Environmental Checklist Form

1. Project title: Zone 2, Line N – Bockman Canal Desilting Project

2. Lead Agency name and address:

   Alameda County Flood Control and Water Conservation District
   399 Elmhurst Street
   Hayward, CA 94544

3. Contact person and phone number:

   Elisa Gill
   Phone: (510) 670-5435

4. Project location:

   The proposed project is located on the Zone 2, Line N flood control channel (Bockman Canal) between San Francisco Bay and the Union Pacific Railroad tracks in the Town of San Lorenzo (see Figure 1).

5. Project sponsor's name and address:

   ☐ COUNTY OF ALAMEDA
   399 Elmhurst Street
   Hayward, CA 94544

   ☒ ALAMEDA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT
   399 Elmhurst Street
   Hayward, CA 94544

   ☐ OTHER:

6. General plan designation: Industrial

7. Zoning: Flood Plain

8. Description of project:

   The Alameda County Flood Control and Water Conservation District (District) proposes to remove approximately 7,000 cubic yards of deposited silt along approximately 4,000 linear feet in an earthen flood control channel (designated Line N in the District's Zone No. 2) from the San Francisco Bay upstream to the Union Pacific Railroad crossing in the Town of San Lorenzo. The project consists of the placement of a bladder dam at the mouth of the channel, a cofferdam at the upstream end of the project and a pipe alongside the channel to let stormwater flow around the construction site, the removal of silt using a long reach excavator stationed on the banks along the existing access roads, and the removal of the silt offsite to a landfill (see Figure 1).

The Zone 2, Line N (Bockman Canal) Desilting Project (project) site is approximately 4,000 linear feet in length by approximately 50 feet wide. The long reach excavator would be staged primarily on the existing access road above the south bank of the project site. This existing access road runs the length of the project. Additionally, the excavator may be staged on the existing access road along the top of the north bank of the channel. The excavator would place materials into dump trucks that would deposit the accumulated silt at an upland disposal site.

The bladder dam would be positioned at the mouth of the flood control channel to restrict tidal action from the project site during the desilting operation and would be removed after the project is complete. A cofferdam dam constructed of sandbags will be placed at the upstream limits of the project site. A pipe will be temporarily installed to discharge water around the construction zone. Both dams and the pipe will be removed once construction is complete.

Accumulated sediments removed during the proposed maintenance desilting project would be delivered to the existing landfill on Winton Avenue in the City of Hayward; after drying out at the Grant Avenue site. This would require trucks to travel from the project site east along Bockman Road, south along Hesperian Boulevard, then west along Winton Avenue. Trucks would return to the project site along the same route.

The purpose of the project is to remove accumulated silt that decreases capacity and obstructs flow with the existing flood control channel. This maintenance would relieve potential flooding of the area surrounding the project site and upstream of the Union Pacific Railroad crossing. This project is being considered at the request of the Oro Loma/Castro Valley Wastewater Treatment Plant.

9. Surrounding land uses and setting:

Land Use

A portion of the flood control channel (Zone 2 Line N) is owned by the Oro Loma Sanitory District (OLSD). The subject property is bordered to the north by an unpaved access road maintained by the District. Beyond the access road to the north is the Oro Loma/Castro Valley Wastewater Treatment Plant, a lumber yard, and other commercial and industrial facilities. To the west of the subject property is the San Francisco Bay. To the south of the project site there is another unpaved access road maintained by the District, and south of the access road there is the Union Sanitary silt/sludge drying fields and the East Bay Regional Park District's Oro Loma Wetland Restoration Project.

The flood control channel conveys freshwater flows from a small urban watershed and is also subject to tidal action from San Francisco Bay in its lower reaches of the project site and muted tidal action above the tidegate structure within the channel. The watershed is approximately four square miles and is located south of San Lorenzo Creek entirely in the unincorporated community of San Lorenzo. There is approximately one mile of open channel within the entire drainage; the remaining creeks within the drainage exist only as underground pipes. The primary land use in this drainage basin is residential and light industrial upstream of the project site. A tidegate structure, located approximately 900 feet from the mouth of the Bockman Canal where the channel discharges into the bay, allows some tidal flows into the channel. The existing condition of the project site is a trapezoidal earthen flood control channel.

Upstream of the Union Pacific Railroad crossing, the channel is concrete lined. The concrete lined portion of the channel runs upstream to the Via Catherine road crossing where the channel continues underground.

Environmental Setting

Maps of the East Bay shoreline in the vicinity of the project site show that historically the project site was an upland area located adjacent to tidal mudflats. The project site supports coastal salt marsh, mudflats and sub-tidal open water habitat.

Topography of the project site is generally flat along the channel bed, with steeply sloped banks on both sides, forming plateaus that are used as access roads approximately 10 feet above the bed. The generally flat channel bed has some local variations in topography due to accumulated silt.

Coastal tidal marsh is characterized as vegetated inter-tidal areas regularly flooded and drained by the tides and dominated by vascular plant species adapted to high soil salinities. Dominate plant species in this habitat type typically include pacific cordgrass, pickleweed, marsh gum plant, salt grass, alkali heath, and jaumea. Muted tidal habitats are typically vegetated with emergent, vascular plant species adapted to low soil salinities including cattail, bulrush, and hard-stem bulrush. Mudflats are not vegetated and are exposed during low tide conditions. Sub-tidal open water habitat is permanently inundated and occurs below the Mean Lower Low Water elevations.

Upland habitats at the site are primarily associated with the levees surrounding the project area. Uplands are colonized by upland vegetation, primarily forbs and grasses, but some trees and shrubs are also present. Small groves of non-native trees have grown along the top of bank. Species found consist of ngaio tree (Myoporum laetum), Tasmanian blue gum (Eucalyptus globules), Monterey cypress (Cupressus marcrocarpa), Italian cypress (Cupressus sempervirens), silver wattle (Acacia dealbata) and blackwood acacia (Acacia melanoxylon).

Wildlife present in the project vicinity is typical of bayside habitats in the region. Included in this list are songbirds, shorebirds, and waterfowl typically including: song sparrow, savannah sparrow, loggerhead shrike, western meadowlark, red-tailed hawk, Canada goose, snowy egret, great egret, great blue heron, widgeon, killdeer, dowitcher, and many others. Upland terrestrial wildlife include: raccoon, house mouse, Norway rat, California vole, black tail hare, and feral cats. Some small bay fishes may occur in the channel waters but this is not likely due to the barrier presented by the tidegate structure and the highly variable salinity in the channel.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).

