

# State Route 13 Storm Damage Restoration

Along the west side of State Route 13 from 0.1 mile south to 0.3 mile south of  
Carson Street Undercrossing in Oakland, California

04-ALA-13-PM 4.8/5.0

1SS410/04130000228

## Initial Study with Proposed Mitigated Negative Declaration



Prepared by the  
State of California Department of Transportation

June 2014



# General Information About This Document

## ***What's in this document?***

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Alameda County, California. The document describes the project, the existing environment that could be affected by the project, potential impacts from the project, and proposed avoidance, minimization, and/or mitigation measures.

## ***What should you do?***

- Please read this Initial Study. Additional copies of this document as well as the technical studies are available for review at the Caltrans district office at 111 Grand Avenue, Oakland, CA 94612 and Montclair Branch Library at 1687 Mountain Boulevard, Oakland, CA 94611. See Appendix E for a list of bound technical studies. The document can also be accessed electronically at the following website: <http://www.dot.ca.gov/dist4/envdocs.htm>.
- We welcome your comments. If you have any concerns about the project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

Valerie Shearer, Senior Environmental Planner  
California Department of Transportation  
111 Grand Avenue, MS 8-B, 14th floor  
Oakland, CA 94612

- Submit comments via email to: [valerie.shearer@dot.ca.gov](mailto:valerie.shearer@dot.ca.gov).
- Submit comments by the deadline: July 23, 2014.

## ***What happens next?***

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Valerie Shearer, Senior Environmental Planner, 111 Grand Avenue, MS 8-B, 14th floor, Oakland, CA 94612; (510) 286-5594, or use California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

Along the west side of State Route 13 from 0.1 mile south to 0.3 mile south of Carson Street Undercrossing in  
Oakland, California

**INITIAL STUDY  
with Proposed Mitigated Negative Declaration**

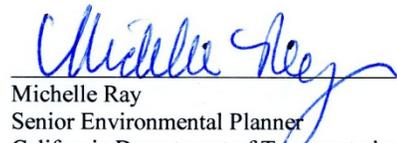
Submitted Pursuant to: (State) Division 13, California Public Resources Code  
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA  
Department of Transportation  
and  
Responsible Agency: California Transportation Commission

06/09/14  
Date of Approval

  
Michelle Ray  
Senior Environmental Planner  
California Department of Transportation  
NEPA Lead Agency

06/09/14  
Date of Approval

  
Michelle Ray  
Senior Environmental Planner  
California Department of Transportation  
CEQA Lead Agency



# CEQA Environmental Checklist

## **PROJECT DESCRIPTION AND BACKGROUND**

Project title:	State Route 13 Storm Damage Restoration
Lead agency name and address:	California Department of Transportation 111 Grand Avenue Oakland, CA 94612
Contact person and telephone number:	Valerie Shearer, Senior Environmental Planner; (510) 286-5594
Project location:	On the west side of State Route 13, from 0.1 mile south to 0.3 mile south of Carson Street Undercrossing in Oakland, California. See Figures 1 and 2 and Appendix A for additional mapping.
Project sponsor's name and address:	California Department of Transportation 111 Grand Avenue Oakland, CA 94612
General plan description:	The project is located in the general plan designated area: Detached Unit Residential
Zoning:	The project area is in zone R-H4, Residential Hillside.
Description of project:	<p>This project is located in Alameda County on southbound State Route 13 south of Leona Heights Pedestrian Overcrossing in the city of Oakland. The project proposes to construct a 180-foot long and 14-foot tall soldier pile retaining wall with tie-backs. The wall will consist of 28 cast-in-drilled-hole piles (30 feet long) and 2 cast-in-drilled-hole piles (40 feet long) with timber lagging in between. The longer piles are for the wall segment which will span an existing 72-inch reinforced concrete pipe. A concrete barrier slab with concrete barrier (Type 736) will be placed atop the retaining wall. The metal beam guardrail and asphalt concrete dike located beyond the wall, south of the pedestrian overcrossing and metal beam guardrail just to the north of the pedestrian overcrossing, will be replaced with a concrete barrier (Type 60). The combined length of both barrier types would be approximately 460 feet. A 3-foot tall vinyl clad black chain link fence will be installed atop the concrete barrier.</p> <p>There may be potential dig-outs of the pavement to a depth of 12 inches to stabilize the road base. Other pavement work would include reconstruction of the outside shoulder, removal of the rolled curb and construction of an asphalt concrete transition, removal of a light pole and installation of two light poles, installation of a 25-foot long transition railing, and pavement grind and resurface. The existing light pole will be replaced in the same location atop the barrier slab and the second light pole will be placed on a concrete foundation approximately 180 feet north of the first pole. Earthwork would include clearing and grubbing; removal of up to 12 trees; installation of a new pull box, service cabinet, and approximately 50 feet of conduit on the west side of the highway; and reconstruction of the embankment.</p> <p>Drainage improvements would include the replacement of a 12-inch corrugated metal pipe, relocation of its drainage inlet, and possible installation of a second drainage inlet.</p>

**PROJECT DESCRIPTION AND BACKGROUND**

	A potential staging area is located to the south of the proposed retaining wall. Temporary striping would be placed to shift traffic towards the median shoulder during construction. See Appendix A and B for preliminary plans and a detailed project description.
Surrounding land uses and setting:	The project is just off of the highway on a densely vegetated hillside area that is within State right-of-way. The surrounding area consists of hillside residential homes within the Upper Rockridge community of Oakland.
Other public agencies whose approval is required:	See Appendix C, Permits and Approvals

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

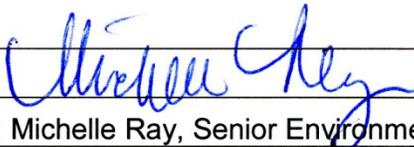
The environmental factors checked below would be potentially affected by this project. Please see the CEQA checklist for additional information. Any boxes *not* checked represent issues that were considered as part of the scoping and environmental analysis for the project, but for which no adverse impacts were identified; therefore, no further discussion of those issues is in this document.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Paleontology	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems
<input type="checkbox"/>	Mandatory Findings of Significance				

**DETERMINATION:**

On the basis of this initial evaluation,

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.

<b>Signature:</b> 	<b>Date:</b> 06/09/14
<b>Printed Name:</b> Michelle Ray, Senior Environmental Planner	



# Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

## **Project Description**

The California Department of Transportation (Caltrans) proposes to construct a 14-foot high, 180-foot long, retaining wall between postmiles 4.8 and 5.0 to repair the roadway shoulder that has undergone settlement due to storm damage. Also included are the construction of a concrete barrier with chain link fence, and installation of safety lighting. All work would be conducted in the existing right-of-way.

## **Determination**

This proposed Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This Mitigated Negative Declaration is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons.

The proposed project would have no effect on: agriculture and forest resources, coastal zone, wild and scenic rivers, land use and planning, population and housing, public services, parks and recreational facilities, cultural resources, mineral resources, paleontology, air quality, noise, traffic and transportation, and hazards and hazardous materials, and climate change.

In addition, the proposed project would have less than significant effects to aesthetics, waters of the U.S., hydrology and water quality, and geology and soils.

In addition, the proposed project would have no significantly adverse effect on the threatened and endangered species—California red-legged frog and the Alameda whipsnake—because the following mitigation measures would reduce potential effects to insignificance:

- Compensation ratios are proposed at a 3:1 ratio for permanent impacts and a 1:1 ratio for temporary impacts for California red-legged frog and Alameda whipsnake habitat. Credits will be purchased at an approved U.S. Fish and Wildlife Service mitigation bank to compensate for 0.6731 acre of impacts.

