

**CEQA Addendum
Zone 7 Water Agency
Altamont Pipeline Project**

*State Clearinghouse No. 2003022070
EIR Certified February 2005*

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February 2006

Contents

	Page
Tables	ii
Figures	iii
Chapter 1	
Introduction.....	1-1
Summary of This Document	1-1
CEQA	1-1
Scope of This Document	1-3
Impact Terminology	1-4
Organization of This Document	1-5
Chapter 2	
Project Description.....	2-1
Introduction	2-1
New or Revised Facilities	2-1
Pipeline Realignment.....	2-3
Alternative Construction Methods.....	2-5
Additional Project Details.....	2-8
Chapter 3	
Environmental Checklist.....	3-1
Introduction	3-1
Explanation of Checklist Categories	3-1
Summary of Impacts Table.....	follows 3-3
Chapter 4	
List of Preparers	4-1
Lead Agency	4-1
Zone 7 Water Agency	4-1
Consultants.....	4-1
Jones & Stokes	4-1
Black & Veatch	4-1
CH2M Hill, Inc.....	4-1

Tables

	Follows Page
2-1 Characteristics of Pipeline Reaches	2-8
2-2 Proposed Water Feature Crossings	2-8
3-1 Summary of Impacts.....	3-3
3-2 Pipeline Route Realignments	3-3
3-3 Changes in Habitat Impacts between 2005 and 2006 Altamont Pipeline Alignments	3-3

Figures

	Follows Page
2-1 Characteristics of Revised Altamont Pipeline Alignment	2-8
2-2 2005 Altamont Pipeline Project Alignment.....	2-8
2-3 Revised Pipeline Alignment along Dyer Road	2-8
2-4 Revised Construction Methods along Altamont Pass Road	2-8
3-1 Revised Construction Impacts within the Project Area	3-3
3-2 Revised Construction-Related Roadway Disruptions	3-3
3-3 Roadway Closures and Detours	3-3

Acronyms and Abbreviations

BAAQMD	Bay Area Air Quality Management District
BMPs	best management practices
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CO	carbon monoxide
CRHR	California Register of Historical Resources
DFG	California Department of Fish and Game
EIR	environmental impact report
FEMA	Federal Emergency Management Agency
NAHC	Native American Heritage Commission
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
PM10	particulate matter of 10 microns or less in diameter
PRC	California Public Resources Code
Project	Altamont Pipeline Project
SFBRWQCB	San Francisco Bay Regional Water Quality Control Board
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
USFWS	U.S. Fish and Wildlife Service

Chapter 1

Introduction

Summary of This Document

This addendum assesses the environmental impact of refinements of the Zone 7 Water Agency's (Zone 7's) Altamont Pipeline Project (Project) under consideration, as required, by the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 et seq.) and in compliance with the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.).

The fundamental conclusion of this addendum is that the proposed refinements, described in detail in Chapter 2, will not result in new significant impacts nor substantially increase the severity of previously disclosed significant impacts beyond those already identified in the 2005 certified Final Environmental Impact Report (EIR) for the original project. Thus, a subsequent or supplemental EIR need not be prepared.

The Zone 7 Water Agency, as the lead agency under CEQA, will consider the potential environmental impacts of the proposed refinements when it considers whether or not to approve these changes as part of the Project. This Addendum is an informational document, intended to be used in the planning and decision-making process. The Addendum does not recommend approval or denial of the proposed refinements to the Project.

CEQA

CEQA requires state and local government agencies to consider the environmental consequences of projects over which they retain discretionary authority even after an EIR has been certified. Under certain circumstances, additional CEQA documentation is required, as described in CEQA Guidelines section 15162 below:

15162. Subsequent EIRs and Negative Declarations

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead

agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

(d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

As described in Chapter 3 of this document, none of the conditions described in Guidelines Section 15162 has occurred. Under such circumstances CEQA Guidelines Section 15164 allows for the preparation of an Addendum as described below:

15164. Addendum to an EIR or Negative Declaration

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Scope of This Document

This addendum describes the Project refinements under consideration and their potential environmental impacts on the following resource topics:

- aesthetics,
- agricultural resources,
- air quality,
- biological resources,
- cultural resources,
- geology and soils,
- hazards and hazardous materials,
- hydrology and water quality,

- land use planning,
- mineral resources,
- noise,
- population and housing,
- public services,
- recreation,
- transportation and traffic, and
- utilities and service systems.

Impact Terminology

The following terminology is used in this Addendum to describe the levels of significance of the impacts that would result from the Project.

