SOUTH SAN FRANCISCO BAY SHORELINE PHASE I STUDY

ADDENDUM NO. 7 TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2006012020

Project No. 00044026

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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 Final EIS/EIR was certified by the Valley Water Board of Directors on March 22, 2016. 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 USACE and its contractor is responsible for constructing the Project, and Valley Water as the local project partner is responsible for obtaining the necessary property rights for and contributing funding to the Project.

The area between Alviso Slough and Coyote Creek is at considerable risk for coastal flooding due to its low elevation and protection by non-engineered salt pond levees. In addition, the EIS/EIR Project area has lost the majority of the tidal salt marsh habitat, which absorbs many times its volume in flood and/or tidal waters. This habitat historically functioned as a buffer from sea level rise and flooding, but no longer provides this important ecosystem service. In addition to local losses of tidal marsh, the San Francisco Bay has experienced estuary-wide losses of approximately 90 percent of all tidal wetlands, creating a regional risk to the Bay Area.

The Project would provide coastal flood protection to the community of Alviso between Alviso Slough and Coyote Creek (Figure 1). In addition, the flood protection levee would allow approximately 2,900 acres of former salt ponds to be restored to tidal marsh by strategically breaching non-engineered levees to San Francisco Bay. The new flood control levees would be used as a trail and include connection to the Bay Trail network with viewing platforms, interpretive signs, and benches.

Originally Approved Project

The Project, as originally approved and evaluated in the Final EIS/EIR, includes the construction of an engineered flood control levee, restoration of Ponds A9 to A15 and A18, installation of tide gates, and pedestrian bridges. The Project was evaluated in the Final EIS/EIR as Alternative 3, the Locally Preferred Plan.

The Project area consists of levee Reaches 1, 2, 3, 4, and 5 (Figure 2). The new levees 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 (UPRR) crossing and a gate closure system at Artesian Slough (Artesian Slough Crossing). Restoration of Ponds A9 to 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 ecotone with approximately 30:1 side slopes would be built on the bay side of the levee in Ponds A12, A13, and A18, which would provide transitional habitat for endangered species that seek upland refuge from tidal action. Recreation features

Figure 1. South San Francisco Bay Shoreline Phase 1 Project Area.

include two pedestrian bridges, access to an unpaved trail on the improved flood control levees, connection of the new levee trail to the Bay Trail network, and viewing platforms, interpretive signs, and benches.