    California Department of Fish and Game (DFG)
    U.S. Army Corps of Engineers (Corps)
    California Regional Water Quality Control Board (RWQCB)
    San Francisco Bay Conservation and Development Commission (BCDC)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklists on the following pages:

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Services Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project; nothing further is required.

Signature	Date
Printed name	For

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista? (181)	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (181)	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings? (181)	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (18a)	☐	☐	☐	☒

DISCUSSION/MITIGATION:

The Zone 2 Line N flood control channel is adjacent to the eastern shore of the San Francisco Bay. Most of the area consists of level open lands gently descending toward the Bay shoreline. There are no scenic vistas and no state-designated scenic highways in the project area. Views toward the project are of flood control channels and associated maintenance access roads, rights-of-way, and fences. Views of portions of the San Francisco Bay from the project area include a wastewater treatment plant and associated facilities and an open wetland. North of the project area is the Oro Loma wastewater treatment plant. South of the project area includes the silt/sludge drying fields for the wastewater treatment plant and the East Bay Regional Park District's Oro Loma Wetland Restoration Project. The eastern end of the project is located at the Union Pacific Railroad tracks where Bockman canal is concrete-lined. The western terminus of the Bockman canal project is the San Francisco Bay. The San Francisco Bay Trail runs perpendicular to the mouth of the Bockman canal along the San Francisco Bay. None of the views within the project area are aesthetically sensitive or unique.

a) The project would not adversely affect a scenic vista. No scenic vistas exist, no view-affecting structures would be erected, and equipment would not be of a size that would affect views. No impact would occur.

b) No relevant state designated scenic route or highway exist with views of the project site. No impact would occur.

c) No structures would be erected that would permanently change the visual character of the project site. The project would remove vegetation along the flood control channel resulting in short-term alteration of the naturally vegetated visual character. The channel is not designed as a visual resource, and the impact would be less than significant.

d) No new permanent structures or sources of lighting are proposed as part of this project. Construction would occur during daylight hours and would not introduce a new source of light. Construction equipment would not create a discernible glare. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

II AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program on the California Resources Agency, to non-agricultural use? (18b)	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (18b)	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? (18b)	☐	☐	☐	☒

DISCUSSION/MITIGATION:

Agricultural operations do not occur adjacent to the Zone 2 Line N (Bockman canal) flood control channel. Current land use adjacent to the flood control channel includes residential, light industrial, municipal, and a wetland restoration site. The undeveloped lots to the south of the project site are used for silt drying by the wastewater treatment plant and a wildlife refuge. Neither is included in the Farmland Mapping and Monitoring Program, Williamson Act, or any other California resources agency designation that would indicate the fields are prime agricultural lands.

a) No farmland designated Prime, Unique, or of Statewide Importance occurs within or immediately adjacent to the project site. No impact would occur.

b) The proposed project would not change the zoning or current land use of the project area or other area, including agricultural lands. No conflict with existing agricultural zoning or with a Williamson Act contract would result from project construction. No impact would occur.

c) The project is limited to maintenance activities within existing disturbed areas and does not propose any activity that directly or indirectly would change the existing environment that conversation of farmland to non-agricultural uses would result. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

III. AIR QUALITY

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. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan? (18j)	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (18j)	☐	☐	☐	☒
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)? (18j)	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations? (18j)	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people? (18j)	☐	☐	☒	☐

DISCUSSION/MITIGATION

The project site is located within the San Francisco Bay Area Air Basin. The climate of the San Francisco area, including the project site, is classified as Mediterranean, with mild wet winters and warm dry summers. Local climate is influenced by topography and proximity to the Pacific Ocean and the Bay. Winds are predominately from west to east and average 10.1 miles per hour. In the summer months there is a strong west-east temperature gradient with inland temperatures much higher than nearby coastal temperatures.

a) The proposed project would not have any impact on any applicable air quality plans.

b)-d) A minor increase in vehicle air pollution and dust could occur at the project site during excavation and construction activities. All impacts would be temporary in nature, associated with the construction phase of the project. District standard construction dust control practices would be utilized to minimize any increase in dust caused by the construction activities. These practices will include use of water or other dust palliatives as needed during the entire construction period. It is not anticipated that these activities would cause a violation of any air quality standards, contribute to any existing air quality violations, result in a cumulatively considerable net increase of a criteria pollutant, or expose sensitive receptors to substantial pollutants.

e) Construction activities would result in minor short-term emissions from construction equipment and some dust generation. This impact would be temporary in nature during construction of the project due to construction vehicle exhaust and excavation of the channel bottom, which may have associated odors. It is anticipated that the increase would be less than significant because it is temporary and would disperse before reaching sensitive receptors.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
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? (18n)	☐	☒	☐	☐
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 Game or U.S. Fish and Wildlife Service? (18n)	☐	☒	☐	☐
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? (18n)	☐	☐	☒	☐
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? (18n)	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (18a)	☐	☐	☐	☒
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? (18a)	☐	☐	☐	☒

DISCUSSION/MITIGATION:

The Zone 2 Line N (Bockman canal) flood control channel feeds directly to the San Francisco Bay adjacent to the Oro Loma Wildlife Refuge. The open nature of the project area and proximity to the wildlife refuge may encourage colonization of the area by wildlife species displaced as a result of urban development upstream of the project. Although the flood control channel is not intended specifically for use by wildlife, the neighboring wildlife refuge and isolated location may increase the value of this area for foraging for a variety of species.

Currently there are no regional, state, or local plans (such as habitat conservation plans or natural community conservation plans) that apply to the project area, nor any tree ordinances that apply to the project area. State and federal regulatory agencies with jurisdiction over plants and wildlife (and their habitats) include the California Department of Fish and Game and the U. S. Fish and Wildlife Service. Under authority of the Federal Endangered Species Act, California Endangered Species Act, Department of Fish and Game Code, and CEQA under the "Trustee Agency" responsibility these agencies participate in the regulatory review and permitting processes for construction projects such as the proposed maintenance desilting project.

a) An evaluation for special status species was conducted as part of a biological survey (ref. 18c), consisting of site surveys, a review of available literature including a search of the California Natural Diversity Data Base (CNDDB), and consultation with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS). A list of protected species that potentially occur within the U.S.G.S. San Leandro Quadrangle (an approximately 36 mi^2 area that includes the project site) was provided by the USFWS (ref. 18a). These lists and other available information were screened for candidate, sensitive, or special status species for which habitat might exist on or near the project site. A site reconnaissance level survey was conducted in September 2005, to determine whether there was a potential for the occurrence of any of these species. One was observed in the vicinity of the project site.

Table 1, below, includes a summary of the species potential for occurrence in the project site area.