- The Project is considered to have *no impact* on a particular resource topic if the analysis concludes that it would not affect that particular resource.
- An impact is considered *less than significant* if the analysis concludes that the impact would cause no substantial adverse change to the environment and that it would not require mitigation.
- An impact is considered *less than significant with mitigation incorporated* if the analysis concludes that, with the inclusion of mitigation measures to which the applicant has agreed, the impact would cause no substantial adverse change to the environment.

A potential impact is considered *significant* if the analysis concludes that the impact exceeds applicable regulatory thresholds of significance and cannot be reduced to a less-than-significant level with mitigation.

Importantly, in assessing the impacts of the proposed refinements to the Project as originally approved, Zone 7 is not assessing whether impacts are significant compared with existing physical conditions (i.e., conditions without implementation of any part of the Project). Rather, Zone 7 is assessing the significance of impacts that would be caused by the proposed refinements, and comparing these with the level of significance of impacts disclosed in the certified EIR. This approach is expressly sanctioned by the governing statutory and regulatory provisions and case law. (See Pub. Resources Code, § 21166; CEQA Guidelines, § 15162; *Bowman v. City of Petaluma*, 1986) 185 Cal.App.3d 1065.) Thus, the sole fact that a particular impact of the Project as modified is significant does not require preparation of a subsequent EIR or supplement to the prior EIR. Such a document would only be necessary if the Project refinements create a new significant effect not disclosed previously, or would substantially increase the severity of a previously-disclosed significant effect.

Organization of This Document

CEQA Guidelines do not specify the format of addendums. The content and format of this Addendum is as follows.

- Chapter 1, *Introduction*, identifies the purpose, scope, terminology, and organization of the Addendum.
- Chapter 2, *Project Description*, identifies the proposed refinements to the Project in detail.
- Chapter 3, *Environmental Checklist*, presents the checklist responses for each resource topic. This chapter identifies the impacts of the proposed refinements on those resource topics. The existing setting used is taken from the February 2005 Final EIR.
- Chapter 4, *List of Preparers*, identifies the individuals involved in preparing this Addendum and their areas of technical specialty.

Chapter 2

Project Description

Introduction

Pursuant to detailed engineering evaluations, Zone 7 has refined its proposed Altamont Pipeline Project. As described below, the refinements represent changes to the Project as approved by Zone 7 in February 2005, and are the subject of this addendum. These changes are described as being of four types: new or revised facilities; realignments of the pipeline route; alternative construction methods; and additional project details.

Details on the changes and referenced station numbers are illustrated in *Altamont Pipeline Project Level 1 Design Drawings—Preliminary* (Black & Veatch and CH2M Hill 2005a). Additional details are provided in the *Zone 7 Altamont Pipeline Basis of Design Report – Final* (Black & Veatch and CH2M Hill 2005b). These documents are incorporated by reference and are available for review through Zone 7.

New or Revised Facilities

New or revised facilities include two rate control stations (RCSs) to be constructed along the Altamont pipeline, and an access road near the intersection of Dyer Road and Altamont Pass Road.

Rate Control Stations

The EIR described that pressure reducing valves would be required at the connections to Zone 7 existing Vasco Pipeline (near Vasco Road) and the Cross Valley Pipeline (near Kitty Hawk Road). The EIR presumed that the valves would be housed in buried vaults. As a result of additional engineering design, Zone 7 now proposes to house the pressure-reducing valves in aboveground RCSs near Vasco Road and Kitty Hawk Road. Zone 7 will need to acquire property at each location to construct the RCSs.

Each RCS will contain a valve valving system for flow rate control. Each valving system will contain a modulating ball valve with a pressure transmitter and flow

meter upstream, and a pressure transmitter downstream. The valves will be used to control flow, downstream pressure, or both at each site. Each RCS may include security lighting and a surveillance camera.

Vasco Road RCS

The Vasco Road RCS would be located along Northfront Road about 1,000 feet west of Vasco Road (see Drawing WC-229 PP-23 of the Level 1 design drawings).

The Vasco Road RCS would provide four primary functions:

- flow control,
- pressure control,
- connection to Zone 7's existing Vasco pipeline, and
- support for emergency outage service.