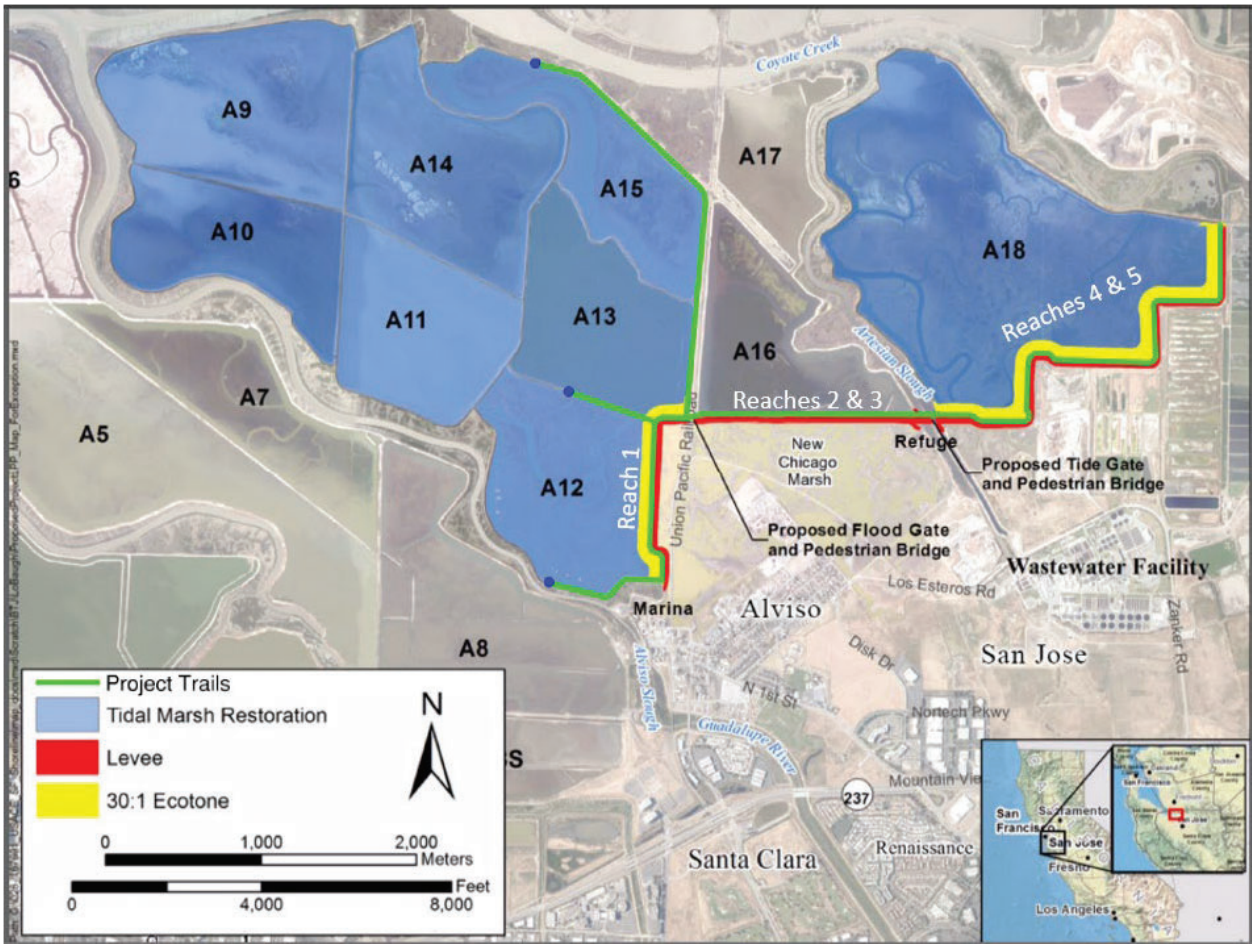

Figure 2. Levee and Ecotone Locations for the South San Francisco Bay Shoreline Phase 1 Project.

Subsequent Project Modifications

The project description in the Final EIS/EIR was based on 30 percent design plans. As the engineering design subsequently progressed, minor modifications were made to the design and/or construction methods, requiring additional environmental evaluation that was completed in six prior addenda as described below.

- In March 2019, Valley Water prepared 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 Reach 1 (Alviso Marina County Park to UPRR), as well as other minor modifications to Project schedule and activities, to support approval of a 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 Reaches 1, 2, and 3. Addendum No. 2 evaluated the addition of two new staging areas in the Project 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.

- In November 2020, Addendum No. 4 was prepared to evaluate the environmental impacts of proposed 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 chain-link fabric, and updates to Reaches 1, 2, and 3 construction schedule within Alviso Marina County Park.

- In May 2021, Addendum No. 5 was prepared to evaluate a change to an existing haul route to avoid North First Street sensitive receptors, including the library, fire station, and elementary school, as well as the use of an additional haul route along Grand Boulevard that would allow for more efficient construction traffic between Reach 1 site at the Alviso Marina and Reaches 2 and 3 site at the Don Edwards San Francisco Bay National Wildlife Refuge (Refuge) Environmental Education Center.

- In March 2023, Addendum No. 6 was prepared to evaluate a new optional temporary haul route that would use existing levee crest roads that extend north into the Refuge between Ponds A13, A15, and A16. The approximately 1.83-mile route would be used during the decommissioning of the existing levees along Reaches 2 and 3 for hauling of soil from those reaches to Reach 1 where the soils would be used to build the ecotone.

This seventh addendum is being prepared to evaluate the environmental impacts associated with an alternate truck access route 2 (alternate route 2), which would entail access from State Route (SR) 237 via the eastbound (EB) or westbound (WB) ramps at North First Street, then via North First Street, Nortech Parkway, Disk Drive, and Grand Boulevard to the Refuge and Reaches 2 and 3. The alternate route 2 would be similar to segments of haul routes that were previously approved in the Final EIS/EIR and subsequent addenda, however, the middle segment of the route – Nortech Parkway to Disk Drive to Grand Boulevard – is a new segment that has not been previously evaluated. The route would be used for truck hauling of soils, materials, and equipment into and out of the Project areas.

