

# TABLE OF CONTENTS

## San José / Santa Clara Regional Wastewater Facility Emergency Diesel Generators Package 2A Project Addendum

	<u>Page</u>
<b>1. Background and Purpose of The Addendum.....</b>	<b>1-1</b>
1.1 Project Information and Background Project Title.....	1-1
1.2 Lead Agency Name and Address .....	1-1
1.3 Lead Agency Contact Person and Phone Number .....	1-1
1.4 Project Location .....	1-1
1.5 Background .....	1-1
1.6 Purpose of This Addendum.....	1-2
<b>2. Project Description.....</b>	<b>2-1</b>
2.1 Project Overview .....	2-1
2.2 Project Description .....	2-1
2.3 Proposed Changes to the Project.....	2-2
<b>3. Environmental Setting, Checklist, and Discussion of Impacts.....</b>	<b>3-1</b>
3.1 Aesthetics.....	3-2
3.2 Air Quality.....	3-3
3.3 Biological Resources.....	3-5
3.4 Cultural Resources .....	3-9
3.5 Geology, Soils, and Seismicity .....	3-10
3.6 Greenhouse Gas Emissions .....	3-12
3.7 Hazards and Hazardous Materials .....	3-13
3.8 Hydrology and Water Quality.....	3-15
3.9 Noise.....	3-17
3.10 Transportation and Traffic .....	3-18
3.11 Mandatory Findings of Significance .....	3-20
<b>4. Checklist Sources .....</b>	<b>4-1</b>

### List of Tables

3.2-1 Daily Project Construction Exhaust Emissions.....	3-5
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	<u>Page</u>
<b>List of Figures</b>	
1. Project Area and Previously Adopted Project Area.....	2-5
2. Historic Drainage Area .....	3-7

# CHAPTER 1

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## Background and Purpose of The Addendum

### 1.1 Project Information and Background Project Title

San José /Santa Clara Regional Wastewater Facility Emergency Diesel Generators Package 2A Project Addendum

### 1.2 Lead Agency Name and Address

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City of San José  
Department of Planning, Building and Code Enforcement, Planning Division  
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### 1.3 Lead Agency Contact Person and Phone Number

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Environmental Services Division  
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Email: Sanhita.Ghosal@sanjoseca.gov

### 1.4 Project Location

The Project would be located in the northern area of Santa Clara County, within the City of San José (City), near the City's northern margin. The Project area is composed of 1.5 acres of land located within the existing Regional Wastewater Facility central operational area. The Project area would be located immediately southwest of the existing Facility headworks, and immediately east and south of Substation 1 of the Facility. The Project area is surrounded by existing wastewater treatment facilities to the north, east, and south

### 1.5 Background

The City of San José (the City) was the lead agency for the San José/Santa Clara Regional Wastewater Facility Emergency Generators Project Initial Study/Mitigated Negative Declaration (IS/MND; State

Clearinghouse No. 2013082051; City of San José File Number PP13-049). The City adopted the IS/MND for the Emergency Diesel Generators Project (Project) on January 22, 2014. The IS/MND evaluated potential environmental impacts that could occur as a result of implementing the Project, and provided applicable mitigation to reduce the intensity of potential environmental impacts. Subsequent to adoption of the IS/MND, the Project has undergone further development. Specifically, the City has modified the Project area along the southern and western boundaries of the site in part to accommodate an additional access, and has identified temporary construction laydown/staging areas that differ from those previously contemplated. Because the City has proposed these changes following IS/MND adoption, this addendum to the IS/MND is required to meet the requirements of the California Environmental Quality Act (CEQA).

## 1.6 Purpose of This Addendum

The CEQA Guidelines (Sections 15162 and 15164) require that a lead agency prepare an addendum to a previously adopted IS/MND if some changes or additions to the environmental evaluation of a project are necessary, but none of the following occurs:

1. There are no substantial changes in the project which require major revisions to the IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. There are no substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the IS/MND due to involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/MND was adopted, which shows any of the following:
  - a. The project will have one or more significant effects not discussed in the IS/MND;
  - b. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; The project will result in impacts substantially more adverse than those disclosed in the EIR; or
  - c. Mitigation measures or alternatives which are considerably different from those analyzed in the previous IS/MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative

The City has modified the Project area along the southern and western boundaries of the site and has identified temporary construction laydown/staging areas that differ from those previously contemplated. This addendum documents that this potential change to the Project does not trigger any of the conditions described above. Specifically, given the Project description and knowledge of the Project site (based on the Project, site specific environmental review, and environmental review

prepared for the City's Plant Master Plan EIR), the City has concluded that the Project would not result in any new impacts not previously disclosed in the circulated IS/MND; nor would it result in a substantial increase in the magnitude of any significant environmental impact previously identified (none were identified). For these reasons, an addendum to the approved IS/MND would be sufficient to meet the requirements of CEQA. According to the CEQA Guidelines Section 15164, an addendum need not be circulated for public review but can be included in or attached to the final adopted negative declaration. The City must consider the addendum with the adopted negative declaration prior to making a decision on the Project.

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# CHAPTER 2

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## Project Description

### 2.1 Project Overview

The San José / Santa Clara Regional Wastewater Facility (Facility) treats domestic, industrial, and commercial wastewater from San José, Santa Clara, Campbell, Los Gatos, Monte Sereno, Cupertino, Milpitas, and Saratoga; and parts of Sunnyvale, Los Altos, and unincorporated Santa Clara County. In total, the existing service area covers roughly 300 square miles and contains a service population of approximately 2 million people (1.4 million residents and 600,000 workers). In 2012, the City completed an Energy Management Strategic Plan, which assessed the Facility's energy systems and identified the need for emergency power in the event the local utility company couldn't provide power. The plan recommended installation of emergency power facilities for critical and secondary loads, as addressed within this Project.

