

Attachment G
Addendum No. 1 to
County's Certified FEIR

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(Yanks Air Museum)
PLN120376

EXHIBIT I

Addendum Pursuant to the California Environmental Quality Act Article 11, Section 15164

Extension of the Combined Development Permit for the Yanks Air Museum Planning File No. PLN060582 October, 2008

1. Introduction

This technical addendum has been prepared pursuant to Article 11, Section 15164 of the California Environmental Quality Act guidelines to make minor technical changes to the Final Environmental Impact Report (FEIR), certified by the Board of Supervisors on November 4, 1997 (Resolution No. 97-445). None of the conditions described in Section 15162 of the CEQA Guidelines call for preparation of a subsequent EIR, as described below and in the staff report prepared for the October, 2008, Board of Supervisors meeting.

The application for the Yanks Air Museum project (SH94002) was submitted to the Planning Department in 1994. The project was analyzed in the *Final Environmental Impact Report for the Yanks Air Museum and Visitor Serving Project (EIR 95-01)*, dated March 10, 1997. The Board of Supervisors approved the project, by Resolution No. 97-445, on November 4, 1997. The approved project consists of the development of a "World War II and Golden Era" aircraft museum including an air strip and aircraft storage hangers, and the adjunct uses of a winery and wine tasting room, two gasoline stations, a 150-room hotel/motel, a free-standing restaurant, 2 fast food restaurants, retail space, amphitheater, and an 80-space recreational vehicle parking area. Approval of the project included a general plan amendment and zoning reclassification of a portion of the project site to the Heavy Commercial (HL) Zoning District, a general development plan, a use permit and a major lot line adjustment; the latter realigned parcel boundaries to create the 111-acre project site. The Combined Development Permit was extended by the Board of Supervisors on October 12, 2004 for a two-year period to expire on October 12, 2006. A second extension request was submitted by the applicant on August 31, 2006 to extend the permit for an additional five-year period.

The zoning map has been updated reflecting the 111-acre site's new zoning designation. A number of the original conditions of approval complied with including: recordation of a Record of Survey for the lot line adjustment portion of the project; the extension of water and sewer lines from the City of Greenfield to the project site; recordation of a 200-foot agricultural buffer easement.

2. Scope and Purpose of this Addendum

Only minor technical changes are required to the environmental document. None of the conditions described in CEQA Guidelines Section 15162, which would require preparation of a subsequent EIR, have occurred. The project has not substantially changed since the original approval (Resolution 97-445) or since the approval of the first extension request such that new significant environmental effects or a substantial increase in the severity of previously identified significant effects would occur (Resolution No. 04-351). The project involves an extension of the Combined

Development Permit. As part of the first extension the Board of Supervisors approved a Revised Phasing Plan for the development of the different elements of the project. That phasing plan remains the same. The Board of Supervisors also approved a modified site plan that relocates some of the elements of the project within the site. Neither the changes in the phasing plan nor the modified site plan design would result in significant changes to the impacts identified for the original site plan. The mitigation measures identified in the FEIR remain adequate.

No significant changes to circumstances have occurred in the project area that would have resulted in new significant environmental effects or a substantial increase in the severity of previously identified significant impacts. The policies of the Central Salinas Valley Area Plan have not changed since project approval.

FEIR Topics

Miscellaneous

The FEIR was reviewed in relation to the extension of the Combined Development Permit. The areas of Land Use and Planning, Airport Safety, Geological and Geotechnical Hazards, Water Quality and Supply, Surface Hydrology and Drainage, Wastewater Disposal, Traffic and Circulation, Air Quality, Noise, Public Services, Human Health and Safety, Viewshed and Aesthetics, Cultural Resources, Energy, Biological Resources, Employment and Cumulative Impacts were analyzed. The FEIR identified the loss of 111 acres of prime agricultural land as a significant unavoidable impact; and the approval of the project included the adoption of a Statement of Overriding Considerations to address the loss. Impacts identified in the FEIR will remain for this project. The on-site effects and the environmental setting of the site have not changed. The setting of the site surrounded by lands under agricultural production and Highway 101 remains the same for the project site. The air museum and adjunct uses proposed remain in substantial compliance with the approved permit; therefore, impacts related to geology, soils, drainage and aesthetics have not changed.