Common & Scientific Name	Status Federal/State	Potential for Occurrence in Project Area	Species Observed During Biological Survey
Western snowy plover: *Charadrius alexandrinus nivosus*	T/SSC	Low – may forage at project site. No suitable nesting habitat present.	No
California black rail: *Laterallus jamaicensis coturniculus*	--/T	Low - Poor habitat present for breeding and foraging.	No
California clapper rail: *Rallus longirostris obsoletus*	E/E	Medium – suitable habitat occurs on slopes of levees.	No
Salt marsh harvest mouse: *Reithrodontomys raviventris*	E/E	Moderate – potential foraging habitat.	No
California least tern: *Sterna antillarum browni*	E/E	Low – very little nesting substrate present at project site. Some foraging habitat.	No
Northern harrier: *Circus cyaneus*	--/SSC	Medium – suitable foraging habitat is present.	No
Western burrowing owl: *Athene cunicularia hypugea*	--/SSC	Low – suitable nesting habitat however substantial human disturbance.	No
Salt marsh common yellowthroat: *Geothlypis trichas sinuosa*	--/SSC	Low – suitable nesting habitat is not present.	No
Alameda song sparrow: *Melospiza melodia pusillula*	--/SSC	Low – poor and patchy habitat	No
Salt Marsh Wandering Shrew: *Sorex vagrans haliocoetes*	--/SSC	Low – poor and patchy habitat.	No

Common & Scientific Name	Status Federal/State	Potential for Occurrence in Project Area	Species Observed During Biological Survey
Steelhead trout: *Oncorhynchus mykiss irideus*	--/T	Low – lack of breeding habitat because of culverting upstream of the site.	No
Robust spineflower: *Chorizante robusta var. robusta*	E/--	Low – thought to be extirpated.	No
Contra Costa goldfields: *Lasthenia conjugens*	E/--	Low – last reported individual in 1959.	No
Adobe sanicle: *Sanicula maritime*	--/R	Low – last reported individual in 1981.	No
California seablite: *Suaeda californica*	E/--	Low – species appears to be extirpated.	No

Impacts to threatened and endangered species and their habitats may occur as a result of the disturbance caused by construction crews, equipment, and additional vehicle traffic. Impacts could also occur as a result of temporary loss of habitat during the period required for coastal salt marsh habitat to reestablish within the channel. These impacts may be significant; however, with the implementation of mitigation measures, listed below, potential impacts to threatened or endangered species would be avoided or minimized and the residual effect would be less than significant.

Salt Marsh Harvest Mouse

Salt marsh harvest mice are dependent on the thick, perennial cover of salt marshes and move into the adjacent grasslands only in the spring and summer when the grasslands provide maximum cover, or during the highest winter tides (USFWS 1984).

Salt marsh harvest mice have been documented to occur within approximately 2 miles north of the project site and approximately 4 miles south. Additionally populations have been identified at the adjacent Roberts Landing development within approximately one mile north of the site. Salt marsh harvest mice may occur on the project site.

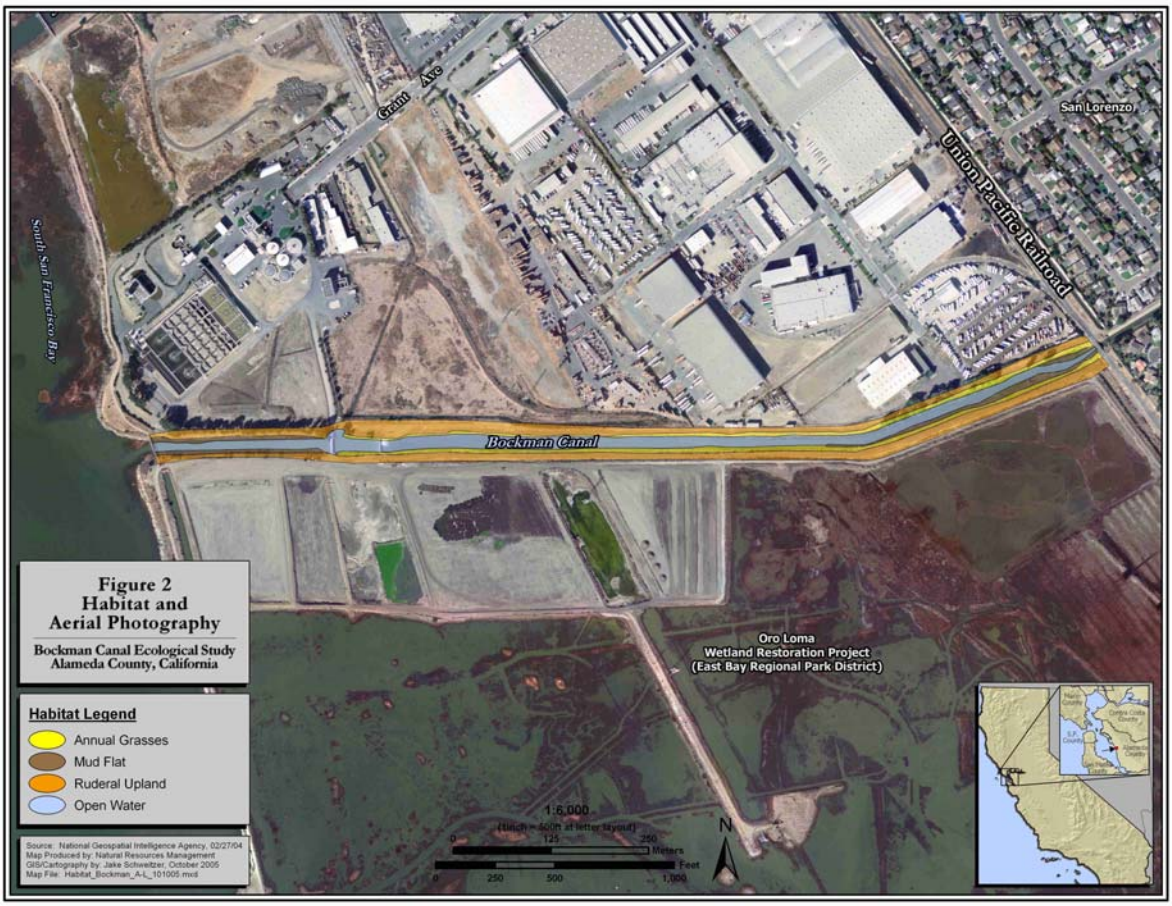
Biological Mitigation 1: Standard construction procedures include removal of vegetation during excavation activities. Typically, this activity is performed mechanically. Prior to construction activities a preconstruction survey will be performed to determine if salt marsh harvest mice exist at the site. Should mice exist at the site, the existing pickleweed will be removed by hand prior to excavation activities.