### 2.2 Project Description

Facility power production capacity is provided by several existing sources of power generation, including on site power generation provided by engine-generator sets and a fuel cell. Historically, these facilities were capable of producing approximately 12 MW, and met most of the electricity demand at the Facility site. However, electrical generation capability has been declining due to equipment failures. The Facility relies on power supplied by PG&E to make up for on site deficits in power generation capacity. With the loss of engines that had historically provided power generation capacity, including emergency backup capacity, there is currently no functioning standby emergency power generation system that could generate electricity in the event of power loss. An interruption in PG&E power supply would cause a power loss at the Facility. In the event of a power loss, the Facility's ability to treat wastewater could be compromised.

To alleviate these issues, the Project would install four emergency generators with capacity of 3 MW each, for a total nameplate<sup>1</sup> capacity of 12 MW. The 12 MW of power provided by the emergency generators would include 6 MW required for critical loads, as well as an additional 6 MW needed to start and operate engine-driven blowers used for secondary treatment. These proposed generators would have sufficient capacity to start up and operate the Facility in the event of a blackout.

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<sup>1</sup> Nameplate capacity refers to the rated capacity of the proposed generators. Actual operational power production would typically be slightly below nameplate capacity.

## 2.3 Proposed Changes to the Project

Following adoption of the IS/MND completed for the Project, the City proceeded to move forward with the detailed design phase of the Project. The design phase resulted in the following updates to the project for the reasons described below:

### 2.3.1 Updates to the Project Area

Figure 1 provides a comparison of the Project area (or footprint) analyzed in the IS/MND with the Project area currently proposed. The Project would include an expanded footprint (less than 40% larger) in comparison to the adopted Project. The updated Project footprint includes area that would be used for a revised alignment for the new paved access road. The road would now be located along the western edge of Substation #1, and continuing around the northern edge of Substation #1, connecting back to the existing paved access road that is located east of Substation #1 and immediately east of the Project area. This roadway would enable access to the Project site by fuel delivery trucks and emergency vehicles. Other areas included in the Project footprint were added in order to include installation of underground electrical and pipeline connections. All trenching in support of installation of these facilities would be limited to 4 feet or less below ground surface.

Finally, in order to ensure that potentially sensitive biological resources abutting the southern margin of the site would be avoided, the City has elected to align the southern Project boundary so as to remain entirely outside of sensitive areas located offsite. All proposed facilities would be located within the revised Project boundary, thereby avoiding a drainage feature that is located immediately offsite. In addition, the City has committed to adopting an avoidance plan, which will include implementation of best management practices (BMPs) during Project construction and operation. Key categories of BMPs that will be implemented, as part of the Project, include:

- Construction BMP Categories:
  - The limits of potential Corps, RWQCB, and CDFW jurisdiction and appropriate setbacks, will be clearly identified on the construction drawings and specifications. Setbacks will include a minimum of 2 feet from top of bank in areas where the Project would approach the top of bank, and 20 to 50 feet in other areas. These areas will be identified as an “environmentally sensitive area to be avoided.” Orange construction barrier fencing will be installed around the environmentally sensitive areas, to prevent accidental encroachment into these areas by construction vehicles and/or equipment. No construction activities (including, but not limited to staging, traffic, equipment use, and stockpiling) would be allowed within the fenced area.
  - No debris, soil, silt, sand, cement, concrete, or washings thereof, or other construction related materials or wastes, oil or petroleum products or other organic or earthen material shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into waters of the U.S./waters of the State/CDFW 1600 jurisdiction. When operations are completed, any excess material shall be removed from the work area and any areas adjacent to the work area where such material may be washed into waters of the U.S./waters of the State/CDFW 1600 jurisdiction.