In addition, this addendum evaluates weekend work (excluding federal holidays) that would be undertaken to keep the Project construction on schedule because of past delays caused by weather or other factors. While the Final EIS/EIR did not preclude weekend work, this addendum clarifies that weekend work would occur during project construction and further evaluates the environmental impacts that would result from weekend work.

2. CEQA Requirements

When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless one of the conditions described in Section 15162(a) of the CEQA Guidelines exist. Under CEQA Guidelines §15162(a), a subsequent EIR is required when 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 result in 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 previously identified significant impact, CEQA Guidelines §15164(a) and (b) 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. An addendum need not be circulated for public review, but CEQA requires the decision-making body to consider the addendum, together with the certified Final EIR, prior to making a decision on the project (CEQA Guidelines §15164(c) and (d)).

3. Description of Proposed Changes to the Project

Proposed Alternate Truck Access Route 2

The Final EIS/EIR identified truck access routes for the transport of materials to and from the Project work areas and potential staging areas within the Shoreline Phase 1 study area. Truck access route 2, which was described in the Final EIS/EIR and subsequently modified in Addendum No. 5, is an ingress/egress route for trucks entering or leaving the area from SR 237 via the EB ramps or WB ramps at Zanker Road, then via Zanker Road, Los Esteros Road, and Grand Boulevard to the Refuge and Reaches 2 and 3 of the Project area. Hauling routes are used for transporting soils, materials and equipment into and out of the Project areas.

A new alternative truck access route has been identified that would avoid the sharp turn from Los Esteros Road to Grand Boulevard and is more suitable for dump trucks and large construction vehicles. This alternative truck access route – alternate route 2 – would entail access from SR 237 via the EB ramps/WB ramps at North First Street, then via North First Street, Nortech Parkway, Disk Drive, and Grand Boulevard to the Refuge and Reaches 2 and 3 (Figure 3). The alternate route 2 would be similar to portions of haul routes that were previously approved in the Final EIS/EIR and subsequent addenda. Specifically, the initial segment of the route – SR 237 to North First Street – was evaluated in the Final EIR/EIS as truck access route 3. In addition, the last segment of the route – Grand Boulevard to the Refuge – was evaluated in Addendum No. 5 as a modification to truck access route 2, as mentioned above.[1] However, the middle segment of the route – Nortech Parkway to Disk Drive to Grand Boulevard – has not yet been evaluated. Therefore, this addendum evaluates the use of this alternative route and focuses on this new segment for hauling. Compared to the previously approved truck access route 2, the alternate route 2 could result in approximately 1 mile less of travel on surface roads, depending on the actual origin and destination of trips. However, the overall distance trucks would be required to travel, including surface roads and highway segments, would remain consistent with the routes evaluated in the Final EIS/EIR.

[1] Addendum No. 5 referred to this segment as revised haul route 4A.

Figure 3. Previously Approved Haul Routes and Proposed Alternate Truck Access Route 2.

Alternate route 2 would primarily extend through lands designated by the San José General Plan as industrial/commercial, with a short segment of the route adjacent to residential, parks and open space, and public/quasi-public.[2] Land uses along the route include business and warehouse parks, industrial uses, hotels, houses of worship, several residences, and undeveloped land.

Overall, the number of truck trips would remain the same as evaluated in the Final EIS/EIR and subsequent addenda and would not exceed 224 trips per day, and the trips would be distributed over the approved truck hauling routes.

Weekend Work

The scope and scale of construction activities evaluated in the Final EIS/EIR would not change, however, weekend work could be required to account for schedule delays due to weather conditions or other factors. To allow the Project to remain on schedule, the contractor would complete construction activities on the weekend as needed (excluding federal holidays). Truck hauling would occur Saturdays only (i.e., no hauling on Sundays) while construction activities could occur on both Saturdays and Sundays. The overall amount of work to be completed would remain unchanged from the Project evaluated in the Final EIS/EIR and addenda. In addition, the work hours (7:00 AM in the morning to 5:30 PM in the afternoon) and overall number of trips (224 truck trips) would also remain unchanged. Construction activities, which would remain as evaluated in the Final EIS/EIR and addenda, include, but would not be limited to, the following: dewatering; installation, repair, and modification of BMPs; demolition; levee construction; and truck hauling of materials and soils.