The Vasco Road RCS may be housed in an aboveground building on a slab with a footprint of approximately 15 feet by 20 feet (approximately 300 square feet) and approximately 12 feet in height (see Drawing WC-229 A-1 of the Level 1 design drawings for the architectural layout). A 4 foot by 8 foot (32 square feet) concrete pad would be located adjacent to the west side of the RCS building; this would accommodate a pump in the event of the need to pump water to the east. The design has outlets with valves which would allow for the placement of a temporary portable pump to supply water for basic plant operations and fire protection to the Altamont Water Treatment Plant (AWTP) when the AWTP or South Bay Aqueduct (SBA) is out of service; otherwise the pump pad would be vacant (see Drawing WC-229 M-2 of the Level 1 design drawings). The Vasco Road RCS would have a radio communications antenna, which would not exceed 50 feet in height.

Airport RCS

The Airport RCS would be located along East Airway Blvd about 200 feet east of Kitty Hawk Road (see Drawing WC-229 PP-46 of the Level 1 design drawings). The Airport RCS would be housed in an aboveground building on a slab with a footprint of approximately 15 feet by 20 feet (approximately 300 square feet) and approximately 12 feet in height (see Drawing WC-229 A-2 for the architectural layout). The Airport RCS would not be equipped with a pump pad (see Drawing WC-229 M-3 of the Level 1 design drawings). It would serve the same kinds of functions as the Vasco Road RCS, except that it would not support emergency outage service. The Airport RCS would have a radio communications antenna, which would not exceed 40 feet in height.

Dyer Road/Altamont Pass Road Intersection Bypass

The EIR described an access road along the pipeline alignment between Lassen Road and Las Colinas Road. That access road will be shorter than disclosed in the EIR because the crossing of Interstate 580 (I-580) has been moved further east (see below).

A new access road may be needed near the intersection of Dyer Road and Altamont Pass Road to accommodate the realignment of the pipeline. If necessary, the access road would be a four-season roadway approximately 10 feet wide with an aggregate base. To minimize impacts to the alkali wetland, the access road would be constructed at the foot of the UPRR grade at the edge of the wetland. The approximate length of the access road will be 1,600 feet.

Pipeline Realignment

The pipeline route described in the EIR has been realigned to avoid geophysical hazards, existing utilities, and sensitive habitats. The overall length of the revised alignment (60,662 feet) would be about 450 feet longer than the alignment analyzed in the EIR. To facilitate the discussion of the realignment, the route has been divided into the segments as described in detail below. Station and Drawing Numbers refer to those illustrated in the *Altamont Pipeline Project Level 1 Design Drawings – Preliminary* (Black & Veatch and CH2M Hill 2005a). For example, “Station 160+00 on Drawing WC-229 PP-10” would refer to the Station shown as 160+00 as shown on Drawing WC-229 PP-10 in the drawing set entitled in the *Altamont Pipeline Project Level 1 Design Drawings – Preliminary*.

The revised alignment is shown in Figure 2-1. The 2005 EIR alignment is shown in Figure 2-2. The characteristics of the revised alignment are described in Table 2-1.

Dyer Road Corridor

- **Installation in Dyer Road (Station 39+00 to 42+80).** The EIR described the alignment of the pipeline within a corridor east of Dyer Road. Due to sensitive resources immediately east of Dyer Road, however, portions of the pipeline would be located within the Dyer Road right-of-way. See Drawing WC-229 PP-1.
- **Eastern realignment near Substation (Station 42+80 to 62+20).** The pipeline corridor would be realigned to the east of a small electric substation that is adjacent to Dyer Road. See drawings WC-229 PP-1 and WC-229 PP-2.
- **Dyer Road/Altamont Pass Road intersection bypass (Station 87+00 to 113+00).** The pipeline corridor would be realigned to avoid the physical

constraints of boring under the Union Pacific Railroad (UPRR) tracks along Dyer Road. The realignment would avoid the staging constraints adjacent to the tracks, as well as the staging constraints likely to occur in wetland areas adjacent to the Dyer/Altamont Pass Road intersection; the realignment would also avoid construction activity along the bend of Altamont Pass Road in this area, which has poor lines of sight. See drawings WC-229 PP-4 and WC-229 PP-5.

Figure 2-3 shows revised alignment along Dyer Road.

North I-580 Frontage Corridor

- **Additional off-road construction along Northfront Road (Station 280+00 to 303+00).** The pipeline corridor was moved out of the roadway along portions of Northfront Road to avoid existing utilities. See drawings WC-229 PP-20 and WC-229 PP-21. Zone 7 continues to evaluate options for avoiding the utilities while minimizing off-road construction impacts.
- **Springtown Boulevard Realignment (Station 380+00 to 386+60).** The pipeline corridor was realigned to reduce traffic impacts at Springtown Boulevard. See drawings WC-229 PP-29.
- **I-580 Crossing (Station 408+50 to 411+60).** The crossing of I-580 begins east of Arroyo Seco to avoid difficult topography and in order to cross both Arroyo Seco and I-580 in a single bore (the original alignment had two separate bores). The crossing under the culvert-lined portion of Arroyo Seco and I-580 will be accomplished by tunneling. See drawings WC-229 PP-31.