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Valerie Shearer  
Senior Environmental Planner  
California Department of Transportation/District 4

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Date



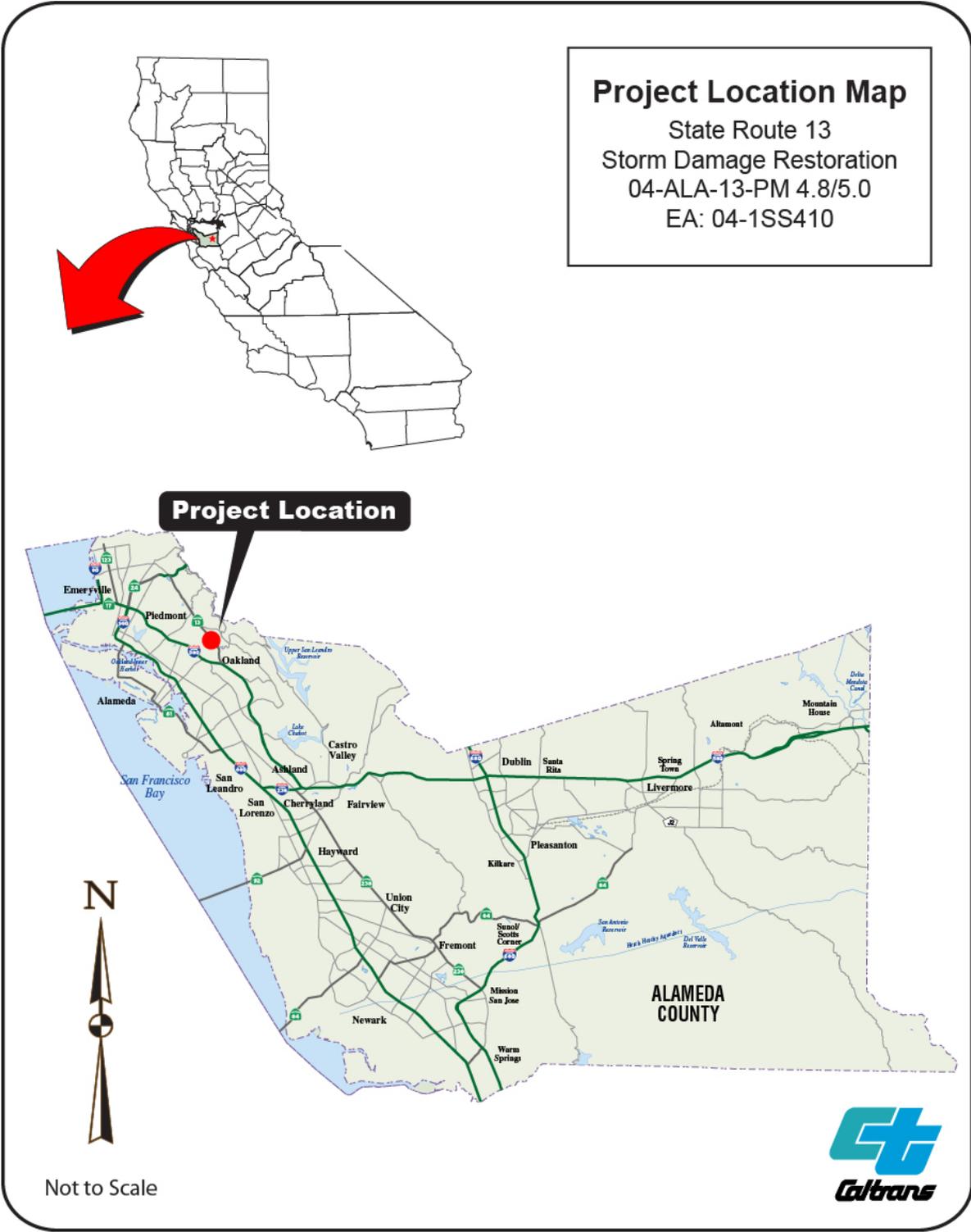


Figure 1 Project Vicinity Map



# State Route 13 Storm Damage Restoration

04-ALA-13-PM 4.8/5.0

EA: 04-1SS410

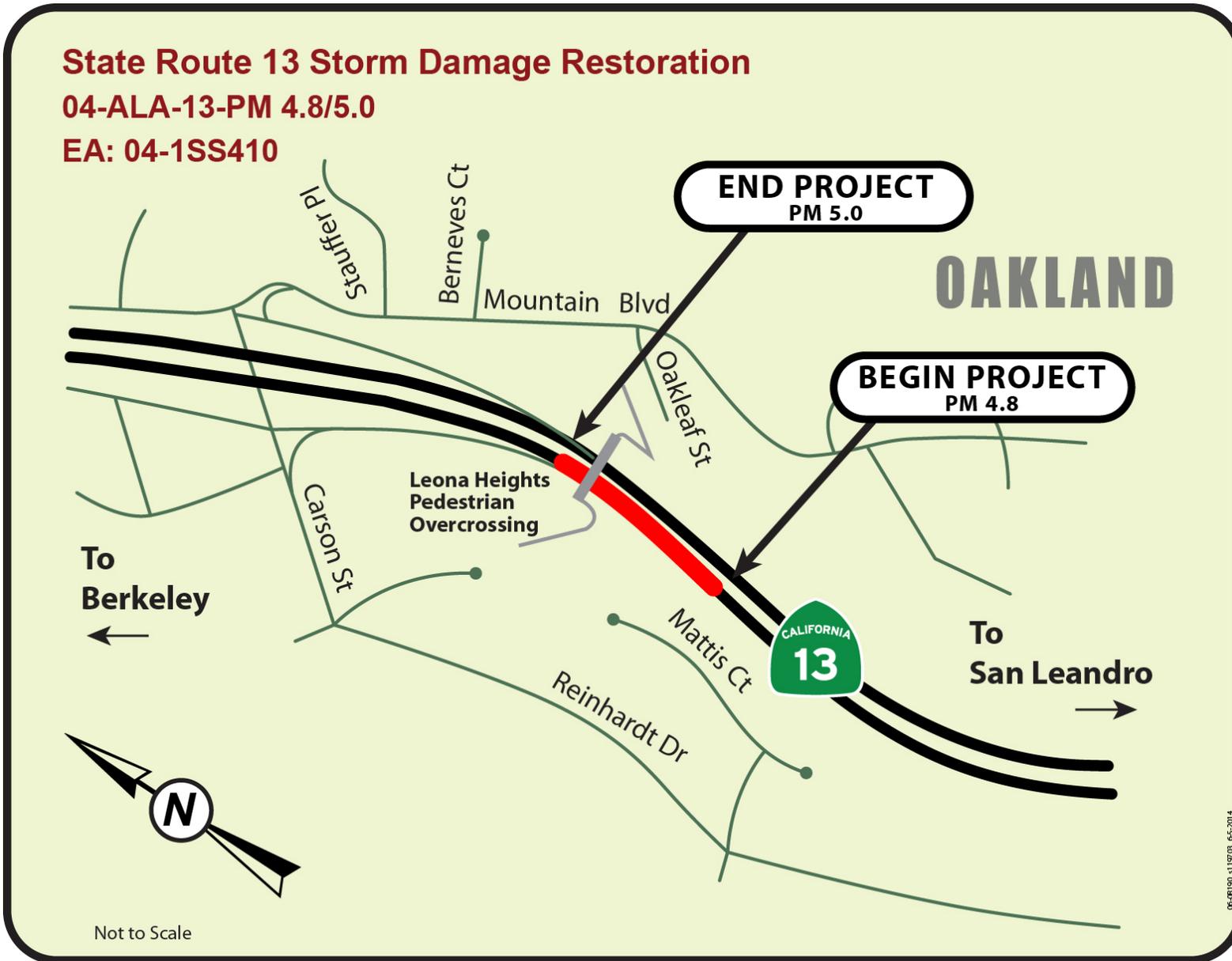


Figure 2 Project Location Map



# Section 1 Impacts Checklist

## CEQA Environmental Checklist

04-ALA-13

4.8/5.0

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P.M/P.M.

E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where a clarifying discussion is needed, the discussion either follows the applicable section in the checklist or is placed within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA—not NEPA—impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS:</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>II. AGRICULTURE AND FOREST RESOURCES:</b> 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 of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Willife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**V. CULTURAL RESOURCES:** Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

If applicable, an assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. Necessary information is located in Technical Studies Bound Separately.