Air Quality impacts associated with construction of the project identified in the FEIR. The FEIR included responses to comments from the Monterey Bay Unified Air Pollution Control District. The comments addressed the concerns of the District relative to air pollution. The project as approved complies with the area's air pollution control plan. The conditions of approval of the combined development permit (Condition Nos. 36 and 37) require that the site be connected to the City of Greenfield's water and sewer systems; sewer and water lines have been extended to the site and those services are readily available for the project. (Planning File SH94002; Board of Supervisors Resolution 97-445; Final Environmental Impact Report for the Yanks Air Museum and Visitor Serving Project; Monterey Bay Unified Air Pollution Control District (MBUAPCD) 2004 Air Quality Management Plan; MBUAPCD CEQA Air Quality Guidelines, June 2004)

Traffic

The FEIR identified two significant effects related to vehicular traffic as follows: 1) traffic generated by the proposed project would cause the intersection of the overpass road of El Camino Real with the northbound ramps to the Highway 101 to drop from an A level of service to a D level of service in the p.m. peak hour; and 2) traffic generated by the project would substantially increase the turning movements at the intersection of El Camino Real with the southbound on-ramp to Highway 101 and the El Camino Real overpass road.

Mitigation measures adopted for the project (Conditions of Approval Nos. 24-30) include the preparation of a "Project Study Report" (PSR) required by the California Department of Transportation (Caltrans). This report is to identify all work necessary within the Caltrans right-of-

way for the widening of the overpass roadway at El Camino Real and modification to the southbound on-ramp to Highway 101, and for the widening of the overpass road and modification of the northbound on- and off-ramps and any other interchange improvements within the highway Right-of-way. Specifically, Condition No. 29 required that the PSR and the mitigations required in the PSR for any phase of the project be completed before issuing occupancy for that phase of the project. The completion of the PSR as well as the identification and later construction of the specific improvements to County and Highway infrastructure would reduce these impacts to less-than significant levels.

An updated traffic report was required as part of the consideration of the first extension of the combined development permit in 2004 to evaluate any changes in the traffic conditions and road levels of service that may have occurred since the approval of the project in 1997. The updated traffic report, dated May 20, 2003 and prepared by Higgins and Associates, concluded that the actual traffic levels at the time of the processing of the extension request did not exceed those levels projected in the certified environmental impact report; therefore no additional environmental review or mitigation measures were necessary as part of the approval of the extension of the permit. The updated report also concluded that the vehicular traffic generated by the first three phases of the project would not require upgrades to the existing highway infrastructure servicing the project site. Based on this conclusion, Caltrans revised the timing of the completion of the PSR to before Phase IV of the project. Accordingly, an additional condition of approval (Condition No. 7) was included as part of the approval of the first extension (Resolution No. 04-351).

A second update to the traffic report was completed for the review of the second extension request. The update prepared by Wood Rogers, dated February, 2008, again looked at the projected traffic generation and levels of service in the FEIR and compared them to the current traffic conditions on Highway 101. This updated report also concludes that the traffic conditions and levels of service projected in the FEIR are still valid and that the mitigations required for the project in both the original approval and the approval of the first extension remain adequate to mitigate the identified impacts. The conclusions of the updated report have been reviewed by Caltrans and the County Department of Public Works which have concurred with those conclusions. The applicant has applied for an Encroachment Permit from Caltrans to construct the improvements within the State right-of-way necessary to provide adequate access for the first three phases of the project. The requirement for the completion of the PSR prior to issuance of building permits for Phase IV (Condition No. 7 of Resolution No. 04-351) remains in place for traffic impacts resulting from construction of the last three phases of the project. Therefore no further analysis or additional mitigation measures are necessary for the current extension request. (Monterey County Planning Department Files SH94002, PLN020482 and PLN060582; Board of Supervisors Resolution Nos. 97-445 and 04-351; Final Environmental Impact Report for the Yanks Air Museum (EIR No. 95-01), 1997).

Mitigation Measures and Project Alternatives

Project Alternatives identified in the SEIR included No Project, an alternative to provide on-site wastewater and domestic water services, a reduced parcel size alternative and an alternative location alternative. The FEIR determined, and the Board of Supervisors found, that all impacts could be mitigated. The mitigation measures identified in the earlier EIR were adequate to mitigate all impacts to a level of less than significant. No mitigation measures or alternatives that are considerably different than the earlier mitigation measures or alternatives have been identified. Mitigation for all traffic impacts from all phases of the project, other mitigation measures remain in place for these impacts and the extension is conditioned on imposition of the identified mitigation measures as well as updated conditions of approval. (Planning Files SH94002, PLN020482 and

3. Conclusion

Only minor technical changes are required to the environmental document. None of the conditions described in CEQA Guidelines Section 15162, which would require preparation of a subsequent EIR, have occurred. The project has not substantially changed since the original approval such that new significant environmental effects or a substantial increase in the severity of previously identified significant effects would occur. Changes to circumstances have occurred in the project area as identified above; however, the changed circumstances will not cause the project to have significant effects not identified in the earlier SEIR, nor effects substantially more severe than shown in the earlier SEIR, and the subdivider has already mitigated or is required to mitigate in the course of constructing the seminar center.

Attachment: Final Environmental Impact Report: yanks Air Museum, 1997, Monterey County.