South I-580 Frontage Corridor

From the I-580 crossing to the end of Portola Avenue, the EIR considered an alignment parallel along an existing paved bike pathway, adjacent to Arroyo Las Positas. Subsequent to completion of the EIR, however, a wastewater pipeline was installed along portions of the same corridor. The presence of the wastewater pipeline precludes installation of Zone 7's treated water pipeline within the available corridor, which is defined on one side by Arroyo Las Positas. In addition, geotechnical investigation of the original alignment along Altamont Creek identified a number of unstable areas that would have required more extensive construction to stabilize the pipeline, and would have resulted in more extensive disturbance of the creek and its riparian and adjacent upland habitat.

As a result, Zone 7 now proposes to place the pipeline along a corridor primarily within or parallel to Las Positas Road from the I-580 crossing to North Livermore Avenue, then across upland south of Las Positas Court, then in Paseo Laguna Seco. See drawings WC-229 PP-31 through WC-229 PP-40.

The realignment between I-580 and Las Positas Road would be off-road construction (see drawings WC-229 PP-31 and WC-229 PP-32; Station 411+60 to 423+00). At that point, the pipeline follows Las Positas Road until it reaches

Hilliker Place (see drawings WC-229 PP-32 through WC-229 PP-36; Station 423+00 to 480+60). The realignment continues south of and roughly parallel to Las Positas Road, crosses North Livermore Avenue, and again proceeds south of and roughly parallel to Las Positas Road until reaching Paseo Laguna Seco (see drawings WC-229 PP-36 through WC-229 PP-39; Station 480+60 to 517+60). The realignment then continues in a westerly direction to the end of Paseo Laguna Seco (see drawings WC-229 PP-39 and WC-229 PP-40; Station 517+60 to 532+60).

Alternative Construction Methods

Additional In-Road Construction Along Altamont Pass Road

The EIR described the use of microtunneling to install the pipeline along portions of Altamont Pass Road. However, this construction method has been found to be unfeasible due to soil conditions and anticipated high groundwater levels in the Greenville fault zone (see drawings WC-229 PP-9, WC-229 PP-10, WC-229 PP-15 and WC-229 PP-16; Station 144+40 to 156+00 and Station 225+20 to 234+60). Geologic, seismic, sand soil conditions within the project area are further described in the *Geologic Data Report, Altamont Pipeline Project* (Geomatrix 2005). Additionally, some portions of the route where the pipeline would have run adjacent to the roadway did not afford sufficient width for the required construction corridor (see drawings WC-229 PP-8 and WC-229 PP-9; Station 131+00 to 144+40).

As a result, the pipeline will be located within the road right-of-way, and road closures will be longer than described in the EIR.

Zone 7 is proposing complete closure of Altamont Pass Road from south of Dyer Road (Station 131+00) to Carroll Road (Station 155+00) for both local and non-local traffic, which would allow night-time construction and completion of this segment of the pipeline in approximately 1.5 weeks (Black & Veatch and CH2M Hill 2005b). Using the construction methods presented in the EIR, this segment was expected to take up to 6 weeks to complete, with closure to non-local traffic and daytime work only. There are no residents or businesses along this road segment. The one resident north of Station 131+00 will be able to access their home/ranch via Grant Line Road and Altamont Pass Road during the road closure. Emergency access will be provided during the closure as well.

Zone 7 is proposing complete closure of Altamont Pass Road between Carroll Road and Greenville Road to both local and non-local traffic, which would allow construction of this segment of the pipeline to be completed in approximately 1.5 months. Using the construction methods presented in the EIR, this segment was expected to take approximately 2.5 months to complete, including approximately 3 weeks of complete road closure and 11 weeks of closure to non-local traffic. There is one residence and one business along the closure segment, and access

will be provided as necessary for these parties. Emergency access will be provided during closure.

Figure 2-4 shows revised construction methods along Altamont Pass Road.

Open-cut Crossing of Vasco Road

The EIR described the use of microtunneling or tunneling to install the pipeline under Vasco Road (Station 319+00). Zone 7 is considering an open-cut crossing of Vasco Road. If installation is via open-cut, work will be done outside of peak hours. When not working, the open-trench will be covered with steel plate such that there are no lane closures. When working, at least one lane in each direction will be maintained open. Night work may be done at this location to reduce the duration of disruption.