**VIII. 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?
- 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?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. HYDROLOGY AND WATER QUALITY:</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**X. LAND USE AND PLANNING:** Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XI. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XII. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIII. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVI. TRANSPORTATION/TRAFFIC:** Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVII. UTILITIES AND SERVICE SYSTEMS:** Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVIII. 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



## **Additional Explanations for Questions in the Impacts Checklist**

### *I. Aesthetics (checklist question c)*

#### **Affected Environment**

This discussion is based on the Visual Impact Assessment dated November 26, 2013.

The proposed project is located in Alameda County on southbound State Route 13 a short distance south of the Leona Heights pedestrian overcrossing in Oakland as shown in Figure 3. The overcrossing provides pedestrian and bicycle access to the City of Oakland's George E. McCrea Memorial Park which is adjacent to State Route 13 at Carson Street and immediately north of the project site.

The project site is on a slope that descends from the highway just beyond the shoulder of the southbound lanes. The slope forms the eastern end of a small, wooded ravine with a stream at its bottom. Trees and shrubs of various size and species grow on the slope to be stabilized by the project. The vegetation forms a nearly continuous border along the highway.



**Figure 3 View of State Route 13 looking southbound from Leona Heights pedestrian overcrossing**

The route has not been officially designated as a State Scenic Highway, but is identified as a Scenic Route in the Scenic Routes Element of the Alameda County General Plan. It is a 4-lane, divided freeway with a landscaped median separating northbound and southbound traffic. The regional landscape is characterized by suburban development and rolling hills with stands of mature trees and other landscaping. Land use is primarily residential and includes local park lands. The hilly topography and abundant vegetation along the highway reduce the amount of development seen from the highway. As a result, the corridor appears less developed than it actually is. These characteristics contribute to the pleasing appearance of the highway corridor.

### ***Environmental Consequences***

The loss of up to 12 trees on the slope at the location of the proposed tieback wall would be a noticeable change as seen both from the highway and from land uses adjacent to the project site. Loss of the trees and their screening effect could briefly expose residential land uses as viewed from the highway. The proposed concrete barriers topped by a 3-foot tall chain link fence would be a highly noticeable new feature. The visual character of the proposed project would be compatible with the existing visual character of the corridor since the setting includes the nearby Leona Heights pedestrian overcrossing which consists of concrete and chain-link fencing. The face of the retaining wall would consist of wooden timbers which would also be compatible with the visual character of the wooded, canyon-like setting.

The visual quality of the existing corridor and surrounding area would not be substantially altered by the proposed project. Since physical modification of landforms and vegetation would be localized and relatively small in scale, the characteristics of vividness, intactness, and unity of the landscape would be minimally affected. The resource change (changes to visual resources as measured by changes in visual character and visual quality) would be low to moderate. The average response of both viewer groups would be moderate-low. The overall visual impact would be low to moderate.

### ***Avoidance, Minimization, and/or Mitigation Measures***

The following measures to avoid or minimize visual impacts should be incorporated into the project:

1. The face of the proposed tieback wall should be buried to the maximum extent feasible in order to reduce and minimize the surface area of the wall that is exposed. The area in front and at the base of the new wall should be backfilled with soil as much as practical.
2. A darkening stain such as Natina or equivalent should be applied to surfaces of the steel piles that would be exposed on the face of the wall. The stain should achieve a dark color that closely matches the color of the timber lagging in order to reduce visual contrast and give the face of the wall a more uniform and unobtrusive appearance.
3. Trees that are removed to construct the proposed wall should be replaced at a density sufficient to create an equal or greater amount of screening at maturity. Native tree species, including oaks, should be used. Landscape plans for

replacement planting shall be developed by the Office of Landscape Architecture during the project's final design phase.

4. The Type 7 chain link fence to be installed atop the concrete barriers should have black vinyl cladding to provide for minimal contrast with the background.

#### *IV. Biological Resources (checklist questions a and c)*

This discussion is based on the Natural Environmental Study dated May 2014 and the Biological Assessment dated January 2014.

#### *Special-Status Species, Species of Special Concern, and Threatened and Endangered Species*

##### ***Affected Environment***

The project area is located in Alameda County East Bay, just south of Redwood Heights, next to McCrea Memorial Park. The project site is an approximately 500-foot section along State Route 13 south of the Carson Street southbound on-ramp, one-half mile north of the intersection of State Route 13 and State Route 580.

The biological study area is within the city of Oakland along a half-mile-long section of southbound State Route 13. The biological study area is approximately 5 acres and includes a proposed construction staging area. The landscape of the biological study area consists of a hillside, vegetated with large canopy trees. One aquatic resource, Lions Creek, is an intermittent stream that flows through the project site and into San Leandro Bay. The adjacent land use consists of residential homes and a recreational park. See Figure 4 for an aerial photograph of the biological study area.

Surveys were conducted in the spring of 2013 and 2014 to determine the presence or absence of sensitive species and habitats within the project area. A database search for special-status species was conducted using the Oakland East U.S. Geological Survey 7.5-minute quadrangle. The Sacramento Fish and Wildlife Service online official species list is shown in Appendix D.

The habitat within the biological study area is suitable for use by a variety of species, but this location is not used as a migration corridor due to residential homes and the highway that act as a barrier. No critical habitat for any sensitive species is present within the biological study area.



**Figure 4 Biological Study Area**

Two threatened species—the California red-legged frog (*Rana draytonii*) and Alameda whipsnake (*Masticophis lateralis euryxanthus*)—have the potential to occur in the project area because of the suitable habitat that exists within the biological study area. Five special-status plant species have the potential to occur onsite. There is suitable habitat for the western pond turtle (*Emys marmorata*), a California Department of Fish and Wildlife species of special concern. There is also suitable habitat for the hoary bat (*Lasiurus cinereus*) and migratory birds. Caltrans submitted the Biological Assessment to the U.S. Fish and Wildlife Service on January 6, 2014 to initiate formal consultation pursuant to Section 7 of the Endangered Species Act of 1973 for the California red-legged frog and Alameda whipsnake. A Biological Opinion would be issued prior to construction of the project.

### Special-Status Plant Species

Botanical surveys for sensitive plant species that could potentially occur within the biological study area were conducted during the blooming period for target species and when many other plants were evident and identifiable. The following five special-status plant species have the potential to occur onsite and are included in the California Native Plant Society Inventory of Rare and Endangered Plants on lists 1B.1 and/or 1B.2 as species that are rare, threatened, or endangered in California and elsewhere.

#### *Bent-flowered Fiddleneck (Amsinckia lunaris)*

The bent-flowered fiddleneck is an annual herb that is native to California and a member of the Boraginaceae family. It is a small plant with yellow flowers and simple or compound leaves. It can be found in coastal bluff scrub, woodlands, and valley foothill grasslands.

#### *Western Leatherwood (Dirca occidentalis)*

The western leatherwood is a perennial deciduous shrub that is native to California and a member of the Thymelaeaceae family. It ranges in height from 1 to 3 meters. It has deciduous, broad-ovate covering its buds. Its flowers are yellow and scale-like. It can be found in upland forests, chaparral, woodlands, and riparian forests and woodlands.

#### *Fragrant Fritillary (Fritillaria liliacea)*

The fragrant fritillary is a perennial bulbiferous herb that is native to California and a member of the Liliaceae family. It has deciduous, broad-ovate covering its buds. Its

flowers are purple and consist of petal-like whorls. It can be found in coastal prairie, scrub, valley, and foothill grasslands.

#### *Diablo Helianthella (Helianthella castanea)*

Diablo helianthella is a perennial herb that is native to California and a member of the Asteraceae family. It is usually under a meter in height. Its leaves are basal and/or cauline, alternate, opposite, and rarely whorled. Its flowers are yellow or purple disk shaped; style tips are short-triangular. It can be found in upland forests, chaparral, coastal scrub, and valley and foothill grasslands.