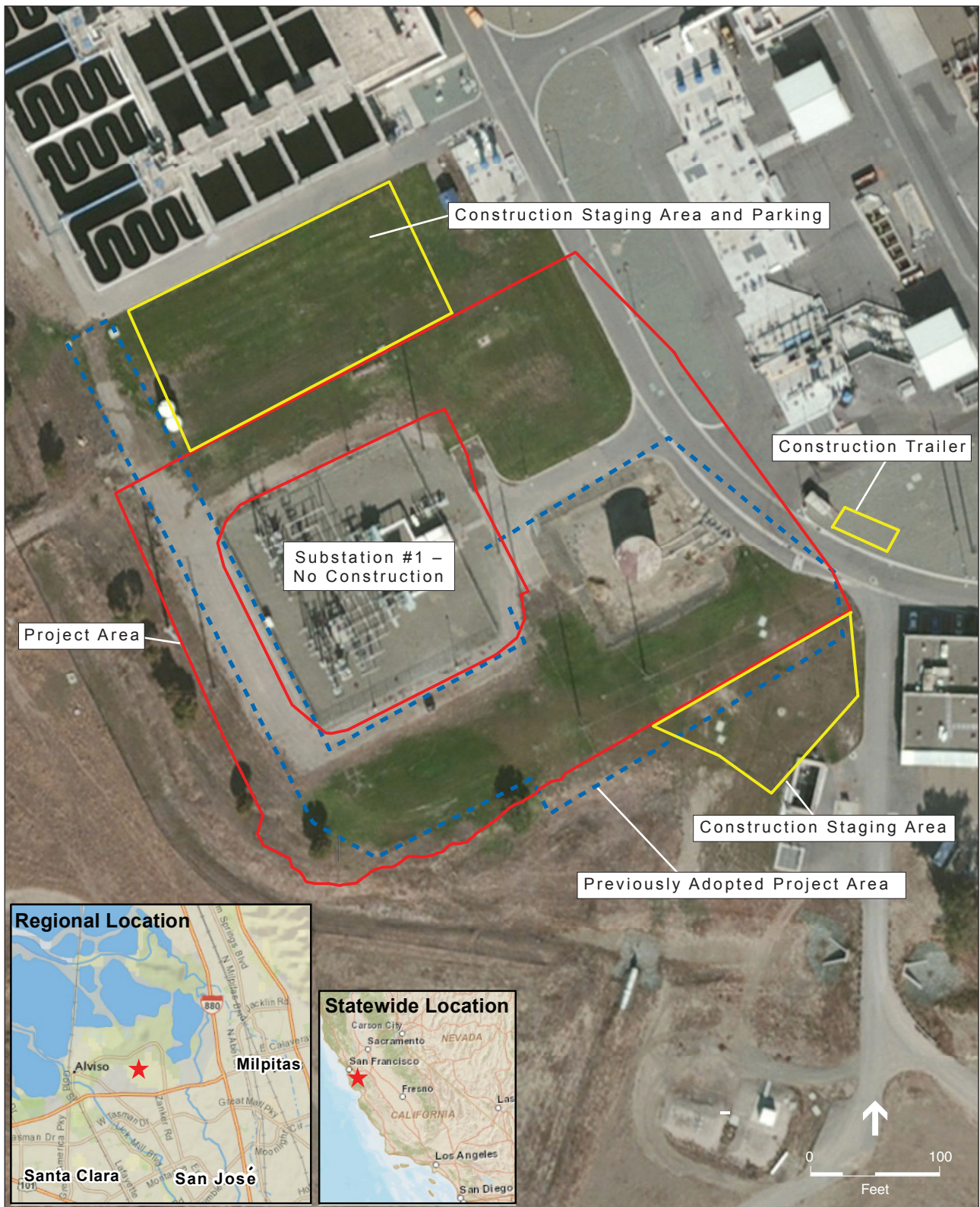


- Silt control measures shall be used where silt and/or earthen fill threaten to enter waters of the U.S./waters of the State/CDFW 1600 jurisdiction. Silt control structures shall be maintained for effectiveness within 2 days before and after a rain event and shall be repaired and replaced as needed. A rain event is defined as any weather pattern that is forecast to have a 50 percent or greater probability of producing precipitation at the site. Buildup of soil behind silt fences shall be removed and any breaches or undermined areas repaired immediately.
  - No later than 24 hours prior to a rain event, the City shall ensure that disturbed areas that drain to waters of the U.S./waters of the State are protected with correctly installed erosion control measures (i.e., jute, straw, coconut fiber erosion control fabric, coir logs, etc.).
  - Fueling of construction equipment shall take place within existing paved areas, and will not occur within areas where an accidental discharge to waters of the U.S./waters of the State/CDFW 1600 jurisdiction may occur. Contractor equipment shall be checked for leaks prior to operation and repaired when leaks are detected. Fuel containers shall be stored within appropriately-sized secondary containment barriers.
  - All vehicles and equipment shall be in proper working condition to ensure that there is no potential for fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Hazardous spills shall be immediately cleaned up and the contaminated soil shall be properly disposed of at a licensed facility.
  - The City shall stabilize and revegetate disturbed areas as soon as possible after construction by using hydromulch with a native hydroseed mix.
- Operation BMP Categories:
    - The entire Project site, including all roadways, equipment, and other facilities, will be graded such that all drainage is routed away from the sensitive resources identified above. The City will also install catch structures, berms, curbs, or other features along the southwestern margin of the Project site, in order to ensure that stormwater from the site cannot pass into the adjacent sensitive areas. All drainage will be routed to the Facility headworks for treatment.
    - All fuel tanks will include permanent, walled secondary containment systems with sufficient capacity to completely contain spilled fuels, even in the event that all fuel is spilled when tanks are full.
    - The fueling area will be equipped with containment structures designed to prevent migration of spilled fuel into sensitive areas, in the event of a major spill during fueling.
    - Generator bay design will include installation of a wall, curb, or other hardscape containment structure sufficient to prevent the migration of spilled fuel or oil from the generator bay into sensitive areas offsite. These structures will be designed and constructed so as to contain large volumes of fuel, such as could occur in the event of a major spill.
    - All fuel and lubrication pumping and containment systems located on site will be outfitted with automatic leak detection facilities, in order to readily identify system leaks.
    - All oil, antifreeze, and other potential water quality pollutants stored on site will be stored in secondary containment systems.

### **2.3.2 Construction**

The Project would require staging areas during Project construction. Staging areas are identified on Figure 1, and would be used for temporary storage of construction materials and Project components, for temporary equipment storage, and for temporary stockpiling of soil as needed during grading and initial site preparation. The proposed staging areas would include area for construction related parking, where construction contractor employees would park their vehicles during construction. This area could also be used for temporary parking of delivery vehicles during the construction period. Finally, a contractor trailer site has also been identified, where a temporary/portable trailer would be placed during construction to serve as a construction management and administration building. Upon completion of construction, all construction staging areas would be vacated and returned to their previous use within the existing Facility footprint.

The construction phases would be largely as described in Section 1.6 of the adopted IS/MND, including (1) demolition and removal of existing facilities, (2) site preparation and grading (including importation of fill material), (3) installation of new facilities, and (4) paving. With the proposed upgrades, the revised access road alignment would also be graded and paved. There would be no change in the construction equipment proposed for use.



SOURCE: ESRI, 2013; City of San José, 2014

San José/Santa Clara Regional Wastewater Facility Emergency Diesel Generators . 131002-02

**Figure 1**  
Project Area and Previously Adopted Project Area

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## CHAPTER 3

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# Environmental Setting, Checklist, and Discussion of Impacts

This chapter describes any changes that have occurred in the existing environmental conditions within and near the Project area, as well as environmental impacts associated with the Project, based on the current Project footprint.

