly with distance from the source, and, because the nearest sensitive residential receiver would be about 500 feet from the construction area, ground-borne vibration produced during construction would dissipate to below background levels before reaching the sensitive receivers. The proposed removal and replacement of Reach 1 utilities would not require additional construction equipment and similar activities would be involved in completing this work. Project activities associated with the construction of the sacrificial berm would be similar to those originally evaluated for the placement of riprap in the Final EIS/EIR. Installation of the chain-link mesh fabric would require excavation and backfilling of material. The chain-link mesh fabric would be installed using an excavator, backhoe, and hand tools. The additional work required for the project changes would not generate excessive ground-borne vibration or ground-borne noise levels. The ground-borne vibrations produced by construction activities would dissipate to below background levels before reaching nearby sensitive receivers. Therefore, the proposed changes would not substantially increase ground-borne vibration or ground-borne noise levels. The truck delivery and work extension would not result in additional daily truck trips beyond those evaluated in the Final EIS/EIR. Changes to western snowy plover buffer distance and updates to the Reaches 1, 2, and 3 construction schedule would not result in increased ground-borne vibration or ground-borne noise levels. None of the proposed project changes would substantially increase this impact as the nature, location, and duration of work activities would be similar to those under the approved project. Therefore, construction-generated vibration and ground-borne noise impact would remain less than significant.

## Impact NOI-4: A substantial permanent increase in ambient noise levels or vibration in the project vicinity above existing levels without the project

The proposed project changes would not result in a substantial permanent increase in ambient noise levels or vibrations in the project vicinity above existing levels without the project. Project modifications to the levee design at Reach 1, sacrificial berm at Reaches 2 and 3, and chain-link mesh fabric would not result in a substantial increase in ground-disturbing activities. The ground-disturbing activities associated with those changes would not generate a substantial increase in ambient noise levels or vibration. The proposed truck delivery and work hour extension would remain consistent with city and local ordinances. No additional daily truck trips are proposed beyond those evaluated in the Final EIS/EIR. The proposed changes to western snowy plover buffer distances and the Reaches 1, 2, and 3 construction schedule would not affect noise levels or vibration. Therefore, impacts relating to permanent increase in ambient noise levels or vibration from the project modifications would remain less than significant.

## Impact NOI-5: Exposure of people residing or working in the study area to excessive aircraft-generated noise levels

The proposed project modifications would not result in changes to exposure of people residing or working in the study area to excessive aircraft-generated noise levels. The proposed project changes would be substantially similar in terms of nature, location, and duration of the work activities to the approved project. No impact would occur from the proposed project changes.

### Transportation

#### Impact TRN-1: Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit; or conflict with congestion management program standards and goals for freeway segments listed in Section 4.9.1 Affected Environment.

According to the Final EIS/EIR on page 4-456, project construction would result in temporary increases in traffic volumes on area roadways and would cause short-term degradation of traffic level of service at intersections and freeway segments. Based on Table 4.9-8 on page 4-448 of the Final EIS/EIR, the project would generate a maximum of 320 daily truck trips for levee construction, 360 for Pond A12 restoration, and 220 for Pond A18 restoration. Construction associated with the proposed changes, including the removal and replacement of the storm force main and culverts, installation of a sacrificial berm, and placement of chain-link mesh fabric would not result in additional daily truck trips beyond those evaluated in the Final EIS/EIR. Changes to the Reaches 1, 2, and 3 construction schedule and western snowy plover buffer distance would not affect transportation resources. These proposed changes would not result in new or substantially worse significant impacts on transportation resource beyond those evaluated in the Final EIS/EIR.

As discussed in the Final EIS/EIR on page 4-456 to 4-457, project construction would cause temporary increases in traffic volumes on area roadways and would cause short-term degradation of traffic level of service at intersections and freeway segments. The weekday AM peak hour traffic is generally between 7:00 AM and 9:00 AM and the weekday PM peak hour is between 3:00 PM and 6:00 PM. According to the Final EIS/EIR, all levee fill truck trips would occur between the hours of 9:00 AM and 3:00 PM. However, the proposed changes would extend the work hours from 7:00 AM and 5:30 PM. The proposed extension would allow truck deliveries to occur throughout the construction work hours. The proposed work hours would not conflict with local noise ordinances. The proposed work hours extension would not conflict with transportation plans, congestion management program standards and goals for freeway segments. Therefore, the work hour extension would not result in new or substantially worse significant impacts on transportation resources beyond those evaluated in the Final EIS/EIR.