Biological Mitigation 2: Should the preconstruction survey determine the presence of salt marsh harvest mice, fencing shall be installed along the outside edge of the access roads in the tidal portion of Zone 2 Line N to prevent mice from reentering the adjacent habitat desilting area. The fencing shall be trenched and backfilled along the bottom. A qualified biologist familiar with the species will monitor vegetation removal and fencing.

Nesting Birds

Avian species, including species protected under the Migratory Bird Treaty Act, FESA, and CESA may occur in the project vicinity. Noise and associated disturbance created by construction equipment and crews, and increased vehicle traffic along the access roads may impact nesting birds. Table 1 includes a list of avian species that may be present in the project area. The proposed project is scheduled to occur late in the summer and into the fall; a time when most avian species have concluded nesting.

Biological Mitigation 3: Preconstruction surveys will be conducted within 30 days prior to initiation of construction activities to identify nesting avian species including the threatened and endangered species discussed below. Most avian species are not expected to be breeding in the late summer and fall when the



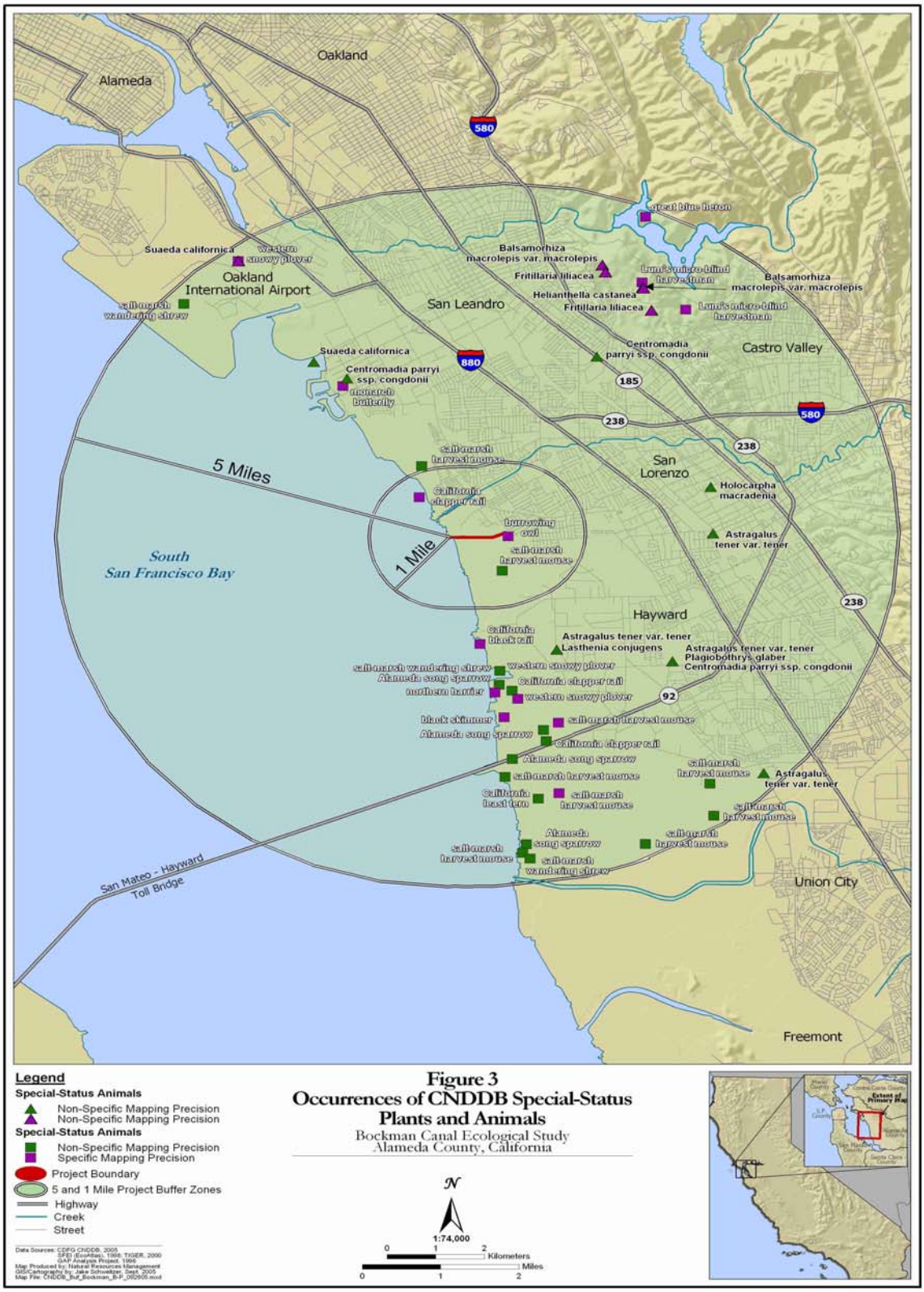
maintenance desilting project would occur. If individual pairs began nesting late or had the opportunity to double-clutch, the preconstruction survey would include locations of any occupied nests. Ecologically Sensitive Areas (ESAs) will be established around any occupied nests found within the project area. These areas will be flagged and fenced to prevent encroachment within 200 feet of occupied nests. A qualified biologist will monitor the nests daily during construction until the young have fledged.

b) The project area does not support significant riparian habitat or any known sensitive natural communities identified by local, State, or federal agency plans, policies, or regulations (see Figure 2 for distribution).

c) The project would not have a significant adverse effect on wetlands. Construction impacts to wetland vegetation in the channel associated with desilting of the channel would be minor and temporary. Regeneration of wetland vegetation would occur naturally, but would be accelerated by hydroseeding with appropriate natives.

d) The project would not interfere with the passage of any native fish or wildlife. The existing blockage by the tidegate structure would be in place. It is unlikely that migratory fish use Zone 2 Line B due to the nature of the channel, primarily underground, and the lack of spawning habitat. However, temporary blockage of aquatic species movement during construction would not take place during steelhead migration season.

e) and f) Currently there are no local policies or ordinances that address natural resources in the project area. In addition, there are no HCPs or NCCPs known to apply to the project area. No impact would occur.