#### *Loma Prieta Hoita (Hoita strobilina)*

The Loma Prieta hoita is a perennial herb that is native to California and a member of the Fabaceae family. The leaves generally are compound, alternate, and pinnately veined. It can be found in woodlands, chaparral, and riparian woodlands.

### Special Status Animal Species

#### *Western Pond Turtle*

The western pond turtle is a California Department of Fish and Wildlife species of special concern. It is a small to medium turtle, growing to approximately 8 inches in carapace length. It is limited to the West Coast of the U.S. and Mexico, ranging from western Washington State to northern Baja California.

Western pond turtles occur in both permanent and intermittent waters, including marshes, streams, rivers, ponds, and lakes. They favor habitats with large numbers of emergent logs or boulders, where they aggregate to bask. They also bask on top of aquatic vegetation or position themselves just below the surface where water temperatures are elevated. Individuals display aggressive behavior toward one another while sunning.

Western pond turtles seek refuge in deep water, under submerged logs and rocks, in beaver burrows and lodges, and by “swimming” into deep silt. They are extremely difficult to detect under these conditions. Turtles can be encouraged to use artificial basking substrate, or rafts, which allows for easy detection of the species in complex habitats.

#### *Hoary Bat*

The hoary bat is a species of bat in the vesper bat family, Vespertilionidae. It occurs throughout most of North America and much of South America, with disjunct populations in the Galápagos Islands.

The hoary bat averages 5 to 5.7 inches long with a 15.7-inch wingspan and a weight of 0.9 ounces. Its coat is dark brown, and the hairs on its back are frosted with silver. The body is covered in fur except for the undersides of the wings.

The bat normally roosts alone on trees, hidden in the foliage, but on occasion has been seen in caves with other bats. It prefers woodland, mainly coniferous forests, but hunts over open areas or lakes. It hunts alone, and its main food source is moths.

The bat is migratory and may travel from Canada as far south as the southern U.S. or Bermuda.

### *Threatened and Endangered Species*

#### *California Red-legged Frog*

The California red-legged frog is a federally threatened species. It is the largest native frog in the western United States. It is endemic to California and Baja California at elevations ranging from sea level to approximately 5,000 feet. It has been extirpated from 70 percent of its original range due to elimination or degradation of habitat through land use and development as well as habitat invasion by non-native aquatic species. The California red-legged frog is named for its pink or red posterior abdomen and hind legs.

California red-legged frogs typically breed from November through March as males call to females from the margins of deep ponds and slow streams. Breeding habitat generally consists of a well-defined creek and riparian zone with permanent pools usually deeper than 2.5 feet. Stock ponds are also commonly used as breeding ponds. After fertilization, females lay a jellylike mass of 2,000 to 5,000 reddish-brown eggs in the water and attach them to a brace such as emergent vegetation or twigs. The tadpoles usually take three weeks to hatch and metamorphose into juvenile frogs in 11-20 weeks. Juveniles can be active at any time of day, while adults tend to be nocturnal. California red-legged frogs may disperse from breeding sites at any time of year and can travel up to 2 miles without regard for topography, vegetation type, or the presence of riparian corridors. Dispersal is much more common, however, during the rainy season.

The closest documented occurrence, dated 1931 in the California Natural Diversity Database, is located 4 miles north of the project site.

### *Alameda Whipsnake*

The Alameda whipsnake is a state threatened and federal listed species. It is a slender, fast-moving, diurnally active snake with a black or dark brown back and distinct yellow-orange stripes running laterally down its sides. The Alameda whipsnake reaches a length of 3 to 4 feet. It is also commonly known as the “Alameda striped racer.” The Alameda whipsnake is one of two subspecies of *Masticophis lateralis*. The other subspecies, the chaparral whipsnake (*Masticophis lateralis lateralis*), is distributed from Northern California (west of the Sierran crest and desert) to central Baja California.

The Alameda whipsnake currently inhabits the inner coast range in chaparral communities (coastal sage scrub) mainly in Contra Costa and Alameda counties, with some occurrences also in San Joaquin and Santa Clara counties. Although its home range focuses on open shrub communities dominated by coyote brush, the snake can venture out close to a mile into adjacent grassland, oak savannah, and other woodland communities in search of prey. These snakes are typically found on south-, southwest-, and southeast-facing slopes where they can take advantage of maximum sun exposure.

Alameda whipsnakes are extremely fast, holding their heads high off the ground in search of their favorite prey: the western fence lizard (*Sceloporus occidentalis*). Other prey include skinks, frogs, snakes, and birds. After basking in the morning sun, they attain the highest active body temperature of any Bay Area reptile, giving them a competitive advantage over the later emerging western fence lizards and increasing their prey capture rate. Rock outcrops serve as rest areas and hibernacula as well as providing habitat for lizard populations.

The snakes are most active during the spring mating season from mid-March through mid-June. During this time, males roam their home ranges in search of females who remain near their hibernacula where mating occurs. Activity continues into late summer and tapers off into early fall. By November, the snakes usually retreat into hibernacula where they remain dormant until March.

There is one California Natural Diversity Database occurrence within the project limits from 1956.

### Migratory Birds

The Migratory Bird Treaty Act makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. The nesting season is defined as February 15 to September 1. The project location provides suitable nesting habitat for migratory birds that are protected under the Migratory Bird Treaty Act.

### **Environmental Consequences**

#### Special-Status Plant Species

Botanical surveys were conducted in 2013 and 2014 in the biological study area during the blooming period for the bent-flowered fiddlenecks, western leatherwoods, fragrant fritillary, Diablo helianthella, and Loma Prieta hoitas. None were observed onsite during these surveys. These plants are not expected to occur within the biological study; therefore, no impacts to these plants are anticipated.

#### Special Status Animal Species

##### *Western Pond Turtle*

Although no protocol surveys were completed for the western pond turtle, Lions Creek, which flows through the project area, contains suitable aquatic habitat for the western pond turtle.

Construction is not anticipated to directly impact Lions Creek. Construction activities will temporarily impact a culvert that flows into a cement-lined side ditch that flows into Lions Creek. No impacts to the western pond turtle are expected.

##### *Hoary Bat (Lasiurus cinereus)*

Protocol surveys for bats were not completed. No bat species were observed onsite during field surveys within the biological study area. With implementation of avoidance and minimization measures, no impacts to bat species are expected.

#### Threatened and Endangered Species

##### *California Red-legged Frog*

A habitat assessment was conducted during the summer of 2013 and found that the project site contained suitable upland and aquatic breeding habitat. Lions Creek, an intermittent stream that flows through the project site is a potential prey base for

frogs, with plenty of vegetation near the waterway to provide suitable refuge for the California red-legged frog.

Construction activities will result in the permanent loss of 0.0937 acre and the temporary loss of 0.392 acre of California red-legged frog upland habitat. Therefore, the proposed project may affect and is likely to adversely affect the California red-legged frog.

### *Alameda Whipsnake*

A habitat assessment was conducted in the summer of 2013 and found that the project site contained suitable aquatic and upland habitat for the Alameda whipsnake. The project site contains a suitable prey base, and there is sufficient vegetation to provide adequate cover for the Alameda whipsnake within the upland areas.

Construction activities will result in the permanent loss of 0.0937 acre and the temporary loss of 0.392 acre of Alameda whipsnake upland habitat. Therefore, the proposed project may affect and is likely to adversely affect the Alameda whipsnake.

### *Migratory Birds*

No protocol surveys were conducted during the 2013 or 2014 survey season. However, the project location provides suitable nesting habitat for migratory birds that are protected under the Migratory Bird Treaty Act. A red-shoulder hawk was observed onsite during the 2013 botanical surveys.

The proposed project would remove trees and shrubs that provide nesting habitat for birds protected by the Migratory Bird Treaty Act. Migratory birds could nest in the trees and shrubs to be removed and nearby trees during the nesting season between February 15 and September 1. Migratory birds occupying these trees and shrubs during their removal may be adversely harmed. Any noise or vibration can affect the behavior and success of nesting birds.

## ***Avoidance, Minimization, and/or Mitigation Measures***

### *Special-Status Plant Species*

Construction will be confined to the smallest practicable area possible so that the least amount of potential habitat is disturbed.