According to page 4-437 of the Final EIS/EIR, AMM TRN-1 states truck deliveries and regular construction work hours would be outside the AM and PM peak traffic hours, so project related trips would occur predominantly outside peak traffic hours and minimize impacts on the area transportation system. The proposed changes would revise the AMM TRN-1 to extend truck deliveries and regular construction work hours to AM and PM peak hours. In addition, AMM-TRN-1 would be revised to allow up to 11 truck cycles during the AM peak hours and up to 11 truck

cycles during the PM peak hours. A maximum total of 22 truck cycles would occur during the peak hour periods. The majority of project-related truck trips would occur outside peak hours. Truck trips during peak traffic hours have been minimized to the maximum extent possible before affecting roadway performance and exceeding jurisdictional specific impact thresholds. The proposed changes would not exceed jurisdictional specific impact thresholds or significantly degrade roadway performance. Therefore, the proposed change would not result in new or substantially worse significant impacts on transportation resource beyond those evaluated in the Final EIS/EIR.

## Impact TRN-2: Substantially increase hazards related to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., slow-moving construction equipment)

The proposed changes would include activities associated with the removal and replacement of a storm force main and culverts, installation of a sacrificial berm, and placement of chain-link mesh fabric. However, those activities would be similar to activities already described in the Final EIS/EIR. No additional truck trips are proposed. Changes to the western snowy plover buffer distances and construction schedule would not affect transportation resources. The proposed truck trip deliveries and work extension would allow truck deliveries during the AM and PM peak hours. The proposed changes would not increase the total maximum daily truck trips evaluated in the Final EIS/EIR. None of the proposed changes would increase hazards related to a design feature or incompatible uses. The proposed traffic changes would be coordinated with Santa Clara County Parks to ensure public safety and recreation needs are met. The traffic control plan would be updated to reflect the proposed changes. Therefore, the proposed changes would not result in new or substantially worse significant impacts on transportation beyond those evaluated in the Final EIS/EIR.

## Impact TRN-3: Result in inadequate emergency access to areas that are near the project and that rely on the same transportation facilities.

As mentioned above, the proposed changes would include additional project activities for levee construction, adjust buffer distances, updates to the Reaches 1, 2, and 3 construction schedule, and extend truck delivery and work hours to include the AM and PM peak hours. However, the proposed changes are not expected to result in inadequate emergency access to areas that are near the project and that rely on the same transportation facilities. The proposed traffic changes would be coordinated with Santa Clara County Parks to ensure public safety and recreation needs are met. The traffic control plan would be revised and updated to reflect the proposed changes. Therefore, the proposed changes would not result in new or substantially worse significant impacts on transportation beyond those evaluated in the Final EIS/EIR.

### Impact TRN-4: Conflict with the City of San José, Santa Clara County, or Alameda County adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The proposed project changes would not result in additional truck trips beyond those evaluated in the Final EIS/EIR. No additional truck trips are required for the construction associated with removal and replacement of utilities at Reach 1, installation of sacrificial berm at Reaches 2 and 3, and placement of rodent control fabric. The adjustments of western snowy plover buffer distance and updates to the Reaches 1, 2, and 3 construction schedule would not affect any transportation resources. The proposed changes to the truck delivery and construction hours would allow truck delivery and construction to occur during the AM and PM peak hours. However, only up to 11 truck cycles would be allowed during the AM and PM peak hours (total of 22 truck

cycles per day). The proposed change of up to 11 truck cycles during the AM and PM peak hours would not exceed LOS thresholds. The proposed change would remain below the 1 percent or less than 100 trips capacity utilization thresholds established by the local jurisdictions and transit agencies. The increase of 11 truck cycles during peak hours would not conflict with policies, plans or programs regarding transit, bicycle, or pedestrian facilities. The Final EIS/EIR on page 4-451 states that construction workers would typically have a 9-hour work schedule between 8:00 AM and 5:00 PM so that worker-related trips may occur within the normal commute peak hours. As discussed in the Final EIS/EIR, the study assumes that morning inbound and evening outbound worker trips may occur during the peak commute hours. Construction-related truck and worker traffic would generate temporary traffic for the duration of the construction activities. All construction activities would occur within the project boundaries, and no road closures would occur on any public roadways as a result of construction or operation of the project. The project would not conflict with current pedestrian, bicycle, or bus transit facilities, this impact would be less than significant. None of the proposed project changes would substantially worsen this impact, and the modified project would continue to implement AMM-TRN-2 to coordinate with Union Pacific Railroad and rail transit providers to confirm peak rail traffic hours and cooperatively establish speed and traffic restrictions for rail and truck activities during construction. The proposed changes would not result in new or substantially worse significant impacts on transportation beyond those evaluated in the Final EIS/EIR.

### 5. Conclusion

Based on the analysis above, none of the conditions described in CEQA Guidelines §15162 would occur as a result of the proposed project changes. The proposed changes described in this addendum would not create new significant environmental impacts or substantially increase the severity of the previously identified impacts. There are no significant changes to the project circumstances, and there is no new information of substantial importance requiring revisions of the previous CEQA findings. Therefore, Valley Water, as Lead Agency has determined that the addendum to the South San Francisco Bay Shoreline Phase I Study Final EIS/EIR is the appropriate level of review under CEQA Guidelines §15164.

### 6. References

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- USFWS, 2015. South Bay Shoreline Flood Risk Management Project Biological Opinion for USACE. April 15, 2015.
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