Oakland
Alameda
580
Great blue heron
Suaeda californica
western snowy plover
Balsamorhiza macrolepis var. macrolepis
Fritillaria liliacea
Lange's micro-blind harvestman
Balsamorhiza macrolepis var. macrolepis
Oakland International Airport
Helianthella castanea
Fritillaria liliacea
Lange's micro-blind harvestman
San Leandro
salt marsh wandering shrew
Centromadia parryi ssp. congdonii
Castro Valley
Suaeda californica
880
Centromadia parryi ssp. congdonii
monarch butterfly
185
238
580
salt marsh harvest mouse
238
San Lorenzo
5 Miles
California clapper rail
Holocarpha macradenia
burrowing owl
Astragalus tener var. tener
South San Francisco Bay
1 Mile
salt marsh harvest mouse
238
Hayward
California black rail
Astragalus tener var. tener
Lasthenia conjugens
Astragalus tener var. tener
Plagiobothrys glaber
Centromadia parryi ssp. congdonii
salt marsh wandering shrew
western snowy plover
Alameda song sparrow
California clapper rail
northern harrier
western snowy plover
92
black skimmer
salt marsh harvest mouse
Alameda song sparrow
California clapper rail
Alameda song sparrow
salt marsh harvest mouse
salt marsh harvest mouse
Astragalus tener var. tener
California least tern
salt marsh harvest mouse
salt marsh harvest mouse
Alameda song sparrow
salt marsh harvest mouse
salt marsh harvest mouse
salt marsh wandering shrew
San Mateo - Hayward Toll Bridge
Union City
Freemont
Legend
Special-Status Animals
Non-Specific Mapping Precision
Non-Specific Mapping Precision
Special-Status Animals
Non-Specific Mapping Precision
Specific Mapping Precision
Project Boundary
5 and 1 Mile Project Buffer Zones
Highway
Creek
Street
Data Sources: CDFG CNDDB, 2005
SFEI (EcoAtlas), 1998; TIGER, 2000
GAP Analysis Project, 1998
Map Produced by: Natural Resources Management
GIS/Cartography by: Jake Schweitzer, Sept. 2005
Map File: CNDDB_Buf_Bockman_B-P_092605.mxd
Figure 3
Occurrences of CNDDB Special-Status Plants and Animals
Bockman Canal Ecological Study
Alameda County, California
N
1:74,000
0 1 2 Kilometers
0 1 2 Miles
Extent of Primary Map

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (18i)	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (18i)	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (18i)	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries? (18i)	☐	☐	☐	☒

DISCUSSION/MITIGATION:

The study area appears to have been situated in an area of salt evaporating ponds which extended from San Lorenzo Creek to the vicinity of Alvarado (present day Union City). With the exception of the railroad tracks, late 19th century maps do not show any buildings, structures, or features in, adjacent to, or crossing the project.

An archaeological and paleontological records search and literature review was performed for this project. The project is located within an area of "moderate" sensitivity for archaeological resources. No prehistoric sites have been recorded in the project or vicinity. Historic maps and the orginial engineered configuration of the channel suggest that any potential Native American archaeological deposits likely would have been destroyed/disturbed by previous flood control efforts in and adjacent to the project.

a) No historic properties or resources in or adjacent to the project site were identified. Moreover, removal of silt and vegetation would not exceed the original channel configuration. No impact to known or potential historic properties would occur.

b, c, and d) The project is located in an area of "moderate" sensitivity for archaeological resources. However, no prehistoric or historic sites have been recorded or observed in or adjacent to the project area. No unique paleontological or geological resources are known to exist in the area.

Proposed desilting would not exceed the original configuration of the channel and work would be done within previously disturbed areas. This combined with the absence of known resources leads to a conclusion that no impact to a significant archaeological or unique paleontological or geologic resource is likely to occur.

Cultural Resources Mitigation 1: Should previously unidentified cultural resources be encountered during construction, work in the vicinity of the discovery shall immediately be redirected until an assessment of the finds can be made by a qualified archaeologist. Should human remains be discovered, the archaeologist will evaluate the resource in consultation with local Native American organizations and the coroner. If the resource is found to be significant under CEQA, an appropriate mitigation plan must be developed.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
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. (18d)	☐	☐	☐	☒
ii) Strong seismic ground shaking? (18e)	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction? (18h)	☐	☐	☐	☒
iv) Landslides? (18c)	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil? (18c)	☐	☐	☐	☒
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? (18c)	☐	☐	☐	☒
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? (18c)	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (18c)	☐	☐	☐	☒

DISCUSSION/MITIGATION:

The project site is generally flat with ground elevations ranging from approximately sea level to approximately 10 feet above mean sea level. The underlying geology in the vicinity is mapped as Quaternary alluvium, lake, playa and terrace deposits: unconsolidated and semi-consolidated; mostly non-marine.

Laugenour loam, drained and Reyes clay, represent the two soil mapping units present within the project area. Laugenour loam, drained is characterized as a very deep and poorly drained soil that formed in recent alluvium adjacent to streams. Permeability of Langenour loam, drained is moderately high. Reyes clay, drained is characterized as a very deep, very poorly drained soil that formed in alluvium derived from mixed sources and occurs on tidal flats. Permeability of this clay type is considered to be very low (USDA 1981). Both of the mapping units are classified as hydric soils by the Natural Resources Conservation Service (USDA 1992).

The nearest active fault is the Hayward Fault, which is approximately five miles northeast of the project site. The USGS predicts that the Hayward Fault has a 27 percent chance of undergoing an earthquake of magnitude 6.7 or greater between 2006 and 2032 (USGS 2005).

a) The project site is located within the San Francisco Bay Area, a region of seismic activity. The closest fault is the Hayward Fault, which is located several miles east of the project site. The project site does not lie within the Alquist-Priolo Special Study Zone boundaries.

b) The project involves the removal of accumulated sediment from the channel bottom. The banks of the channel are not included in the project. No soil erosion or top soil loss is anticipated as part of this project. No impact would occur.

c) Sediment removal would be exclusively from the channel bottom of an elevation primarily at sea level. As such no landslides, lateral spreading, subsidence, liquefaction or collapse. No impact would occur.

d) No risk to life or property is associated with the desilting project. Construction involves the removal of fluvially or tidally deposited sediment. No impact would occur.

e) The maintenance desilting project would not result in increased development in the area or a need for septic tanks or alternative water disposal systems. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (18o)	☐	☐	☒	☐
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? (18o)	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (18o)	☐	☐	☐	☒
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? (18o)	☐	☐	☐	☒
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? (18c)	☐	☐	☐	☒
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? (18c)	☐	☐	☐	☒

	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (18o)	☐	☐	☐	☒
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? (18o)	☐	☐	☒	☐

DISCUSSION/MITIGATION:

A hazardous material is a substance with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly transported, handled, disposed, or otherwise managed. State agencies most involved in enforcing public health and safety laws and regulations concerning designated hazardous waste or identified contaminated sites include the Department of Toxic Substance Control, the California Occupational Safety and Health Administration, the Office of Emergency Services, State Water Resources Control Board and the Regional Water Quality Control Board, the Air Resources Boards, and the California Integrated Waste Management Board. A hazardous material is defined and regulated by RCRA and through the California Code of Regulations Title 22. If improperly handled, hazardous materials and waste can result in public health hazards including a release into the soil or groundwater, or through an airborne release in vapors, fumes, or dust. Construction materials, which could be considered hazardous, may include fuels, motor oil, grease, various lubricants, and solvents.