As explained below, the following environmental issues have been adequately assessed in the adopted IS/MND. The existing analysis provided in the IS/MND adequately addresses environmental conditions and potential impacts relevant to **Agricultural and Forest Resources, Land Use and Land Use Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Utilities and Service System, and Mandatory Findings of Significance** in that:

- 1) The nature, scale, and timing of the Project has not changed; and
- 2) There has not been a substantial change in the circumstances involving these issues on the subject site, nor in the local environment surrounding the site.

Therefore, no additional analysis of these topics is required. Other topics are considered in detail below. The following sections provide revised CEQA checklists, based on the City's standard CEQA procedure, and as provided in the adopted IS/MND. For the purposes of this addendum, the checklists have been modified to clarify any potential changes that would result from Project implementation under this addendum, as compared to Project implementation as discussed in the adopted IS/MND. As shown below, no new significant environmental impacts were identified.

The following discussion reviews revisions to setting information provided in the adopted IS/MND, and discusses potential resulting changes in environmental impacts, for each remaining CEQA resource area.

## 3.1 Aesthetics

### 3.1.1 Setting

The setting surrounding the Project site has not changed in comparison to that described in the adopted IS/MND. The footprint of the Project site has changed as shown in Figure 1. However, new areas incorporated into the Project site are similar to other areas located on site. All new areas are located within the central operational area of the Facility, and include manicured lawns, crushed rock, hardscape, and existing fencing.

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
<b>1. AESTHETICS – Would the project:</b>						
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 7
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2

### 3.1.2 Discussion

The adopted IS/MND identified less than significant impacts for potential adverse effects on scenic vistas, potential to degrade existing visual character or quality of the site, and nighttime lighting; it identified no impact for damage to relevant scenic resources. The (revised) Project would include similar features and facilities as the adopted Project. The Project would not install additional large facilities that could obstruct or alter views or vistas. The Project would not be visible from a listed state scenic highway. All proposed facilities under the Project would be visually consistent with the industrial nature of the surrounding site. The proposed changes to the Project would not noticeably increase nighttime lighting; City Public Streetlights Council Policy 4-2, which requires that new streetlight lighting be dimmable and programmable, and the City's Interim Lighting Policy would also be applicable to the Project, and would minimize lighting impacts. Therefore, all potential impacts on aesthetics would be the same as the approved Project.

## 3.2 Air Quality

### 3.2.1 Setting

The air quality setting relevant to the Project site, including applicable regulations and air quality conditions, has not appreciably changed since the adoption of the IS/MND. The Bay Area Air Quality Management District (BAAQMD) maintains regional authority for air quality management in the Project area and vicinity. The BAAQMD's 2010 Clean Air Plan (CAP) serves as a multi-pollutant air quality plan to protect public health and the climate, and includes emissions control measures for including stationary sources, mobile sources, transportation related sources. The CAP also applies control measure categories applicable to land use and local impacts, and energy and climate.<sup>2</sup>

Sensitive receptors, as identified in the adopted IS/MND, have not changed. Those discussed in the adopted IS/MND remain applicable to the revised Project. There are no sensitive receptors (e.g., residences, schools) in the immediate vicinity of the Project area, and no hospitals, daycare centers, or long-term care facilities within 1 mile of the Project area.

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
<b>2. AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. <b>Would the project:</b>						
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

### 3.2.2 Discussion

The adopted IS/MND identified no impact for potential for conflict with the applicable air quality plan, and less than significant impacts for potential violation of air quality standards, net increases in criteria air pollutants, exposure to substantial pollutant concentrations, and objectionable odors. The

<sup>2</sup> BAAQMD, 2010

Project would include an expanded footprint (less than 40% larger) in comparison to the adopted Project, including approximately 200 feet of additional access road, an electrical tie-in to the existing Facility, and connection to the existing substation. The latter two facilities would be buried, and would require limited additional excavation, in comparison to the adopted Project. The realigned access road would require a slight increase in construction activity on site. Thus, while the revised Project footprint is larger than that identified in the adopted IS/MND, proposed construction intensity would increase only minimally, in comparison to the adopted Project.

### **Potential for Conflict with the Applicable Air Quality Plan**

The adopted IS/MND indicates that the adopted Project would support the primary goals of the BAAQMD air quality plan, would incorporate applicable air quality plan control measures, and would not disrupt or hinder implementation of CAP control measures. The changes proposed under the Project would include only limited changes in the Project's footprint, and would not substantially alter the Project's construction or operation, in such a way that the Project would no longer satisfy these criteria. Therefore, no impact would occur, consistent with the adopted IS/MND.

### **Potential for Violation of an Air Quality Standard**

Operation of the Project would not differ from operation of the adopted Project, as discussed in the Adopted IS/MND. None of the proposed revisions to the Project would affect its operation.

With respect to construction, the table below summarizes construction period exhaust emissions associated with the adopted Project. As shown, maximum daily average emissions reach only about 35% of threshold values for NO<sub>x</sub>, and only about 4% or less of threshold values for other construction period emissions. The magnitude of construction-phase air emissions relative to BAAQMD significance thresholds is a function of the number of pieces of construction equipment operating per day and the hours of operation per day during each phase of construction. Implementation of the proposed upgrades to the Project would not change the phases of construction. A slightly larger area could be graded during the site preparation and grading phase than was assumed in the IS/MND, which would incrementally increase emissions during that phase. However, even assuming a doubling of emissions modeled for the adopted Project (which would not be anticipated), total emissions would still be below threshold values. Therefore, construction emissions for the Project would remain below threshold values, and potential impacts related to the violation of air quality standards would remain less than significant.

### **Potential for Cumulative Increases in Non-Attainment Criteria Pollutants**

The BAAQMD relies on the thresholds identified in Table 3.2-1 to determine if a project would contribute to a significant cumulative impact. As discussed above, daily emissions would not exceed these thresholds during construction. Similarly, as discussed in the adopted IS/MND, daily emissions for the adopted Project would not exceed applicable thresholds during construction. The Project would not change operations in comparison to the adopted Project. Therefore, this impact would remain less than significant.