Additionally, provisions of the California's Native Plant Protection Act prohibit the taking of listed plants from the wild and require notification of the California Department of Fish and Wildlife (Department) at least 10 days in advance of any

change in land use. This allows the Department to salvage listed plant species that will otherwise be destroyed. Caltrans is required to conduct botanical inventories and consult with the Department during project planning to comply with the provisions of this act and sections of CEQA that apply to rare or endangered plants.

### *Special-Status Animal Species*

#### *Western Pond Turtle*

The avoidance and minimization measures that have been identified for the California red-legged frog will also benefit the western pond turtle. If a western pond turtle is found within the construction area, the turtle will be relocated to a suitable area outside of the construction zone.

#### *Hoary Bat*

Additional surveys would be needed within a year of the start of construction to reassess whether bat species are present. If it is determined that bat species are using trees within the project impact area, tree removal would need to be completed when bat species are confirmed to have left the area.

### *Threatened and Endangered Species*

#### *California Red-legged Frog*

The following measures will be implemented to minimize impacts to the California red-legged frog:

1. At least 15 days prior to the onset of any construction-related activities, Caltrans will submit to the U.S. Fish and Wildlife Service (Service) for approval, the name(s) and credentials of biologists it wishes to conduct activities specified for this project. Information included in a request for authorization will include, at a minimum: (1) relevant education; (2) relevant training on species identification, survey techniques, handling individuals of different age classes, and handling of different life stages by a permitted biologist or recognized species expert authorized for such activities by the Service; (3) a summary of field experience conducting requested activities (to include project/research information); (4) a summary of biological opinions under which they were authorized to work with the listed species and at what level (such as construction monitoring versus handling); this will also include the names and qualifications of persons under which the work was supervised as well as the amount of work experience on the actual project; (5) A list of Federal Recovery Permits [10(a)1(A)] held or under which are authorized to work with the species (to include permit number,

authorized activities, and name of permit holder); (6) any relevant professional references with contact information. No project construction will begin until Caltrans has received written Service approval for biologists to conduct specified activities.

2. Prior to initial ground disturbance, a Service-approved biologist will conduct an education program for all construction personnel. At a minimum, the training will include a description of the California red-legged frog, migratory birds, and their habitats; the occurrence of these species within the project footprint and action area; an explanation of the status of these species and protection under the Act and Migratory Bird Treaty Act; the measures to be implemented to conserve listed species and their habitats as they relate to the work site; and boundaries within which construction may occur. A fact sheet conveying this information will be prepared and distributed to all construction and project personnel. Upon completion of the training program, personnel will sign a form stating that they attended the program and understand all the avoidance and minimization measures and implications of Act. Sign-in sheets will be kept on file and will be available to the Service upon request.
3. A Service-approved biologist(s) will be onsite during all activities that may result in the take of the California red-legged frog.
4. No more than 20 working days prior to any ground disturbance, preconstruction California red-legged frog surveys will be conducted by a Service-approved biologist. The Service-approved biologist(s) will investigate all potential California red-legged frog cover sites within the action area. This includes full investigation of mammal burrows within the construction footprint with scoping or excavation. The entrances of burrows will be collapsed following investigation in areas that will be subject to ground disturbance.
5. Safety permitting, a Service-approved biological monitor will also investigate areas of disturbed soil for signs of California red-legged frogs within 30 minutes following the initial disturbance of that given area.
6. The Service-approved biologist(s) will permanently remove, from the project site, any exotic wildlife species, such as bullfrogs and crayfish, to the extent possible.
7. The resident engineer or his or her designee will be responsible for implementing the conservation measures and terms and conditions of the biological opinion and

will be the point of contact for the project. The resident engineer or his or her designee will maintain a copy of the biological opinion onsite whenever construction is taking place. The person's name and telephone number will be provided to the Service at least 30 calendar days prior to groundbreaking. Prior to groundbreaking, the resident engineer will submit a letter to the Service verifying that he or she possesses a copy of the biological opinion and understands the terms and conditions.

8. The resident engineer will stop work at the request of the Service-approved biologist(s) if activities are identified that may result in the take of the California red-legged frog. Should the biologist(s) or the resident engineer exercise this authority, the Service will be notified by telephone and e-mail within one (1) working day. The Service contact will be the Coast-Bay/Forest Foothills Division Chief in the Sacramento Fish and Wildlife Office at (916) 414-6600.
9. If, at any time, a California red-legged frog is discovered, the resident engineer and the biological monitor will be informed immediately. The biological monitor will determine if relocating the animal is necessary and will work with the Service prior to handling or relocating unless otherwise authorized.
10. Construction access, staging, storage, and parking areas will be located within the described project footprint outside of identified sensitive habitat areas or outside of the right-of-way in areas environmentally cleared and permitted. Access routes, staging and storage areas, and contractor parking will be limited to the minimum necessary to construct the proposed project. Routes and boundaries of roadwork will be clearly marked prior to initiating construction or grading.
11. Vegetation that is within the cut-and-fill line or is growing in locations where permanent structures will be placed (for example, road alignment, shoulder widening, and bridge abutments) will be cleared. In areas that will be subject to revegetation, plants will only be cleared where necessary and will be cut above soil level. This will increase the potential of those plants to re-sprout after construction. All clearing and grubbing of woody vegetation will occur by hand or by using construction equipment such as backhoes and excavators, with the exception of trees (which will be removed by chainsaw, as needed). All cleared vegetation will be removed from the project footprint to prevent attracting animals to the project site.

12. A Service-approved biologist will be present during all vegetation clearing and grubbing activities. If a California red-legged frog is discovered during these activities, the Service-approved biologist, through the resident engineer or his or her designee, will halt all work within 50 feet of the animal and will contact the Service to determine how to proceed.
13. Except for limited vegetation clearing, work within California red-legged frog habitat will be restricted to between June 1 and October 15.
14. Caltrans will restore temporarily disturbed areas to the preconstruction function and values to the maximum extent practicable. Exposed ground will be reseeded with native grasses and shrubs to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native species will be replanted based on local species composition. Any revegetation plans will be reviewed and approved by the Service. In addition, annual monitoring reports on the success of the plantings will be provided to the Service for review.
15. Nighttime construction will be minimized.
16. Firearms will be prohibited at the project site, except for those carried by authorized security personnel, or local, state or federal law enforcement officials.
17. If requested, before, during, or upon completion of groundbreaking and construction activities, Caltrans will allow access by Service personnel to the action area to inspect project effects. Caltrans requests that all agency representatives contact the resident engineer prior to accessing the work site and review and sign the Safe Work Code of Practices, prior to accessing the work site for the first time.
18. Prior to the start of construction, areas containing sensitive habitats adjacent to or within construction work areas for which physical disturbance is not allowed will be clearly delineated using high-visibility orange fencing. The fencing will remain in place throughout the duration of the project and will prevent construction equipment or personnel from entering sensitive habitat areas. The final project plans will depict all locations where fencing will be installed and how it will be installed. The special provisions in the bid solicitation package will clearly describe acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within the sensitive areas.

19. California red-legged frog exclusionary fencing will be placed at the edge of active construction areas to restrict frog access into the work area. The fencing will consist of taut silt fabric, 24 inches in height, stacked at 10-foot intervals, with the bottom buried 6 inches below grade. Exclusion fencing will be inspected and maintained on a daily basis.
20. To prevent inadvertent entrapment of the California red-legged frog during construction, any excavated, steep-walled holes or trenches more than 1 foot deep will be covered at the close of each working day by plywood or similar materials or will be constructed with one or more escape ramps composed of earth fill or wooden planks. Before such holes or trenches are filled, they will be thoroughly inspected for trapped animals. All replacement pipes, culverts, or similar structures stored in the project footprint overnight will be inspected before they are subsequently moved, capped, and/or buried.
21. Plastic mono-filament netting (erosion control matting) or similar material will not be used at the project site because California red-legged frogs may become entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackified hydroseeding compounds.
22. Borrow material will be certified to be nontoxic and weed-free.
23. All food and food-related trash items will be enclosed in sealed trash containers and removed from the site at the end of each day.
24. Pets will be prohibited from the action area.
25. If pumping is used for dewatering, intakes will be completely screened with wire mesh no larger than 0.2 inch to prevent frogs from entering the pump.