4. Environmental Analysis

The following analysis describes the changes in impacts that would result from the use of the proposed alternate route 2 and weekend work relative to the Project impacts identified in the Final EIS/EIR and subsequent addenda. This analysis accounts for any changes to the surrounding environment that are relevant to the Project changes, assessment of environmental impacts, potential new circumstances under which the Project is being undertaken, and new information of substantial importance which was not known or could not have been known with the exercise of reasonable diligence at the time the Final EIS/EIR was certified. Note that the USACE and/or its contractor would continue to implement all applicable avoidance and minimization measures (AMMs) and mitigation measures included in the Final EIS/EIR and as modified in the subsequent addenda.

As described above, the proposed changes entail 1) use of a new truck access route (alternate route 2) on surface roadways within the study area as well as 2) weekend work. Regarding the new truck access route, segments of the route have already been evaluated as part of other previously approved routes. The overall number of truck trips would not change, and the general distance trucks are required to travel would remain consistent with the routes evaluated in the Final EIS/EIR. No new construction activities, grading, or ground-disturbing activities would be required for the use of this haul route.

In regard to weekend work, construction activities including hauling of materials would be the same as those activities as described in the Final EIS/EIR except that undertaking weekend work would allow construction to occur more rapidly to make up for delays during other periods. Overall,

[2] Note that a short segment of the route adjacent to residential, parks and open space, and public/quasi-public uses was part of the temporary alternative haul route evaluated in Addendum No. 5 for hauling of excavated material from Reaches 2 and 3 to Reach 1.

the amount of work and the work per day would remain as previously analyzed in the Final EIS/EIR and addenda.

The proposed changes would not create new significant impacts or substantially increase significant impacts on the following resources: Geology, Soils, and Seismicity; Land Use and Planning; Hydrology and Flood Risk Management; Surface Water and Sediment Quality; Aquatic Biological Resources; Terrestrial Biological Resources; Hazards and Hazardous Material; Recreation; Aesthetics; Public Health and Aviation Safety; Cultural Resources (including Tribal Resources/ Indian Trust Assets); Public Utilities and Service Systems (including Energy); Mineral Resources; Population and Housing; Agriculture/Forestry Resources; and Wildfire.

The following sections describe the potential impacts from the proposed alternate route 2 to transportation, air quality/greenhouse gases, and noise.

Transportation

The Final EIS/EIR evaluated four potential transportation impacts – Impacts TRN-1 through TRN-4 – and identified three AMMs for the Project as follows: AMM-TRN-1: Work Hours; AMM-TRN-2: Coordination with Railroad; and AMM-TRN-3: Traffic Control Plan.[3] All transportation impacts were less than significant. Each impact is described below, and potential impacts associated with the proposed changes are evaluated.

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.

As described starting on page 4-456 of the Final EIS/EIR, Project construction would result in temporary increases in traffic volumes on area roadways and would cause short-term degradation of traffic LOS at intersections and freeway segments. The truck trips were assumed to be distributed evenly throughout the daytime hours, thereby avoiding peak traffic periods. In addition, trucks transporting fill material were restricted to a 6-hour workday between 9:00 AM and 3:00 PM, outside the weekday AM and PM peak commute traffic hours. This restriction applied to the truck access routes. Hours for construction trips, aside from worker commute trips, were generally restricted to outside AM and PM peak traffic hours to minimize impacts to peak hour traffic (AMM-TRN-1:Work Hours). Construction workers were assumed to have a 9-hour work schedule between 8:00 AM and 5:00 PM and worker-related trips were evaluated within the commute peak hours. The Final EIS/EIR determined that with the addition of construction traffic, all the study intersections would continue to operate at an acceptable LOS D or better, consistent with the cities' adopted plans and policies. In conclusion, the Project would not result in conflicts with transportation plans, congestion-management programs or goals for freeway segments and would have less-than-significant impacts during construction as well as during Project operations.

The proposed alternate truck route 2 would shift trips from SR 237 WB ramps/EB ramps/Zanker Road to SR 237 WB ramps/EB ramps/North First Street. As described above, the total number of truck trips would remain the same as evaluated in the Final EIS/EIR and subsequent addenda

[3] Addendum No. 4 subsequently modified AMM-TRN-1, allowing for limited truck deliveries to be made during the AM and PM peak hours (11 truck cycles per peak period/22 truck cycles total per day).

and would not exceed 224 trips per day. These trips would be distributed across the various truck access routes.