Urban development east of the canal and industrial development adjacent to the project site occurred during the 1946 – 1959 timeframe. The land directly north of the canal lay largely fallow until the construction industrial and commercial facilities between 1965 and 1974, and continued development through 1993. No major construction or changes in land use are evident between 1993 and 1998 (EDR 2005c; EDR 2005d). The majority of water input to the channel results from stormwater, direct precipitation and tidal action.

A Phase 1 report was created for this project. The conclusion from the study was that no recognized environmental conditions, as defined in ASTM Standard E 1527-00, exist at project site.

a and b) Hazardous construction materials may include solvents, hydraulic fluid, diesel, etc. Construction hazardous materials would be transported, used, and disposed of in accordance with existing state and federal regulations and requirements. These regulations stipulate appropriate vehicles and containers for transport, necessary transport procedures, worker training, and disposal requirements. By complying with regulations designed to protect human health and safety and the environment, normal construction and operations activities requiring routine transport, use, or disposal of hazardous materials would not pose a significant hazard to the public. The impact would be less than significant.

Hazardous Materials Mitigation 1: The Contractor will evaluate potentially contaminated materials encountered during construction in the context of applicable local, state, and federal regulations and/or guidelines governing hazardous waste. The Contractor shall dispose of materials deemed hazardous following applicable agency regulations and/or guidelines. Qualified hazardous waste personnel will supervise and document evaluations, remediation, treatment and/or disposal of hazardous waste.

c) The project site is not located within a ¼ mile of an existing or proposed school. No impact would occur.

d) The project site is not identified by the State of California as a Hazardous Waste and Substances Site, and no substantial safety hazard to the public or the environment related to such sites would occur as a result of project development. No impact would occur.

e) and f) The project site is located within one and a half miles of the Hayward Airport however, conditions do not exist to create a safety hazard relative to the airport. No impact would occur.

g) The project site is located in an isolated area with restricted access. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact would occur.

h) No structure would be erected as part of the project. There is a low probability that sparks from project construction equipment would ignite a fire at the project site. With implementation of mitigation, this potential impact would be minimized and the residual impact would be less than significant.

Hazardous Materials Mitigation 2: Trucks and excavator equipment would be limited to the existing access roadways and restricted from going off roads. Vehicles will be equipped with spark arresters and will be properly maintained.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements? (18k)	☐	☐	☒	☐
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)? (18a)	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (18a)	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (18a)	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (18a)	☐	☐	☐	☒
f) Otherwise substantially degrade water quality? (18k)	☐	☐	☐	☒
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? (18g)	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (18g)	☐	☐	☒	☐
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? (18g)	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow? (18m)	☐	☐	☐	☒

DISCUSSION/MITIGATION:

The Zone 2 Line N channel transports urban runoff during storm events, it does not generate any runoff or other wastewater, and does not contribute to pollution subject to water quality standards or subject to waste discharge requirements (WDRs) of the Regional Water Quality Control Board. By the location, the channel does determine where urban stormwater enters the San Francisco Bay ecosystem. The channel discharges directly to the San Francisco Bay.

The project site does not currently utilize groundwater, or in any way affect the supply or quality of groundwater available for other uses.

Line N flood control channel is an earthen, manmade channel created to convey flood flows. Line N is not included in the County maps of existing and historic streams. There are no natural creeks or drainages that discharge to the channel. Flows enter Line N from storm drains that convey runoff from the urban areas in the Town of San Lorenzo.

Cohesive fine-grained materials occur within the project area. Visual inspection and evaluation of cross-sectional data suggest that sediment deposition is the dominant process within the project area. This is consistent with tidally-deposited sedimentary systems.

The project site is located with a 100-year flood hazard boundary (FEMA Flood Zone Map, 2004). The project site is not located within a dam failure inundation area (ABAG Dam Failure Inundation Hazard Map, 2004). The project area is not located within a tsunami or seiche inundation zone, and conditions for mudflows do not exist at the project site.

a) During excavation of the channel, some soil/sediment materials would fall back into the channel and some localized turbidity is expected to occur when sediment material is resuspended in the water column. The amount of turbidity associated with the excavation is not expected to be substantial and would be temporary and localized. Silt would settle due to the bladder dam that would be installed at the mouth of the channel. The dam would prevent tidal redistribution of silt and sediment in the project area. Permits intended to protect water quality will be obtained from the Regional Water Quality Control Board, and the project District will comply with all agency conditions. There will be no significant impacts to Waters of the State as a result of the proposed project.

b) The project would not utilize groundwater and no impact would occur.

c) The proposed project is intended to improve the transport of urban runoff conveyed from upstream urban development through the removal of accumulated sediments in the flood control channel. The channel would remain in its current location and drainage patterns would not be altered. The proposed desilting would have the beneficial effects of restoring flood control capacity. Existing drainage patters in the project area would remain unaltered with implementation of the proposed project. No impact would occur.

d) The project would not alter drainage patterns or alter the rate at which runoff is generated or enters the

stormwater transport system. No increase in additional impervious surfaces that would lead to an increase in surface water runoff would occur with the proposed project. No impact would occur.

e and f) The project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, provide substantial additional sources of polluted runoff, or otherwise degrade water quality. The project would restore flood system capacity to transport runoff. No impact would occur.

g) The project does not include nor facilitate construction of housing within a 100-year flood hazard area. No impact would occur.

h) The project proposes to install a bladder dam at the mouth of the channel to retard flow during construction. The bladder dam placement is temporary in nature and will be removed after construction activities are complete. A cofferdam is proposed to be installed at the upstream limit of the project site. The cofferdam will be removed once construction is complete. The potential impact would be less than significant.

i) The proposed maintenance desilting project would not expose people or structures to significant loss, injury, or death involving flooding. Desilting the existing flood control channel will increase capacity to the original design configuration. The proposed project is not located in a dam failure inundation zone. No impact would occur.

j) Conditions do not exist at the project site for seiche, tsunami, or mudflows. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community? (18a)	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (18a)	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (18a)	☐	☐	☐	☒

DISCUSSION/MITIGATION:

The project area is located within the Town of San Lorenzo Industrial Planning Area. Land uses in the area generally consist of light industry, which includes a wastewater treatment plant.