Avoidance measures will be in place to minimize impacts to the California red-legged frog. Caltrans proposes to compensate for the permanent loss of 0.0937 acre and the temporary loss of 0.392 acre of California red-legged frog habitat through the purchase of mitigation bank credits from an approved U.S. Fish and Wildlife Service bank such as the Ohlone Conservation Bank. Compensation ratios are proposed at a 3:1 ratio for permanent impacts and a 1:1 ratio for temporary impacts to California red-legged frog habitat. Credits will be purchased at an approved U.S. Fish and Wildlife Service mitigation bank to compensate for 0.6731 acre of impacts.

### *Alameda Whipsnake*

The avoidance and minimization measures discussed previously for the California red-legged frog will be implemented for the Alameda whipsnake.

Avoidance measures will be in place to minimize impacts to the Alameda whipsnake. Caltrans proposes to compensate for the permanent loss of 0.0937 acre and the temporary loss of 0.392 acre of Alameda whipsnake habitat through the purchase of mitigation bank credits from an approved U.S. Fish and Wildlife Service bank such as the Ohlone Conservation Bank. Compensation ratios are proposed at a 3:1 ratio for permanent impacts and a 1:1 ratio for temporary impacts to Alameda whipsnake habitat. Credits will be purchased to compensate for a total of 0.6731 acre of impacts. Mitigation bank credits for the Alameda whipsnake will be purchased in conjunction with bank credits for the California red-legged frog.

### *Migratory Birds*

The following measures will be in place to avoid impacts to any potential nesting bird:

- Preconstruction surveys will be conducted to ensure no nesting birds would be affected if construction is to occur during the nesting season.
- If nesting birds are identified onsite, the nest site will be identified as an Environmentally Sensitive Area, with a no-work area around the nest tree until it has been determined by a qualified biologist that the young have fledged.
- A qualified biologist will monitor the active nest during construction activities.
- A special provision, 14-6.02 BIRD PROTECTION, will be included in the bid package to ensure that no potential migratory birds are affected during construction.

### *IX. Hydrology and Water Quality (checklist question e)*

#### ***Affected Environment***

This discussion is based on the Water Quality Study Report dated February 2014.

The project is within the San Francisco Bay Hydrologic Region, South Bay Hydrologic Unit, East Bay Cities Hydrologic Area and Undefined Hydrologic Sub Area (HSA 204.20). The direct receiving water body within project limits is Lion Creek. Storm water from project area discharges to the South East Bay plain basin.

### ***Environmental Consequences***

The total disturbed soil area for the project is less than 1 acre (about 0.3 acre). There will be no additional impervious area from the proposed work.

Potential temporary impacts to existing water quality would result from the staging and active construction areas, which could result in the release of fluids, sediment, and litter beyond the perimeter of the site. Runoff from fresh concrete could affect the pH of receiving waters as well.

Potential long-term impacts to existing water quality are caused by the following pollutants of concern: phosphorus, nitrogen, copper, lead, zinc, sediments, general metals (unspecified metals), and litter. The sources of these pollutants are derived from natural erosion, phosphorus from tree leaves, combustion products from fossil fuels, trash and falling debris from motorists, and the wearing of brake pads.

### ***Avoidance, Minimization, and/or Mitigation Measures***

The project would require a Clean Water Act, Section 404 permit and Section 401 certification from the San Francisco Bay Regional Water Quality Control Board due to anticipated discharging into a Water of the U.S. Caltrans must also comply with requirements of the Clean Water Act Section 402—National Pollutant Discharge Elimination System (NPDES): Waste Discharge Permit. Caltrans currently has a Statewide NPDES Permit (Order No. 2012-0011-DWQ NPDES No. CAS000003) and a statewide Construction General Permit for construction activities (2009-0009-DWQ, CAS000002, as amended by 2010-0014-DWQ).

In compliance with the NPDES permit, Caltrans developed the Statewide Stormwater Management Plan to address stormwater pollution controls related to highway planning, design, construction, and maintenance activities throughout California. A Water Pollution Control Plan would be required to comply with the Construction General Permit, that applies to all stormwater discharges from land where clearing, grading, and excavation would occur.

Best Management Practices will be incorporated to reduce/prevent the potential discharge of pollutants during and after construction, to the Maximum Extent Practicable. Specific Best Management Practices will be recommended during the subsequent Plans, Specifications, and Estimate phase of the project. Additionally, permanent treatment Best Management Practices will be anticipated for the project as a condition of the Section 401 certification.

Because the project disturbs less than one acre of soil, the contractor must submit a Water Pollution Control Plan to Caltrans for approval. The plan outlines strategies for Temporary Construction Site Best Management Practices.

### Wetlands and Other Waters

#### **Affected Environment**



**Figure 5 Lions Creek flows southeasterly into the 72-inch culvert under the highway, while a concrete v-ditch conveys highway runoff into the creek.**

Lions Creek is an intermittent stream that flows through the project site and into San Leandro Bay. It meanders through McCrea Memorial Park and flows under State Route 13 through a 72-inch diameter concrete pipe. Runoff is captured by a 12-inch corrugated metal pipe underneath the road and is conveyed into a concrete v-ditch. This v-ditch empties into the culvert where Lions Creek flows into (see

Figure 5). Vegetation within this drainage feature includes Cape Ivy (*Delairea odorata*), Himalayan blackberry (*Rubus armeniacus*), and tall flat sedge (*Cyperus eragrostis*). Although this waterway receives some contamination from an old sulfur mine, when the site was visited, aquatic invertebrates were observed in the waterway, which indicated that this waterway would be suitable for other aquatic species.

Caltrans would prepare a preliminary wetland delineation report for the U.S. Army Corps of Engineers to verify if Lions Creek is a jurisdictional water of the U.S.

#### **Environmental Consequences**

The 72-inch diameter reinforced concrete pipe (84-inch outside diameter) will not be disturbed by the proposed project. This culvert is located 25 feet to 30 feet below the shoulder finish grade, and is approximately 240 feet long. The proposed wall would span over the culvert transversely with the soldier piles spaced on the both sides of the pipe, leaving it untouched.

The second culvert is a 12-inch corrugated metal pipe that also crosses underneath the highway. It is 60 feet long, and is located at the northern tip of the proposed wall. It ties into a neighboring inlet on one end and empties into the concrete lined v-ditch below. The corrugated metal pipe is old, and will likely be damaged due to construction of the retaining wall. The corrugated metal pipe will be replaced with an 18-inch corrugated metal pipe. The existing inlet will be capped, and a new inlet will be constructed at the same station, but at the new edge of pavement.

The removal of the existing 12-inch pipe would temporarily impact approximately 0.001 acre of a potential jurisdictional water of the U.S. and the 18-inch pipe that is proposed to replace it would account for 0.002 acre of temporary impacts.

### ***Avoidance, Minimization, and/or Mitigation Measures***

The project will require a 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife because the project would replace the 12-inch corrugated metal, which may have an indirect effect on the natural flow, bed, channel, or bank of Lions Creek. When an existing wildlife resource, in this case habitat for the California red-legged frog and Alameda whipsnake, may be substantially adversely affected, the California Department of Fish and Wildlife is required to propose reasonable project changes to protect the resource. These modifications are formalized in a Streambed Alteration Agreement that becomes part of the plans, specifications and bid documents for the proposed project.

The replacement the 12-inch corrugated metal pipe is considered introduction of fill material into a water of the U.S., therefore, would require a Clean Water Act, Section 404 permit, from the Army Corps of Engineers. The Clean Water Act, Section 401 permit, requires that an applicant for a federal license or permit that allows activities resulting in a discharge to waters of the U.S. must obtain a state certification that the discharge complies with other provisions of the Clean Water Act. Caltrans will apply for the Water Quality Certification from the San Francisco Bay Regional Water Quality Control Board.