While SR 237 WB ramps/EB ramps/North First Street was evaluated as part of truck access route 3 in the Final EIS/EIR, trips originally evaluated for this route were subsequently shifted to an alternative route that was evaluated in Addendum No. 1 – SR 237/Lafayette Street/Great America Parkway.[4] Since Project traffic impacts to the SR 237 WB ramps/EB ramps/North First Street intersections have already been evaluated in the Final EIS/EIR and the previously evaluated truck trips for these intersections are no longer occurring at these intersections, the addition of truck trips from alternate route 2 to these intersections would be anticipated to have similar impacts to those described in the Final EIS/EIR. The levels of service would be expected to remain at an acceptable LOS D or better. Furthermore, following the passage of Senate Bill 743 in 2013 and the Governor's Office of Planning and Research's incorporation of the law into the CEQA Guidelines, as of July 2020, automobile delay as measured by LOS and similar metrics no longer constitutes a significant impact under CEQA. Therefore, it is not necessary to further analyze LOS for the proposed changes.[5]

Weekend work would be similar to the work already evaluated in the Final EIS/EIR and addenda and would occur outside of the peak hours. Therefore, it would not result in new or substantially greater significant impacts than those evaluated in the Final EIS/EIR.

The proposed Project changes would be substantially similar in terms of nature, location, and overall duration of the work activities to the approved Project. The proposed changes would not exceed specific impact thresholds for the City of San José or significantly degrade roadway performance (i.e., LOS). Therefore, the proposed change would not result in new or substantially greater significant impacts than 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)

As described on page 4-460, the Final EIS/EIR concluded that the Project would not change the design features of existing roads and that slow-moving construction vehicles would stay within active work areas and would not normally use public roads. With implementation of AMM-TRN-3: Traffic Control Plan, the Project would result in less-than-significant impacts on hazards related to design features or incompatible uses.

Similarly, the alternate route 2 would not change any design features of existing roadways. Furthermore, the route has been identified to avoid the sharp turn from Los Esteros Road to Grand Boulevard and is more suitable for dump trucks and large construction vehicles than the already approved route. The new route segment would extend through Nortech Parkway to Disk Drive to Grand Boulevard, which is an area that is primarily industrial and commercial, with a few

[4] This alternate route evaluated in Addendum No. 1 entailed SR 237 to Lafayette Street/Great America Parkway to Gold Street Connector to Gold Street, continuing on to Elizabeth Street, then to Hope Street and into the Alviso Marina County Park.

[5] The CEQA Guidelines now require vehicle miles traveled (VMT) analysis to evaluate a project's transportation impacts. Since VMT impacts were known in 2016 when the Final EIS/EIR was certified, they are not considered "new information" that would need to be reviewed to determine whether a Subsequent or Supplemental EIR should be prepared.

residential uses, parks and open space, and public/quasi-public uses. In addition, hotels and houses of worship are located along the route.

As described above, the proposed alternate route 2 would be coordinated with the City of San José Department of Transportation, AMM-TRN-3 would require the contractor to prepare and implement a city-approved traffic control plan to ensure trucks and other construction vehicles can safely enter and exit public roads when accessing the construction site and would be updated to reflect the proposed route change, and would not increase the total maximum daily truck trips beyond those evaluated in the Final EIS/EIR. The traffic control plan would also address weekend work hours and include measures to avoid potential conflicts with recreational users, events/attendees at the houses of worship, and other land uses. Therefore, the proposed change would not increase hazards related to a design features or incompatible uses and would not result in new or substantially greater significant impacts than 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 described on page 4-460, slow-moving construction equipment would stay within the active work area and would not normally use public roads. A traffic control plan would be prepared by the contractor to ensure vehicles have safe ingress and egress from public roads. Construction work would be staged and conducted well away from public roads and would therefore not impact emergency access. The Project would result in less-than-significant impacts related to emergency access.

The proposed alternate route 2 or weekend work activities would not result in inadequate emergency access to areas that are near the Project and that rely on the same transportation facilities. The proposed changes would be coordinated with City of San José as described above to ensure public safety 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 greater significant impacts than 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.