**TABLE 3.2-1  
DAILY PROJECT CONSTRUCTION EXHAUST EMISSIONS**

<b>Construction Activity*</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Demolition of Existing Tank and Facilities	1.1	8.2	0.4	0.4
Site Preparation and Grading	2.2	18.4	0.9	0.8
Generator, Tank, and Pipe Installation	0.7	5.6	0.3	0.3
Road Paving for New Access	1.3	6.5	0.5	0.5
Maximum Daily Average	2.2	18.4	0.9	0.8
Significance Threshold	54	54	82	54
Significant Impact?	No	No	No	No

### **Exposure of Sensitive Receptors**

Construction period emissions of the Project would not be substantially different from those identified in the adopted IS/MND, and operation period emissions would be the same as those identified in the IS/MND. Sensitive receptor locations have not changed, and new sensitive receptors have not been identified since the adoption of the IS/MND. Therefore, this impact would remain less than significant.

### **Objectionable Odors**

The adopted IS/MND identified diesel emissions during construction and operation as potential objectionable odors. However, these emissions would remain intermittent and/or temporary under the Project, and this impact would remain less than significant.

## **3.3 Biological Resources**

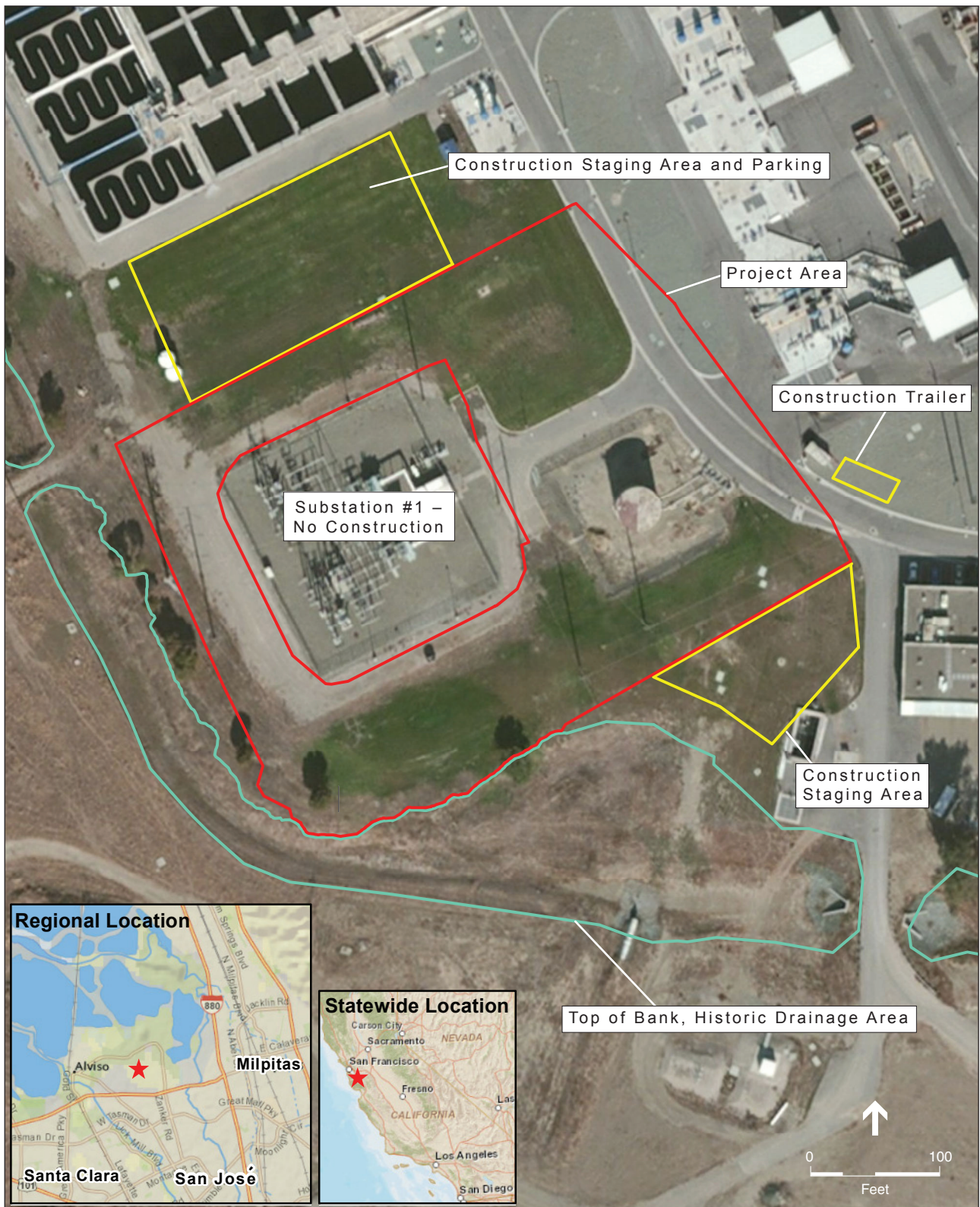
### **3.3.1 Setting**

Biological resources located within the Project area, including construction staging areas, remain the same as those described in the adopted IS/MND: the only biological community present within the Project area are those consistent with developed areas. These include paved and unpaved roads, mown/maintained areas, and existing facilities, which support weedy forbs, grasses, and limited wildlife. However, the Project footprint is located in close proximity to the top of bank of a drainage feature, which is located immediately offsite. Figure 2 shows the location of the drainage feature, in comparison to the revised Project area. As shown, the Project would maintain a 2-foot or larger buffer between all construction areas and the top of bank for the drainage feature. Setting discussions from the adopted IS/MND for biological resources are otherwise applicable to the Project.

