

EXHIBIT B

Table 1. SOUTH COASTNEY AIRPORT HANGARS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM						
Environmental Impact	Mitigation Measures	Timing of Monitoring Requirement	Responsibility for Compliance	Method of Compliance	Enforcement	Check-off Date/Initials
<p>1. Air Quality</p> <p>Shallow grading to a subgrade depth of less than one foot would be performed over the 5.1-acre site to excavate and prepare the site for building footings and slab foundation, and for apron pavement. The project would also result in short-term localized air emissions during trenching and construction for the hangar buildings. Soil excavation and backfill activities would occur during placement of the below ground conduit for the hangars, resulting in a temporary increase in localized particulate matter (PM₁₀) emissions.</p>	<p>The bid specifications for the project shall incorporate the following measures established by BAAQMD to minimize and control dust emissions generated during construction activities:</p> <ul style="list-style-type: none"> X All active construction areas shall be watered at least twice daily. X All trucks hauling soil, sand, and other loose materials shall be covered with tarpaulins or other effective covers. X Water or non-toxic soil stabilizers shall be applied on all unpaved access roads, parking areas, and staging areas at the construction site. In addition, paved access roads, parking areas, and staging areas shall be swept daily with a water sweeper. Streets shall be swept daily with a water sweeper in areas where visible soil material is carried onto adjacent public streets. 	<p>Prior to project bidding by contractors</p>	<p>Applicant/ County</p>	<p>Require dust control measures</p>	<p>Require as part of bid specifications</p>	
<p>2. Biological Resources</p> <p>There do not appear to be any bare earthen areas between the taxi lanes or near the oak tree grove where the water tank would be located and, thus, there do not appear to be any potential denning holes for sensitive species, such as burrowing owls. However, burrowing owls are known to frequent the area where squirrel populations are present.</p> <p>Although no active raptor nests have been reported in the immediate vicinity of the site, there is a remote possibility that nests could be established in the future. Destruction of an active raptor nest would be a violation of the</p>	<p>Preconstruction surveys for burrowing owl and tree nesting raptors shall be conducted by a qualified biologist on and adjacent to the project site, including the oak grove, prior to any grading or construction activities to confirm the presence or absence of any new nesting activity. If an active nest is encountered, appropriate measures shall be taken to avoid destruction or abandonment until young have fledged. An appropriate buffer shall be established around any active nest based on consultation with California Department of Fish and Game representatives. Construction activities shall be restricted within this zone until the qualified biologist has determined that nesting is complete and the young have fledged. For non-breeding burrowing owls, passive relocation methods shall be used</p>	<p>Prior to initial grading or excavation</p>	<p>Applicant/ County</p>	<p>Require pre-construction survey</p>	<p>Require as part of bid specifications</p>	

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<p>Migratory Bird Treaty Act and provisions in the California Fish and Game Code.</p> <p>3. Cultural Resources</p> <p>There are no known archaeological or paleontological resources or unique geologic features within the airport site. The project site is composed of fill material that was placed when the airport taxi lanes were created in 1995. In spite of the lack of evidence of archaeological resources in the project area, there still remains some potential that buried prehistoric archaeological materials could be found. The area along the corridor of Liagas Creek should be considered a high sensitivity area for archaeological resources.</p>	<p>by the qualified biologist to remove the owls from impact areas.</p> <p>In accordance with the County's standard bid specifications, if evidence of buried prehistoric resource deposits is uncovered during project excavation, work should be halted within 50 feet of the discovery until an archaeologist has had the opportunity to assess the discovery for significance. If an intact and potentially significant resource deposit is located inside areas where further impacts will occur, the County shall develop a program of archaeological mitigation for those portions of the project that will be further impacted by earth-moving activities associated with construction.</p>	<p>During initial excavation</p>	<p>Applicant/County</p>	<p>Require discontinuance of work if remains uncovered.</p>	<p>Require as part of bid specifications</p>	
<p>Geology/Seismicity</p> <p>Ground Shaking</p> <p>The project site is located in the vicinity of the San Andreas Fault Zone (SAFZ), a complex of active faults. Numerous moderate to strong historic earthquakes have been generated in northern California by the SAFZ. The level of active seismicity results in classification of the area of seismic risk Zone 4 (the highest risk category) in the California Building Code.</p>	<p>The proposed new buildings would be constructed under the seismic provisions of the Uniform Building Code for Seismic Zone 4, providing design criteria that minimize the potential for collapse during seismic shaking. The UBC requires determination of expected seismic shaking at a specific location. The design engineers for the on-site structures would design the structure and foundations based on the results of a site-specific geotechnical study and the determination of the expected seismic shaking.</p> <p>Preparation of a site-specific earthquake preparedness plan for the project shall be made a condition of approval for issuance of a Building Permit for construction activities at the project site. The plan shall include requirements for securing non-structural features of the facility and an emergency response program, including evacuation procedures. If a Building Permit is not issued for the project, the Roads and Airports Department shall ensure that a site-specific earthquake preparedness plan is</p>	<p>Prior to construction, verified through review of plans by Building Inspection Office or County Roads and Airports Department</p>	<p>Applicant/County</p>	<p>Ensure building design conforms with UBC requirements for Zone 4, verified through review of plans by Building Inspection Office or County Roads and Airports Department</p>	<p>Require as part of bid specifications</p>	