As described starting on page 4-460 of the Final EIS/EIR, the Project would not generate additional pedestrian, bicycle, or transit-oriented trips. The Project is anticipated to generate construction- related truck and worker traffic that would be temporary in nature and would only last for the duration of the construction activity. Construction activities would occur within the Project boundaries, and no lane or road closure would occur on any public roadways because of construction or operation of the Project. In addition, a temporary railroad crossing would be required for trucks to deliver fill material and short-term closure of the railroad line would be needed. The USACE and/or its contractor would implement AMM-TRN-2: Coordination with Railroad to confirm peak rail traffic hours with UPRR and rail transit providers and cooperatively establish speed and traffic restrictions for rail and truck activities during construction. Impacts would be less than significant.

When implementing the alternative route, the contractor would comply with conditions or other measures required in the encroachment permit issued and amended as needed by the City of San Jose Department of Public Works. Compliance with the city's permit would further ensure that the project would not result in conflicts with pedestrian, bicycle, or bus transit facilities. The

proposed changes would not result in new or substantially greater significant impacts on than those evaluated in the Final EIS/EIR.

Air Quality/Greenhouse Gases

The Final EIS/EIR evaluated six potential air quality/greenhouse gases impacts – Impacts AIR-1 through AIR-5 – and identified six AMMs for the Project as follows: AMM-AIR-1: Dust Control Measures; AMM-AIR-2: Limit Idling Time; AMM-AIR-3: Prepared SWPPP; AMM-AIR-4: Greenhouse Gas Best Management Practices (BMPs); AMM-AIR-5: Cleaner Construction Equipment; and AMM-AIR-6: Use Electrical Power where Possible. The Final EIS/EIR identified significant impacts related to Impact AIR-1 and identified mitigation measures M-AIR-1a (Project-wide Fleet Nitrogen Oxides [NOx] and Particulate Matter [PM] Reduction) and M-AIR-1b (Best Available Technology). However, even with implementation of these mitigation measures, this impact would remain significant and unavoidable. On the other hand, Impacts AIR-2 through AIR-5 were less than significant. Each impact is described below, and potential impacts associated with the proposed changes are evaluated.

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

As described on page 4-489 of the Final EIS/EIR, Project construction would result in a temporary increase in emissions of reactive organic gases (ROG), NOx, carbon monoxide (CO), sulfates (SOx), particulate matter 10 micrometers in diameter or less (PM10), particulate matter 2.5 micrometers in diameter or less (PM2.5), and carbon dioxide (CO2). Construction emissions were quantified using CalEEMod. The Final EIS/EIR shows that the Project impacts from dust during construction would be less than significant with the implementation of AMM-AIR-1: Dust-Control Measures and AMM-AIR-3: Prepare SWPPP.

ROG and NOx emissions during construction would exceed BAAQMD emission thresholds for maximum pounds per day related to the movement of soils and placement of the material to form new levees and transitional habitat. The Final EIS/EIR concludes that implementation of Mitigation measures M-AIR-1a (Project-wide Fleet NOx and PM Reduction) and M-AIR-1b (Best Available Technology) would reduce the ROG and NOx emissions during construction. 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, mitigation measure M-AIR-1b requires all construction equipment, diesel trucks, and generators be equipped with best available control technology and that all equipment meets the Air Resources Board's most recent certification standard for off-road heavy-duty diesel engine. However, even with implementation of these mitigation measures, the impact would remain significant and unavoidable.

No substantial changes in emissions would occur with use of alternate route 2 or because of weekend work. The scope of the Project and total number of truck trips would remain the same as evaluated in the Final EIS/EIR and subsequent addenda. In addition, compared to the previously approved truck access route 2, the alternate route 2 could result in approximately 1 mile less of travel on surface roads, depending on the origin and destination of trips. However, the overall distance trucks would be required to travel including on surface roads and highway segments would remain consistent with the distances for routes evaluated in the Final EIS/EIR. AMMs and mitigation measures would continue to apply to the Project. The proposed changes

would not result in new or substantially greater significant impacts than those evaluated in the Final EIS/EIR.

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

As described on page 4-491 of the Final EIS/EIR, the primary construction-related Toxic Air Contaminants (TACs) expected from the Project are diesel PM from on-road haul trucks and off-road equipment exhaust emissions. Diesel PM exhaust emissions would be reduce using AMM-AIR-2: Limit Idling Time, AMM-AIR-5: Cleaner Construction Equipment, and AMM-AIR-6: Use Electrical Power where Possible. Project impacts relating to exposure of sensitive receptors to TACs would be less than significant.