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
<b>3. BIOLOGICAL RESOURCES – Would the project:</b>						
a) Have a substantial adverse 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 California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 8
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 8
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 8
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 9

### 3.3.2 Discussion

The adopted IS/MND identified no impact for potential effects on riparian habitats or other applicable sensitive natural communities, federally protected wetlands, interference with the movement of any applicable native or migratory fish or wildlife species, or conflict with local policies or ordinances. The adopted IS/MND identified less than significant impacts for potential conflicts with applicable habitat conservation plans. The adopted IS/MND also identified potentially significant impacts on special status species, which were reduced to less than significant levels through application of mitigation measures that included raptor and migratory bird surveys and avoidance measures, and light pollution reduction requirements.



SOURCE: ESRI, 2013; City of San José, 2014

San José/Santa Clara Regional Wastewater Facility Emergency Diesel Generators . 131002-02

**Figure 2**  
Historic Drainage Area

### **Effects on Wetlands**

The drainage feature located along the southwestern boundary of the Project area was surveyed on May 30, 2014 by ESA biologist N. Dvorak, in order to identify the boundaries of the feature. The southwestern boundary of the Project area has been designed to avoid any direct effects to the drainage feature, by implementing at least a 2-foot setback from the top of bank of the feature, as shown in Figure 2. Additionally, the BMPs proposed as part of the revised Project and described in Section 2.3.1 would preclude any indirect effects on the drainage feature by preventing stormwater discharge or other runoff from entering the drainage feature. Implementation of these measures would ensure that all potential impacts of the Project on the drainage feature would be avoided. Therefore, potential impacts on wetlands would be avoided and, consistent with findings of the adopted IS/MND, no impact would occur.

### **Effects on Riparian Habitats**

While the boundary of the Project area would be adjacent to the drainage feature (i.e., two feet from the ordinary high water mark), no riparian habitat was identified within or near the Project area, including along the margins of the drainage feature. Therefore, consistent with the findings of the adopted IS/MND, no impacts on riparian habitats would occur.

### **Effects on Trees**

Under the revised Project area, two ornamental trees would be removed in order to support Project installation. All tree removal activities would be required to adhere to the City's Tree Ordinance, which requires a Tree Permit Adjustment for the removal of any tree on industrial properties, and offers additional protection to trees measuring over 56 inches in circumference at 2 feet above ground level. The Project will conform to the requirements of the Tree Ordinance, including implementing replacement plantings as warranted therein. Therefore, the Project would not conflict with the City's Tree Ordinance, and no impact would occur.

### **Effects on Special Status Species, Sensitive Habitats, Migration, Local Policies and Ordinances, and Habitat Conservation Plans**

Effects on these categories of sensitive biological resources and associated policies and plans would be the same as discussed for the adopted IS/MND. Revisions under the Project would not generate additional interference with any special status species or sensitive habitats, species migration, or local policies, ordinances, or habitat conservation plans. Changes would be limited to minor updates to the Project area, and identification of construction staging areas. No change in impact significance would occur under the Project, in comparison to the adopted Project.

## 3.4 Cultural Resources

### 3.4.1 Setting

The environmental setting relevant to Cultural Resources for the Project site has not changed in comparison to that described in the adopted IS/MND. The footprint of the Project site has changed as shown in Figure 1. However, new areas incorporated into the Project site are similar to other areas located on site. All new areas under the Project are situated upon several feet of fill that was installed prior to construction of the existing Facility. Setting discussions from the adopted IS/MND for historical resources, archaeological resources and human remains, and paleontological resources are applicable to the entire Project.

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
<b>4. CULTURAL RESOURCES – Would the project:</b>						
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2

### 3.4.2 Discussion

The adopted IS/MND identified no impact for potential to adversely affect a historical resource, a paleontological resource, or a unique geologic feature; it identified potential impacts to unknown archaeological resources and disturbance to human remains. These impacts were reduced to less than significant with implementation of mitigation measures providing for the accidental discovery of archaeological resources and accidental discovery of human remains. Implementation of the Project would expand the footprint of the Project area in comparison to the adopted Project. However, the revised Project area does not include any identified historical, archaeological, paleontological, or unique geologic resources, and does not contain any known human remains. All portions of the Project area are overlain by fill, as discussed in greater detail in the adopted IS/MND. There remains potential for discovery of previously unknown archaeological resources or previously unknown human remains during construction. However, potential impacts to such resources would be mitigated by the measures applied in the adopted IS/MND. Therefore, all potential impacts on cultural resources would be the same as the approved Project.

## 3.5 Geology, Soils, and Seismicity

### 3.5.1 Setting

The environmental setting relevant to Geology, Soils, and Seismicity for the Project includes minimal changes in comparison to that described in the adopted IS/MND. The footprint of the Project site has changed as shown in Figure 1. However, new areas incorporated into the Project site are geologically similar to, and have similar soils as compared to areas of the site that were discussed in the adopted IS/MND. The Project footprint is now closer to the top of a gradual to moderately sloped earthen embankment, located along the southwestern margin of the Project site (see the Biological Resources discussion for more information). Setting discussions from the adopted IS/MND for geology, soils, and seismicity are otherwise applicable to the entire Project.

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
<b>5. GEOLOGY, SOILS, and SEISMICITY – Would the project:</b>						
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 6
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2

### 3.5.2 Discussion

The adopted IS/MND identified no impact for potential use of septic tanks or other alternative wastewater disposal systems, because such systems would not be used on site. The adopted IS/MND identified less than significant impacts to all other checklist items, including potential for exposure to earthquake fault ruptures, strong seismic ground shaking, seismic ground failure, landslides, topsoil erosion, unstable soils, and expansive soils.