Since there will be a net gain of 0.001 acre of waters of the U.S. with the installation of a larger corrugated metal pipe, no compensatory mitigation is proposed for the temporary impacts discussed previously. Best management practices would be included so that the smallest practical footprint would be used to minimize temporary, indirect and permanent impacts to jurisdictional waters of the U.S. If work will occur in Lions Creek, it must occur when the creek is dry.

## *VI. Geology and Soils (checklist questions a(i–iv) and c)*

### ***Affected Environment***

This discussion is based on the Preliminary Foundation Report dated June 19, 2013.

The project is within a seismically active region dominated by the northwest trending San Andreas Fault. This site is within a delineated fault zone according to the Alquist-Priolo Oakland East quadrangle map. It is located in the Oakland Hills, in a shallow valley created by the Hayward fault. The Hayward fault is a right-lateral strike-slip fault that dips 90 degrees relative to the horizontal plane and is considered capable of generating a magnitude 7.3 earthquake.

The soil that is located at the project site is derived from weathered sandstone and shale. Boring tests list the soils at the site as clays, silts, and silty sand overlying shale. Erosion characteristics for this site have not been defined according to the U.S. Department of Agriculture Soil Survey and there are no visible signs of erosion.

### ***Environmental Consequences***

Potential seismic hazards in such an active region include primary surface rupture, seismic fault creep, and the secondary effects from strong ground shaking. Secondary seismic hazards include liquefaction and landslides.

The potential for strong ground shaking in the project area during the life of the project is high and will affect both roadways and structures. Loose saturated soils pose the greatest threat during episodes of strong shaking. Liquefaction can occur when unstable soils lose their strength and can move both horizontally and vertically. Liquefaction can cause displacement or buckling of roadway pavement and retaining walls or the settlement of bridge foundations. The project site is located on what is considered to be an active landslide. The retaining wall that is proposed will repair the slide.

### ***Avoidance, Minimization, and/or Mitigation Measures***

The proposed project itself will minimize and/or mitigate the effects from seismic hazards. The project will incorporate requirements and recommendations from the preliminary foundation report during design and/or construction. Some design strategies include:

- Construction of a soldier beam and lagging wall with approximate length of 185 feet and a height of 14 feet with no tieback due to poor backfill soil conditions.

- Use of soil nails between the soldier piles above the 72-inch diameter storm drain to alleviate stress to the culvert.
- Installation of soldier beam piles should be spaced 6 feet apart in the drill holes as specified in the plans.
- The seismic stability of the wall should be checked due to the potential for high ground acceleration.







# TYPICAL CROSS SECTION

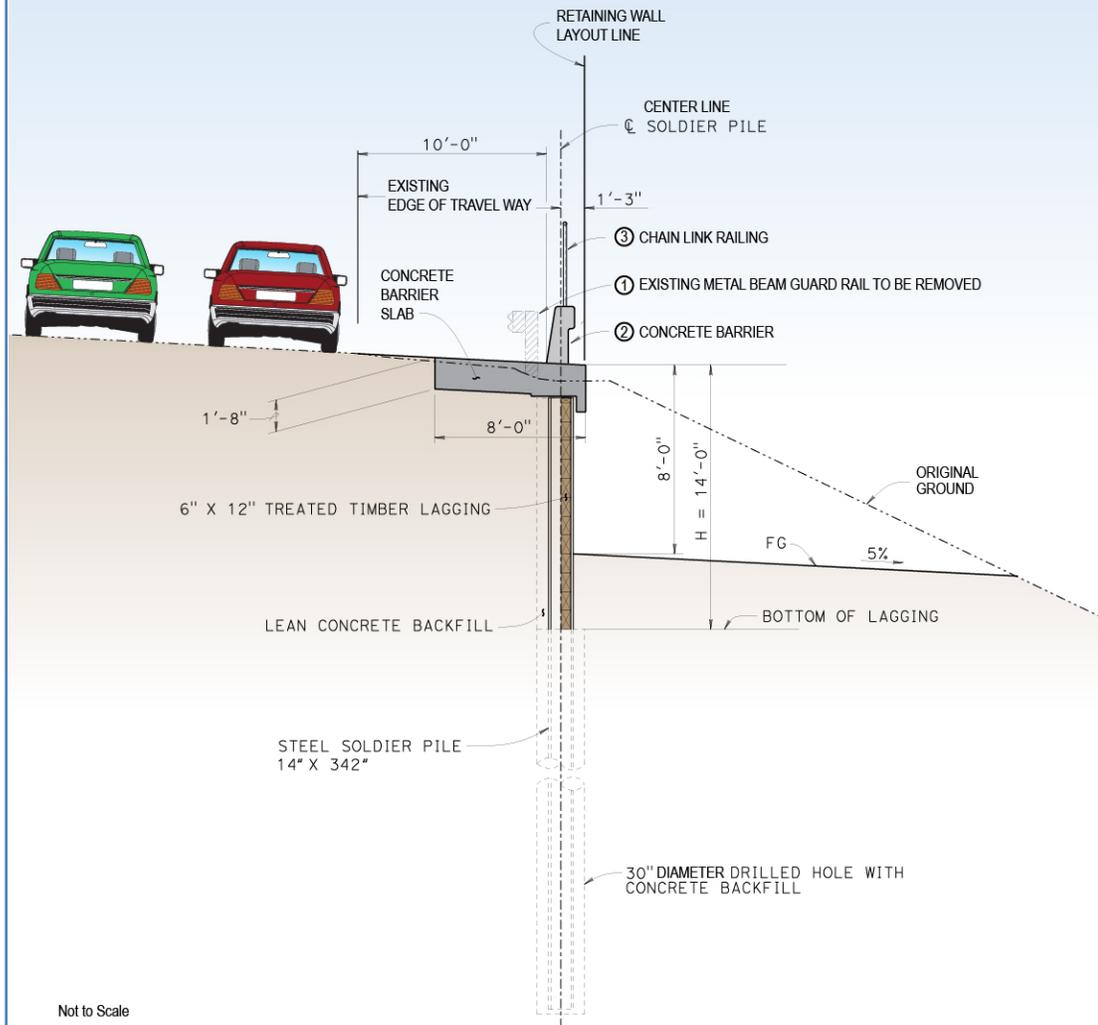


Figure 7 Typical Cross Section



## Appendix B Detailed Project Description

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### ***Project Purpose***

The purpose of this project is to repair cracked pavement in the southbound right shoulder and ramp and to prevent further slippage and settlement of the embankment adjacent to the damaged pavement.

### ***Project Need***

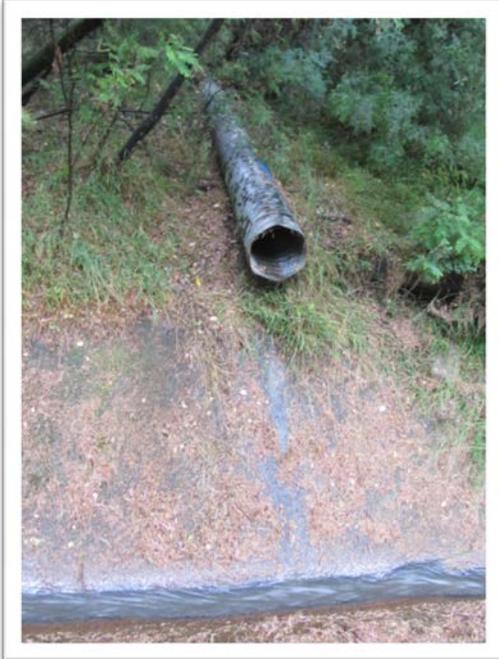
The embankment on the west side of State Route 13 has settled and/or slipped down towards a creek drainage that flows south through McCrea Park and enters a culvert extending east under the freeway. The settlement/slippage is indicated by large cracks in the freeway shoulder in the vicinity of the culvert. The movement is likely caused by winter rain storms that have soaked and destabilized the embankment soil. The cracks and differential settlement have caused a drop of more than 2 inches in elevation in the shoulder pavement, which may cause drivers to over steer. Without the project, the cracking and hazardous condition are expected to worsen, potentially reaching into the southbound lanes of the freeway.