As described in Impact AIR-1 above, the proposed alternate route 2 or weekend work would not result in a substantial increase in air pollutant emissions and thus would not result in increased potential to expose sensitive receptors to TACs. In addition, the Final EIS/EIR evaluated potential impacts associated with truck trips and hauling along surface roads near sensitive receptors, including along North First Street, identified as truck access route 3 in the Final EIS/EIR. By comparison, alternate route 2 would have a similar proximity to sensitive receptors, but would extend for a shorter distance near them, and would not result in increased exposure to TACs beyond the analysis provided in the Final EIS/EIR and addenda.

USACE and/or its contractor would continue to implement AMM-AIR-2: Limit Idling Time, AMM-AIR-5: Cleaner Construction Equipment, and AMM-AIR-6: Use Electrical Power, and mitigation measures M-AIR-1a and M-AIR-1b to further reduce diesel PM exhaust emissions. The proposed changes would not result in new or substantially greater significant impacts on than those evaluated in the Final EIS/EIR.

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

As discussed on page 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 exceeds growth estimates included in the plan, which would generate emissions not accounted for in planning documents. Both the approved Project and proposed Project changes 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. 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 odors that could be generated, the Final EIS/EIR concludes this impact to be less than significant.

The proposed alternate route 2 and weekend work would not result in additional truck trips or construction activities. While a new roadway segment would be included in this route, the other Project activities would remain similar in location, nature, and duration of work activities, and the USACE and/or its contractors would continue to comply with applicable AMMs and mitigation measures during Project construction. Thus, the proposed changes would not create substantial

increases in odors affecting a substantial number of people. This impact related 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

As described on page 4-492 of the Final EIS/EIR, the majority of greenhouse gas (GHG) emissions generated from the Project would be CO2. GHG emissions are estimated to be a maximum of 94,267 pounds/day for the levee and Pond A12 transitional habitat construction phase. AMM-AIR-4: Greenhouse Gas BMPs includes measures identified by BAAQMD to reduce GHG emissions during construction include use of alternatively fueled construction equipment for at least 15 percent of the fleet, local building materials for at least 10 percent of the Project, and recycling or reuse of at least 50 percent of construction waste or demolition materials. This AMM would reduce GHG emissions to a less than significant level.

As described above, with alternate route 2, the overall distance trucks would be required to travel, including on surface roads and highway segments, would remain similar to the route distances evaluated in the Final EIS/EIR. Similarly, conducting weekend work would not increase the amount of construction or result in adding more truck trips to the previously approved project, and therefore the proposed changes would result in similar GHG emissions to the approved Project. AMM-AIR-4 would continue to apply and would reduce GHG emissions. Therefore, this impact would remain less than significant.

Noise

The Final EIS/EIR evaluated five impacts related to noise – Impacts NOI-1 through NOI-5 – and identified three AMMs for the Project as follows: AMM-NOI-1: Work Hours; AMM-NOI-2: Wildlife Buffers; and AMM-NOI-3: Noise BMPs.[6] While the Final EIR/EIS identified significant impacts related to Impacts NOI-1 and NOI-2, it determined that implementation of mitigation measure M-NOI-1 (City of San José Conditional Use Permit for Construction Exceedances) would reduce impacts to less-than-significant levels. Impact NOI-3 and NOI-4 were less than significant and Impact NOI-5 was found to have no impact. Each impact is described further below and potential impacts associated with the proposed changes are evaluated.

Impact NOI-1: Expose people to or generate noise levels in excess of standards established in the City of San José 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

As described starting on page 4-578 of the Final EIS/EIR, noise from construction equipment would exceed the local noise standards and result in significant temporary increase in ambient noise. The noise impact would be reduced through the restriction of truck delivery and regular construction work hours (AMM-NOI-1: Work Hours), use of wildlife buffers for construction near sensitive wildlife species (AMM-NOI-2: Wildlife Buffers), the use of best management practices by the contractor to reduce noise (AMM-NOI-3: Noise BMPs), and mitigation measure M-NOI-1, which requires the contractor to obtain a conditional use permit for noise levels that exceed the

[6] Addendum No. 4 subsequently modified AMM-NOI-1, expanding the hours for truck delivery and regular construction work hours from 9:00 AM to 7:00 AM in the morning and from to 3:00 PM to 5:30 PM in the afternoon.

City's construction noise standards and to comply with all provisions of the conditional use permit. The Final EIS/EIR concludes that this impact to be less than significant with mitigation.