Land use in the vicinity of Line N includes a wastewater treatment plant to the north, the Union Pacific Railroad tracks to the east, a wildlife refuge and silt drying/transfer station to the south, and the San Francisco Bay to the west.

Tidal areas of the San Francisco Bay are subject to the Bay Conservation Development Commission (BCDC) regulatory program, and BCDC reviews and issues separate permits for filling, for dredging, and for shoreline development. Shoreline development is regulated by BCDC through its jurisdiction over a continuous 100-foot-wide "shoreline band" along the edge of the entire San Francisco Bay and related waters; the shoreline band extends 100 feet inland from the line of highest tidal action.

San Francisco Bay Plan policies, administered by BCDC, require Bay surface area and total volume of Bay water be kept as large as possible; that filling should be allowed only for purposes of providing substantial benefits, and only if there is no reasonable alternative to filling. Parts of the project are in BCDC jurisdiction. The project does not propose any fill to the San Francisco Bay.

a) The proposed project involves maintenance of an existing facility in an industrial portion of San Lorenzo and does not include new facilities that could divide an existing community. No impact would occur.

b) The proposed project would install a bladder dam to retard tidal flow during construction. The bladder dam would be temporary and would be removed after completion of the desilting project. The impact is considered less than significant.

c) The project site is not located within an area subject to a known HCP or NCCP. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (18a)	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (18a)	☐	☐	☐	☒

DISCUSSION/MITIGATION:

The proposed project involves the removal of accumulated silt in the existing flood control channel. Sediment to be removed is primarily tidally deposited. Desilting operations will only be to the original design configuration of the channel. No known mineral resources are present on the project site.

a) No known mineral resources are present on the project site. No impact would occur.

b) The project site is not a locally important resource recovery site. No impact would occur.

XI. NOISE -- Would the project result in:				
a) 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? (18a)	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (18a)	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (18a)	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (18a)	☐	☐	☒	☐
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 expose people residing or working in the project area to excessive noise levels? (18a)	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (18a)	☐	☐	☐	☒

DISCUSSION/MITIGATION:

Noise may be defined as unwanted sound. The magnitude of sound is measure in decibels. Community noise within this unincorporated area of Alameda County is currently governed by standards established in the Alameda County Noise Regulations.

The most significant sources of noise in the Town of San Lorenzo are transportation noise from vehicular traffic and railroads. There are two sources of aircraft noise in the Town of San Lorenzo: the Hayward Executive Airport and the Oakland International Airport. Typical noise levels in the project area include road noise, railroad noise, and noise levels associated with industrial land uses.

Local regulations include the Noise Element of the Eden Area General Plan and General Ordinance Code of Alameda County.

a),c),d) There would be a temporary increase in noise levels associated with the construction of the project. The duration of construction is expected to be approximately 45-60 days. Noise generating activities would consist of the use of trucks, grading equipment, compressors, generators, etc., typical of most construction sites. Due to the temporary nature of the noise impact, it is considered less than significant. After construction, the project would produce no increase in noise over existing conditions.

b) The project not would create ground borne vibration during construction. The project involves the removal of accumulated silt with an excavator staged from the existing access road. No impact would occur.

e) and f) The proposed project is located within two miles the Hayward Air Terminal. However, the project involves no change in the use of the site and, hence, no new exposure to airport noise. The proposed project is not located within the vicinity of a private airstrip. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (18a)	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (18a)	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (18a)	☐	☐	☐	☒

DISCUSSION/MITIGATION:

The proposed project is a modification of an existing flood control channel. There are no residences in the vicinity of the Zone 2 Line N project area. The project area is not residential in character.

a) The proposed project involves maintenance of a portion of an existing flood control channel and restoration of the original design capacity. The project would not include development of people-attracting elements, nor would it eliminate any current barriers to the development of people-attracting elements by others. Therefore, the project would neither directly nor indirectly induce population growth. No impact would occur.

b) and c) Ground disturbing activities of the project would not exceed the original channel banks, and all project activities would occur within existing County right-of-way or existing roadways. Displacement of people, homes, or other structures would not occur. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities? The construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection? (18a)	☐	☐	☐	☒
Police protection? (18a)	☐	☐	☐	☒
Schools? (18a)	☐	☐	☐	☒
Parks? (18a)	☐	☐	☐	☒
Other public facilities? (18a)	☐	☐	☐	☒

DISCUSSION/MITIGATION:

The proposed project involves maintenance desilting of an existing flood control channel. The project, as defined, does not include provision of new or physically altered government facilities. The project would not induce population growth nor does it include people-attracting elements that could contribute to a need for new or altered government services necessary to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks and recreational facilities, or other government facilities. No impact would occur.

XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the	☐	☐	☐	☒

construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

DISCUSSION/MITIGATION:

The Oro Loma Wetland Restoration/Wildlife Refuge located just south of the Zone 2 Line N flood control channel represents the nearest location of recreational activities. However, the portion nearest the project is not open to public use. Other public recreational opportunities exist at the mouth of the Zone 2 Line N project site along the Bay Trail. The Bay Trail is outside of the project area. The project area is security fenced and gated, and is not accessible to the public.

a and b) The proposed project would not directly or indirectly induce population growth and does not otherwise propose activities or facilities that could increase the use of existing recreational facilities. The project does not include nor require expansion or construction of new recreational facilities. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (18a)	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways? (18a)	☐	☐	☒	☐
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? (18a)	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (18a)	☐	☐	☐	☒
e) Result in inadequate emergency access? (18a)	☐	☐	☒	☐
f) Result in inadequate parking capacity? (18a)	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (18a)	☐	☐	☐	☒

DISCUSSION/MITIGATION:

The proposed project involves the excavation of accumulated sediment and the disposal of these sediments. The sediment will be placed into trucks and delivered to the Winton Disposal site at the end of Winton Avenue in the City of Hayward.

The pace at which traffic moves, or does not move, is a key indicator of how well the circulation network is functioning for vehicular traffic. It is standard practice to measure the performance of an intersection in terms of

Level of Service (LOS), which is a system by which the level of congestion can be given a letter grade based on vehicle delay. LOS A indicates a facility with little congestion and LOS F indicates a highly congested facility.

The Alameda Congestion Management Agency (CMA) has a Congestion Management Program (CMP). The CMP includes operating standards for key roads and freeways in the Eden Area. The LOS on roadways is LOS E or better.