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<p><u>Liquefaction</u> The airport site has been mapped as having a range of liquefaction potentials from "low" to "high" (ABAG, 1999). Liquefaction occurs during seismic events when granular, saturated materials lose cohesion due to ground shaking; liquefaction therefore can occur in areas underlain by unconsolidated sediments, similar to the project site.</p>	<p>prepared and adopted for the project prior to any building occupancy. The plan shall include requirements for securing non-structural features of the facility and an emergency response program, including evacuation procedures.</p> <p>The risk of damage resulting from strong ground shaking during expected regional earthquakes cannot be eliminated at the project site or throughout large portions of the San Francisco Bay Area. However, implementation of these mitigation measures would reduce impacts to a less-than-significant level through minimization of the potential for building collapse and increased earthquake preparedness. The majority of seismically-induced damage would be expected to be repairable and comparable to the damage expected for similar development projects in areas of expected similar levels of seismic shaking.</p>					
<p>The geotechnical report to be prepared for this project by a registered professional will include evaluation of liquefaction potential and provide design parameters to minimize damage to structures.</p>		<p>Prior to construction, verified through review of plans by Building Inspection Office or County Roads and Airports Department</p>	<p>Applicant/County</p>	<p>Require geotechnical report to be prepared and for building design to conform to report recommendations verified through review of plans by Building Inspection Office or County Roads and Airports Department</p>	<p>Require as part of bid specifications</p>	
5. Hazardous Materials						
<p>The six hangars will accommodate the storage of up to 100 airplanes, which is a doubling of the number of hangar spaces currently available. The aircraft contain fuels and oils, and other</p>	<p>A Hazardous Materials Business Plan (Business Plan) shall be completed prior to commencing operation of the hangars. The Business Plan shall contain facility maps, up-to-date inventories of all hazardous materials for each</p>	<p>Prior to commencing operation of the hangars</p>	<p>Applicant/County</p>	<p>Require preparation and approval of Hazardous Materials Business</p>	<p>Require as part of bid specifications</p>	

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<p>hazardous materials may be stored within the hangars to service and maintain the aircraft, which would require the preparation of a Hazardous Materials Business Plan.</p>	<p>hangar, emergency response procedures, equipment, and employee training in accordance with local agency requirements.</p>			Plan		
<p>6. Hydrology and Water Quality Construction activities could result in sediments being entrained in storm water runoff leaving the site and potentially entering the adjacent Llagas Creek; additional sediment loads could affect the water quality of the creek.</p>	<p>A Storm Water Pollution Prevention Plan (SWPPP) shall be completed prior to commencing construction. The SWPPP shall incorporate current Best Management Practices (BMPs) for both construction activities and site operation. BMPs during construction include scheduling excavation activities for dry weather periods; taking measures to prevent erosion; keeping construction materials protected from rain; and general good housekeeping practices.</p>	<p>Prior to commencing construction</p>	<p>Applicant/ County</p>	<p>Require preparation and approval of Storm Water Pollution Prevention Plan (SWPPP)</p>	<p>Require as part of bid specifications</p>	
<p>7. Public Services The Santa Clara County Fire Marshal indicates that there is an existing deficiency of water supply and water pressure for the South County Airport. The airport receives water from wells of the San Martin Water Company, located at Camping World on Sycamore Avenue, via an eight-inch water line. Construction of the proposed hangars would be required to meet</p>	<p>Each hangar building shall be equipped with fire sprinklers. The final project design shall comply with all other requirements of the County Fire Marshal.</p>	<p>Prior to construction, verified through review of plans by Building Inspection Office or County Roads and Airports Department, and/or by the Fire</p>	<p>Applicant/ County</p>	<p>Ensure that building design complies with requirements of the County Fire Marshal</p>	<p>Require as part of bid specifications</p>	

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Fire Code standards for water pressure that the existing water system may not be able to deliver. The proposed water flow requirements needed for the project, according to the Fire Marshal, would be satisfied by a dedicated tank (for fire suppression) with a capacity of 500,000 gallons.		Marshal				

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