The Final EIS/EIR also evaluated the noise impacts from the transportation of fill soil to the Project work areas. Potential off-site borrow locations were assumed to be about 15 miles from the study area, resulting in a 30-mile round-trip haul route for dump trucks. In addition, a maximum number of 224 trips per day was assumed. As described above, two of the three segments of the alternate route 2 were evaluated previously in the Final EIS/EIR and Addendum No. 5. However, the middle segment of the route – Nortech Parkway to Disk Drive to Grand Boulevard – was not previously evaluated as part of truck access route. This segment extends adjacent to business and warehouse parks, industrial uses, hotels, houses of worship, several residences, and undeveloped land. Compared to the previously approved truck access route 2, the alternate route 2 could result in approximately 1 mile less of travel on surface roads, depending on the origin and destination of trips. Similar to the already approved Project and as concluded in the Final EIS/EIR and addenda, the proposed alternate route 2 hauling activities would not substantially increase ambient noise levels along the haul route.

Weekend work would not change the proximity of sensitive receptors to project construction activities or the intensity of the work to be completed (i.e., the number or types of equipment to be operating concurrently at any given time) and thus would not change the temporary or periodic ambient noise levels in the project vicinity due to construction activities compared to the evaluation in the Final EIS/EIR.

Consistent with the Final EIS/EIR, continued implementation of AMM-NOI-1, AMM-NOI-2, AMM-NOI-3, and mitigation measure M-NOI-1 would reduce construction-related noise impacts associated with the proposed changes. These measures would require the contractor to implement BMPs to reduce noise, obtain a conditional use permit from the city if needed, 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 would reduce the number of noise-generating equipment at any one time or install temporary noise barriers. This impact would remain less than significant with mitigation. Therefore, the proposed change would not result in new or substantially greater significant impacts than those evaluated in the Final EIS/EIR.

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

As described on page 4-579 of the Final EIS/EIR, 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 receptors.

While the alternate route 2 would entail a new route segment along Nortech Parkway, Disk Drive, and Grand Boulevard, the truck trips through the area would not substantially increase the exposure of people to excessive ground- borne vibration or ground-borne noise levels. No changes to the construction activities or number of truck trips are proposed. In addition, weekend work would not change the proximity of sensitive receptors to project construction activities or the

intensity of the work to be completed and thus would not change exposure of people to excessive ground- borne vibration or ground-borne noise levels compared to the evaluation in the Final EIS/EIR. Therefore, construction-generated vibration and ground-borne noise impacts 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

As described starting on page 4-583 of the Final EIS/EIR, construction would be temporary and once it is completed, operational and maintenance activities would not generate a substantial increase in ambient noise levels or vibration. This impact would be less than significant.

Neither alternate route 2 nor the weekend work would change operational activities associated with the Project. Therefore, this impact 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 Final EIS/EIR concluded that there would be no impact from the construction or operation of the Project related exposure to excessive aircraft noise. The proposed alternate route 2 and weekend work would not result in changes related to this impact, and therefore, it would remain no impact.

5. Conclusion

Based on the analysis above, none of the conditions described in CEQA Guidelines §15162 would occur because of the proposed Project changes. The proposed alternate truck access route 2 and weekend work evaluated in this addendum would not create new significant environmental impacts or substantially increase the severity of the previously identified significant 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 an 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

U.S. Army Corps of Engineers, 2015. South San Francisco Bay Shoreline Phase I Final Integrated Document – Final Interim Feasibility Study and Environmental Impact Statement/Environmental Impact Report. September 2015, revised December 2015. *Final EIS/EIR and Addenda available online (see Reports & Documents subpage)* *https://www.valleywater.org/shoreline*.

Valley Water, 2019. South San Francisco Bay Shoreline Phase I Study Addendum No. 1. March.

Valley Water, 2019. South San Francisco Bay Shoreline Phase I Study Addendum No. 2. August.

Valley Water, 2020. South San Francisco Bay Shoreline Phase I Study Addendum No. 3. March.

Valley Water, 2020. South San Francisco Bay Shoreline Phase I Study Addendum No. 4. November.

Valley Water, 2021. South San Francisco Bay Shoreline Phase I Study Addendum No. 5. May.

Valley Water, 2023. South San Francisco Bay Shoreline Phase I Study Addendum No. 6. March.