#### Potential Seismic Disturbance and Unstable Soils

The southwestern margin of the Project area is now closer to the top of an embankment associated with drainage features immediately offsite. The embankment includes gradual to moderate slopes, with a total height of up to approximately 4 to 8 feet. All project facilities would be set back from the top of this embankment by at least two feet, and by 10 to 50 feet in most areas. Adherence to applicable engineering design requirements, including California, Uniform, and local building codes as applicable to reducing effects of seismic activity, would ensure that the proposed facilities would not be adversely affected by seismic activity, and additionally would not be subject to or result in reduced soil stability. No additional mitigation is warranted, and these impacts would remain less than significant, as discussed in the adopted IS/MND.

#### Soil Erosion and Expansive Soils

With respect to soil erosion, the Project would implement a larger footprint area as compared to the adopted Project. However, all new areas identified in the Project would be required to adhere to permitting conditions for the General Construction NPDES permit, including implementation of best management practices and other conditions targeted at reducing erosion. Therefore, this impact would remain less than significant.

With respect to expansive soils, new areas identified under the Project would have similar composition to those discussed under the adopted Project. These soils were identified in the adopted IS/MND as having moderate shrink/swell potential. Potential effects on the Project would be minimized via adherence to applicable building codes, and this impact would remain less than significant.

## 3.6 Greenhouse Gas Emissions

### 3.6.1 Setting

The environmental setting relevant to Greenhouse Gas Emissions for the Project site has not changed in comparison to that described in the adopted IS/MND. The City's Greenhouse Gas Reduction Strategy, adopted as part of the City's Envision San José 2040 General Plan (General Plan), remains in effect, along with applicable BAAQMD and CEQA requirements as discussed in greater detail in the adopted IS/MND.

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
<b>6. GREENHOUSE GAS* EMISSIONS – Would the project:</b>						
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 10
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 10
* NOTE: GHGs include, but are not limited to, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride						

### 3.6.2 Discussion

The adopted IS/MND identified less than significant impacts resulting from the generation of GHG emissions during construction and operation, and resulting from potential for conflict with applicable GHG emissions regulation plans and policies.

#### Greenhouse Gas Emissions

In comparison to the adopted Project, the Project would include a larger footprint area, and could involve slightly more intensive construction activities (the area to be graded or otherwise disturbed within the Project area would be slightly larger than previously anticipated). This could result in incrementally higher GHG emissions associated with the Project, in comparison to the adopted Project. The Project would not alter operations or operation period GHG emissions, as compared to the adopted Project.

In spite of incrementally higher potential GHG emissions, the Project would remain in conformance with applicable GHG emissions requirements. Specifically, the Project would still be consistent with the Land Use/Transportation Diagram of the City's GHG Reduction Strategy, as discussed in greater detail in the adopted IS/MND. Additionally, construction related Project emissions would be limited due to relatively limited construction intensity. Therefore, this impact would remain less than significant.



## Conflict with Applicable GHG Emissions Policies or Plans

No changes to the Project were identified that would incite a potential conflict with the City's GHG Reduction Strategy, or with other applicable plans or policies. Therefore, this impact would remain less than significant.

## 3.7 Hazards and Hazardous Materials

### 3.7.1 Setting

The environmental setting relevant to Hazards and Hazardous Materials for the Project site has not changed in comparison to that described in the adopted IS/MND. While the footprint of the Project site has changed as shown in Figure 1, the revised footprint would not intersect any additional known hazardous materials sites. Setting discussions from the adopted IS/MND for this resource area are therefore applicable to the entire Project area.

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
<b>7. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>						
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2

### 3.7.2 Discussion

The adopted IS/MND identified no impact for emission or handling of hazardous substances within a quarter mile of a school, and for potential public or private airport related safety hazards. The adopted IS/MND identified less than significant impacts for potential hazards associated with the transport or use of hazardous materials, potential interference with emergency plans, and potential exposure to fires. The IS/MND identified potentially significant but mitigable to less than significant impacts for accidental release of hazardous materials into the environment, and location on a hazardous materials site. Mitigation applied to these potential impacts included implementation of a health and safety plan, and implementation of a soil and groundwater management plan.

No additional hazardous materials sites or other known hazardous materials spills have been identified in the revised Project area. The revised Project area has not changed substantially, and would not be closer to any school or airport, such that additional impacts could occur. The Project would not include additional delivery, transport, or use of hazardous materials, in comparison to the adopted Project. The Project would not include changes during construction or operation that would affect emergency response or exposure to wildfires. No change in Project operations, including hazardous material or fuel storage, would occur in comparison to the adopted Project. The Project footprint would be larger than that identified in the adopted IS/MND, however, mitigation measures identified in the adopted IS/MND for potential upset and release of hazardous materials and location on a hazardous materials site would minimize potential impacts. Therefore, all potential impacts on hazards and hazardous materials would be the same as the approved Project.

## 3.8 Hydrology and Water Quality

### 3.8.1 Setting

Setting information relevant to hydrology and water quality within the Project area remains the same as discussed in the adopted IS/MND. The Project area would be located in closer proximity to a drainage feature that is located immediately off site, along the Project's southwestern boundary (for more information, please refer to the Biological Resources discussion, above). However, the Project area does not presently drain into the drainage feature. As discussed in the adopted IS/MND, the Project area currently drains towards the Facility and is routed through Facility headworks for treatment.