Truck travel is regulated by Alameda County Traffic Ordinance (Section s6.862.012 to 6.862.110), which designates routes by which heavy trucks may travel within the Eden Area. Traffic levels at Bockman Road were designated at LOS B in the morning and evening.

a) Transport of sediment materials from the flood control channel to the landfill will require truck travel from the project site, east on Bockman Road, then south on Hesperian Boulevard, and then west on Winton Avenue to the Winton landfill. Trucks would return to the flood control channel along the same route. All trucks would have water tight spoil carrying containers. Based on the institute of Transportation Engineering Handbook, each truck trip is equivalent to 2.5 passenger car trips. An excavator equipped with a 1 cubic yard bucket would remove approximately 144 cubic yards of silt an hour. At this production rate, approximately 12 standard dump trucks would be filled each hour. 12 loads per hour equals 24 one way truck trips, or 60 passenger car trips per day. Over a 7 hour daily haul period would equal approximately 420 passenger car trips per day. The haul period of 7 hours avoids the peak traffic periods of 7 to 9 am and 4 to 6 pm. Because there would be no increase in traffic during peak periods, the project would not result in a substantial increase in traffic relative to the existing traffic load and capacity of the local street system. The impact would be less than significant.

b) The Alameda County CMA has adopted criteria for evaluating potentially significant impacts to regional roadways in the County (Odumade 2004). The CMA criteria states that any project that would generate 100 additional p.m. peak-hour trips could potentially impact the regional system and, therefore, must prepare an LOS analysis for roadway segments within the project study area. Trucks hauling sediment materials to the landfill site and returning to the project area would not operate during peak traffic periods (7 to 9 am and 4 to 6 pm). The proposed project would not increase peak period traffic trips and would not exceed, either individually or cumulatively, an LOS standard established by CMA. The impact would be less than significant.

c) The project has no air traffic component and no change in air traffic patterns would occur. No impact would occur.

d) The project has no traffic design features associated with construction of the project. There are no agricultural features associated with the area surrounding the project site. No impact would occur.

e) Emergency access plans would not be altered with implementation of the project. The County is aware of the mandate of first responders, and will contact area first responders to notify them of project startup prior to initiation of construction activities. The impact would be less than significant.

f) No parking would be removed under the proposed project, nor would additional parking demand be generated. Construction personnel would park either at the wastewater treatment facility parking lot or within the project site. No impact would occur.

g) The proposed project is to maintain an existing facility. Haul routes would be along County access roads currently unavailable to the general public, or along public roadways; accessibility to alternative transportation would not be altered by project haul activities. The project would not include physical elements or activities that could conflict with adopted policies, plans, or programs supporting alternative transportation. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities; the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities; the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

DISCUSSION/MITIGATION:

a)-g) The proposed project involves maintenance desilting of an existing flood control channel. The project would not induce population growth nor does it include people-attracting elements that could contribute to a need for new or altered utilities or service systems, including but not limited to wastewater transport and treatment, potable water transport and treatment, stormwater transport, and solid waste disposal. The project would not generate solid waste, and would not affect compliance with regulation related to waste diversion or recycling. All utilities going through the project site will be identified before the project is started. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project 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?	☐	☐	☐	☒
b) Does the project 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)?	☐	☐	☐	☒
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

DISCUSSION/MITIGATION:

a) The proposed project does not have the potential to cause fish or wildlife populations to drop below self-sustaining levels or to threaten to eliminate a plant or animal community.

The proposed project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, reduce the number or restrict the range of a rare or endangered plant or animal, or to eliminate important examples of the major periods of California history or prehistory. The proposed project has the potential to result in short-term adverse impacts relative to air quality (construction emissions), biological resources (special status species and riparian habitat), cultural resources (unknown resources), hazardous materials (turbidity from sediment), wildland fire, and water quality (turbidity from sediment). With mitigation measures identified in this document, all significant adverse impacts can be avoided, minimized, reduced, or compensated for to a level that is less than significant.

b) The proposed project would not result in impacts that are individually limited, but cumulatively considerable.

c) The proposed project would not result in environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. The proposed project has the potential to result in minor and less than significant short-term adverse impacts to resources, property, or humans relative to aesthetics, air quality, biological resources, geology/soils, hydrology/water quality, noise, and transportation/traffic. The project would have a positive effect on life and property by reducing potential flooding upstream of the project. The project constructed within the mitigation measures proposed would not have a significant impact on the environment and a mitigated negative declaration will be prepared.

REFERENCES CITED:

XVIII. The number 18 followed by a letter or letters in the parentheses after an item in Section I through XVII refers to the references below. These references provide adequate support for the "No Impact" response. References cited are available for review at the Alameda County Public Works Agency, 399 Elmhurst Street, Hayward, CA, unless otherwise noted.

a. Alameda County Community Development Agency, *Eden Area Draft General Plan, County of Alameda,* October 2005.

b. Alameda County Public Works Agency, *Initial Study for Zone 6 Line N and N-1 Maintenance Desilting Project, Fremont, Alameda County,* December 2004.

c. Alameda County Public Works Agency and Community Development Agency, *Alameda County GIS Project,* 2000.

d. Alquist-Priolo Special Studies Act, Official Maps, San Leandro, January 1, 1982

e. Association of Bay Area Governments (ABAG), 1999. *Internet geologic/seismic hazards information.*

f. _____, 2004. *Dam Failure Hazard Map.*

g. _____, 2004. *FEMA Flood Hazard Boundary Map.*

h. _____, 2004. *Liquefaction Hazard Map*.

i. BASIN Research, *Cultural Records Search, Zone 2, Line N (Bockman Canal) Desilting Project*, October 2005.

j. Bay Area Air Quality Management District, 1996, as revised through 1999. *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans*.

k. Bay Conservation and Development Commission (BCDC), 1998. *San Francisco Bay Plan*.

l. California Department of Transportation (Caltrans), 2003. California Scenic Highway Mapping System internet site.

m. National Oceanic Atmospheric Association, National Geophysical Data Center, 2001. Results of Tsunami Run-up Database Search for U.S. and Central American West Coast.

n. Natural Resources Management, *Biological Reconnaissance Survey, Zone 2, Line N Desilting Project San Lorenzo, Alameda County, California*, November 2005.

o. Tetra Tech, Inc., *Phase 1 Environmental Site Assessment for Zone 2 Line N Bockman Canal, San Lorenzo, Alameda County, California*, October 2005.

p. U.S. Fish and Wildlife Service, *Species List for Proposed Zone 2 Line N (Bockman Canal) Desilting Project, Alameda County, California,* December 2005.