**Figure 8 Pavement cracks and a damaged metal beam guardrail occur along the southbound shoulder of State Route 13.**

### ***Project Description***

This project is located in Alameda County on southbound State Route 13 south of Leona Heights pedestrian overcrossing in Oakland. The project proposes to construct a 180-foot long and 14-foot tall soldier pile retaining wall with tie-backs. The wall will consist of 28 cast-in-drilled-hole piles (30 feet long) and 2 cast-in-drilled-hole piles (40 feet long) with timber lagging in between. The longer piles are for the wall segment which will span an existing 72-inch reinforced concrete pipe. A concrete barrier slab with concrete barrier (Type 736) will be placed atop the retaining wall. The metal beam guardrail and asphalt concrete dike located beyond the wall, south of



**Figure 9 This 12-inch corrugated metal pipe will be replaced with an 18-inch corrugated metal pipe.**

light pole will be replaced in the same location atop the barrier slab and the second light pole will be placed on a concrete foundation approximately 180 feet north of the first pole. Earthwork would include clearing and grubbing; removal of up to 12 trees; installation of a new pull box, service cabinet, and approximately 50 feet of conduit on the west side of the highway; and reconstruction of the embankment.

Drainage improvement will include the replacement of a 12-inch corrugated metal pipe, relocation of its drainage inlet, and possible installation of a second drainage inlet.

A potential staging area is located to the south of the proposed retaining wall as shown in Figure 9. Temporary striping will be placed to shift traffic towards the median shoulder during construction.

the pedestrian overcrossing and metal beam guardrail just to the north of the pedestrian overcrossing, will be replaced with concrete barrier (Type 60). The combined length of both barrier types would be approximately 460 feet. A 3-foot tall vinyl clad black chain link fence will be installed atop the concrete barrier.

There may be potential dig-outs of the pavement to a depth of 12 inches to stabilize the road base. Other pavement work would include reconstruction of the outside shoulder, removal of the rolled curb and construction of an asphalt concrete transition, removal of a light pole and installation of two light poles, installation of a 25-foot long transition railing, and pavement grind and surface. The existing



**Figure 10 A potential construction staging area just south of the proposed retaining wall**

## Appendix C Permits and Approvals

Agency	Permit/Authority	Purpose
U.S. Army Corps of Engineers	Nationwide Permit/Clean Water Act, Section 404	The U.S. Army Corps of Engineers issues permits for projects involving dredge or fill activities within waters of the U.S.
U.S. Fish and Wildlife Service	Endangered Species Act, Section 7— Biological Opinion	A Biological Opinion is required for resolving potential impacts on federally listed species and established critical habitat. A Biological Assessment evaluating the project's potential effects to California red-legged frog and Alameda whipsnake was submitted on January 6, 2014, to the U.S. Fish and Wildlife Service, and a Biological Opinion is expected before approval of the final environmental document.
California Department of Fish and Game	Section 1602 Streambed Agreement	An agreement is required for work within the banks of streams and other water bodies in the state of California.
Central Valley Regional Water Quality Control Board	Water Quality Certification/ Clean Water Act, Section 401	The Regional Water Quality Control Board, in coordination with the U.S. Army Corps of Engineers Section 404 process, confirms that the subject activity would comply with state water quality standards.
	Clean Water Act Section 402, National Pollutant Discharge Elimination System: Waste Discharge Permit	The Regional Water Quality Control Board requires compliance with (1) the Statewide National Pollutant Discharge Elimination System Permit (Order No. 99-06-DWQ NPDES No. CAS000003) and (2) the General Permit, Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction Activity (Order No. 99-08-DWQ, NPDES No. CAS000002).



# Appendix D U.S. Fish and Wildlife Species List

Sacramento Fish & Wildlife Office Species List

Page 1 of 4

**U.S. Fish & Wildlife Service**  
**Sacramento Fish & Wildlife Office**  
**Federal Endangered and Threatened Species that Occur in**  
**or may be Affected by Projects in the Counties and/or**  
**U.S.G.S. 7 1/2 Minute Quads you requested**

Document Number: 131203120651

Database Last Updated: September 18, 2011

## Quad Lists

### Listed Species

#### Invertebrates

- Branchinecta lynchi*  
vernal pool fairy shrimp (T)
- Speyeria callippe callippe*  
callippe silverspot butterfly (E)

#### Fish

- Acipenser medirostris*  
green sturgeon (T) (NMFS)
- Eucyclogobius newberryi*  
tidewater goby (E)
- Hypomesus transpacificus*  
delta smelt (T)
- Oncorhynchus mykiss*  
Central California Coastal steelhead (T) (NMFS)  
Central Valley steelhead (T) (NMFS)
- Oncorhynchus tshawytscha*  
Central Valley spring-run chinook salmon (T) (NMFS)  
winter-run chinook salmon, Sacramento River (E) (NMFS)

#### Amphibians

- Ambystoma californiense*  
California tiger salamander, central population (T)
- Rana draytonii*  
California red-legged frog (T)

#### Reptiles

- Masticophis lateralis euryxanthus*  
Alameda whipsnake [=striped racer] (T)  
Critical habitat, Alameda whipsnake (X)

#### Birds

- Charadrius alexandrinus nivosus*  
western snowy plover (T)
- Pelecanus occidentalis californicus*  
California brown pelican (E)
- Rallus longirostris obsoletus*

[http://www.fws.gov/sacramento/es\\_species/Lists/es\\_species\\_lists.cfm](http://www.fws.gov/sacramento/es_species/Lists/es_species_lists.cfm)

12/3/2013

California clapper rail (E)

*Sternula antillarum* (=Sterna, =albifrons) browni

California least tern (E)

#### Mammals

*Reithrodontomys raviventris*

salt marsh harvest mouse (E)

#### Plants

*Arctostaphylos pallida*

pallid manzanita (=Alameda or Oakland Hills manzanita) (T)

*Chorizanthe robusta* var. *robusta*

robust spineflower (E)

*Clarkia franciscana*

Presidio clarkia (E)

#### Quads Containing Listed, Proposed or Candidate Species:

OAKLAND EAST (465C)

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### County Lists

No county species lists requested.

#### Key:

(E) *Endangered* - Listed as being in danger of extinction.

(T) *Threatened* - Listed as likely to become endangered within the foreseeable future.

(P) *Proposed* - Officially proposed in the Federal Register for listing as endangered or threatened.

(NMFS) Species under the Jurisdiction of the [National Oceanic & Atmospheric Administration Fisheries Service](#). Consult with them directly about these species.

*Critical Habitat* - Area essential to the conservation of a species.

(PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.

(C) *Candidate* - Candidate to become a proposed species.

(V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.

(X) *Critical Habitat* designated for this species

### Important Information About Your Species List

#### How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, **or may be affected by** projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

## Appendix E List of Technical Studies Bound Separately

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The following studies are available at the Caltrans district office at 111 Grand Avenue, Oakland, CA 94612 and Montclair Branch Library at 1687 Mountain Boulevard, Oakland, CA 94611.

- Air and Noise Quality Compliance Studies, May 14, 2013
- Biological Assessment, January 2014
- Cultural Resources Compliance Memo, February 19, 2014
- Hazardous Waste Memo, May 5, 2013
- Natural Environment Study, April 2014
- Paleontological Identification Report, May 6, 2013
- Preliminary Foundation Report, June 19, 2013
- Visual Impact Assessment, November 26, 2013
- Water Quality Study Report, February 2014

The following technical studies have been removed due to confidentiality:

- Archaeological Survey Report
- Historic Property Survey Report

The legal authority to restrict cultural resource information can be found in California Government Code Sections 6254.10 and 6254(r); California Code of Regulations Section 15120(d); and Section 304 of the National Historic Preservation Act of 1966.