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
<b>8. HYDROLOGY AND WATER QUALITY – Would the project:</b>						
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 11
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2

### 3.8.2 Discussion

The adopted IS/MND identified no potential for impact for the placement of housing or floodplain obstructions within a 100-year flood zone. It identified less than significant impacts for all other checklist items, including potential for violation of water quality standards, depletion of groundwater levels, alteration of existing drainage patterns so as to cause flooding or erosion/sedimentation, generation of additional runoff, other degradation of water quality, exposure of people or structures to flooding, and exposure to risk associated with seiche, tsunami, or mudflow. The (revised) Project would include similar features and facilities as the adopted Project. The extent of construction within the Project boundary would be slightly larger than discussed for the adopted Project; however, the Project would still be required to adhere to the requirements of the Construction General Permit for Stormwater Discharges, the Industrial General Permit for Stormwater Discharges, and the San Francisco Bay Region Municipal Regional Stormwater NPDES permit. Adherence to the conditions of these permits would ensure that potential water quality impacts would be minimized within new areas added under the revised Project. Other elements of the Project would not change, and the impact analysis provided in the adopted IS/MND would be relevant for all other checklist items. Therefore, all potential impacts on hydrology and water quality would be the same as the approved Project.

## 3.9 Noise

### 3.9.1 Setting

Noise related setting information for Project remains the same as discussed in the adopted IS/MND. Ambient noise levels remain as documented therein, and no new sensitive receptors have been identified. Significance thresholds and policies pursuant to the City's General Plan have not changed since adoption of the IS/MND.

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
<b>9. NOISE – Would the project:</b>						
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

### 3.9.2 Discussion

The adopted IS/MND identified no potential for impact for the exposure of people to noise levels associated with a private airstrip, and less than significant impacts for exposure to noise levels in excess of applicable standards, excessive groundborne vibration or groundborne noise, permanent increases in ambient noise levels, temporary or periodic increases in ambient noise levels, and exposure of people to airport noise, within 2 miles of a public airport.

In comparison to the adopted Project, the Project would involve a larger construction footprint. Additional construction areas would include installation of proposed roadways and other equipment proposed under the adopted Project. However, these revisions would not require additional construction equipment on site, nor would they require pile driving or other noise-intensive construction activity. Operation of the Project would be the same as discussed for the adopted Project. Finally, the location of the Project with respect to nearby airports has not changed. Therefore, all noise related impacts of the Project would be the same as discussed for the adopted Project.

## 3.10 Transportation and Traffic

### 3.10.1 Setting

Setting information relevant to transportation and traffic as relevant to the Project remains the same as discussed in the adopted IS/MND. The Project's footprint would be larger than the adopted Project, however, construction schedules for the Project would be the same as discussed for the adopted IS/MND. Construction access routes would be the same as discussed in the adopted IS/MND.

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
<b>10. TRANSPORTATION AND TRAFFIC – Would the project:</b>						
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2

### 3.10.2 Discussion

The adopted IS/MND identified less than significant impacts for all potential transportation and traffic related effects of the adopted Project, including conflict with applicable transportation and traffic plans, ordinances, and policies; conflict with congestion management plans; changes in air traffic patterns; increases in traffic related hazards; inadequate emergency access; and conflict with policies, plans, or programs regarding public transit, bicycle, pedestrian, and other such facilities.

In comparison to the adopted Project, the Project would involve a larger construction footprint, but would not involve an increased construction period or other changes that would result in additional construction traffic onsite. The updated Project footprint includes area that will be used as a revised alignment for the new paved access road, that would now be located along the western edge of Substation #1, and continuing around the northern edge of Substation #1, connecting back to the existing paved access road that is located east of Substation #1 and immediately east of the Project area. This roadway would enable access to the Project site by fuel delivery trucks and emergency vehicles. Operation of the Project would be the same as discussed for the adopted Project. Therefore, the evaluation of potential impacts on transportation and traffic contained in the adopted IS/MND also apply to the Project, and all transportation and traffic impacts of the Project would be the same as those discussed for the adopted Project.

### 3.11 Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>New Potentially Significant Impact</i>	<i>New Less Than Significant with Mitigation Incorporation</i>	<i>New Less Than Significant Impact</i>	<i>Same Impact as Approved Project</i>	<i>Less Impact than Approved Project</i>	<i>Checklist Source(s)</i>
<b>11. MANDATORY FINDINGS OF SIGNIFICANCE – Would the project:</b>						
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 8
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2

#### 3.11.1 Discussion

The adopted Project identified less than significant impacts for potential to degrade environmental quality, reduce habitats, cause animal populations to drop below self-sustaining levels, eliminate a plant or animal community, affect the range of a rare species, or eliminate historic and prehistoric resources; and substantial adverse effects on human beings. The adopted Project identified potentially significant but mitigable cumulative scenario impacts for traffic and transportation, where mitigation included implementation of a coordinated transportation management plan.

As discussed above, the proposed revisions to the Project would not result in any new significant impacts, nor would it result in any increase in the significance of an impact identified in the adopted IS/MND. With respect to cumulative impacts, the analysis provided in the adopted IS/MND would remain applicable to the Project, including applicable mitigation, which would reduce the intensity of potential traffic related cumulative scenario impacts to less than significant. With respect to potential environmental effects that could cause a substantial adverse effect on human beings, all Project impacts would be less than significant without mitigation, or would be minimized via application of applicable mitigation measures. No new significant or other impacts were identified for the revised Project that would result in additional substantial adverse effects on humans.



# CHAPTER 4

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## Checklist Sources

1. CEQA Guidelines and professional expertise of consultant
2. Project plan/description and site review, including revised Project description
3. Envision San José 2040 (San José General Plan)
4. Santa Clara Valley Habitat Plan
5. Santa Clara County's Five-Year CIWMP/RAIWMP Review Report (August, 2007)
6. California Geological Survey Alquist-Priolo maps
7. California Department of Transportation Officially Designated State Scenic Highways and Historic Parkways ([http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/scenic_highways/))
8. Satellite imagery from 2007 and 2012, available via Google Earth
9. Santa Clara Valley Habitat Plan
10. Bay Area Air Quality Management District CEQA Guidelines
11. FEMA 100-year floodplain delineations