Open-cut Crossing of Drainages

The EIR described the use of microtunneling or tunneling to install the pipeline under several small drainages. However, for small, intermittent drainages east of Dyer Road and along Altamont Pass Road, Zone 7 is now proposing to dig a trench across the drainage during the dry season. Table 2-2 lists the proposed crossings of water features along the alignment.

Maintenance and Reconstruction of Dyer Road

The EIR stated that Dyer Road would be rebuilt with 12 inches of aggregate base material and 3 inches of pavement prior to construction activities, patched during construction, and then rebuilt following construction by adding 3 inches of pavement.

In light of other projects affecting Dyer Road, Zone 7 is considering two options: (1) to provide an overlay of the existing roadway prior to Zone 7 beginning construction, maintain the overlay during construction and then rebuild the road following construction; or (2) to rebuild the roadway before Zone 7 begins construction.

The overlay design would maximize the ability of the existing pavement to withstand construction traffic without placement of new base material. This approach would entail an overlay 1.5–3 inches thick, a possible reinforcement mesh under the overlay, and shoulder backing. Periodic road maintenance would then be required because the loading will likely exceed the available strength that can be provided without an engineered base. The design represents an acceptable compromise between installation costs and maintenance costs.

The actual overlay could be placed in 1 week or less, with setup activities possibly taking 2 weeks. The anticipated installation sequence is summarized below.

1. Install silt fence along both sides of road at top of ditch.
2. Sweep road.
3. Excavate observed weak or cracked areas, fill with base material, and compact.
4. Lay down reinforcement mesh (if required by design).
5. Apply tack coat.
6. Apply and compact asphalt-concrete (AC) overlay, one lane at a time (one 10-foot lane would remain open to one-way traffic with traffic control). The overlay will extend to existing paved limits of the road (including paved shoulders, where they exist).
7. Apply shoulder backing, consisting of compacted aggregate base, possibly with the addition of a chip seal to bind the aggregate to the slope. Shoulder backing material will not be allowed to extend beyond the limit established by the silt fence. In some areas, no shoulder backing can be applied because of the proximity of roadside features such as utility poles or drainage culverts to the existing edge of pavement.
8. Apply striping.

The Alameda County (County) Public Works Agency (ACPWA) has requested that Zone 7 widen the roadway to meet current County standards. The current lanes are approximately 10 feet wide and the shoulder varies from 0 (no shoulder) to 4 feet in width. To comply with County standards, Dyer Road itself would be widened to provide, where feasible, for 12-foot lanes and 2 to 4-foot shoulders on each side. The overall width (road and shoulder) could be up to 28 feet. The County has indicated that the existing centerline need not be preserved; however, the road must stay within existing rights-of-way while allowing room for the needed drainage ditches.

To avoid some of the biological resources along Dyer Road, Zone 7 proposes to widen the road to the west from the entrance of the future AWTP to just south of the two perennial ponds immediately east of Dyer Road (see Drawing WC-229 PP-1; Station 42+80). From this point to approximately Station 85+00, Dyer Road would be widened to the east. A 500-foot-long section of Dyer Road

immediately north of the railroad tracks would not be widened, both to avoid biological resources on each side of the road and because the railroad trestle restricts road width in this area. Discussions with the County regarding this section will be necessary once the design of the road sections is developed.

The amount of time for construction, following all the steps listed below, could be as long as 3 months. The anticipated installation sequence is summarized below.

1. Demolish existing pavement and overexcavate by approximately 1 foot.
2. Replace drainage culverts as needed and install new culvert headwalls as required by new road width.
3. Import 1 foot of aggregate base and compact.
4. Import approximately 2 inches of AC pavement.
5. Install shoulder backing.
6. Restore ditches and grade for drainage.
7. Install striping.

Additional Project Details

Although staging areas were described as necessary in the EIR, the locations of the staging areas had not been determined. The locations, sizes, and configurations of the proposed staging areas are now known, and are illustrated in drawings WC-229 C-9 and WC-229 C-10 (Black & Veatch and CH2M Hill 2005a) Note, however, that Staging Areas 4 and 5 have been relocated to immediately south of the location depicted in Drawing WC-229 C-9 (i.e., between I-580 and Altamont Pass Road/Northfront Road).

Table 2-1. Characteristics of Revised Altamont Pipeline Alignment

Reach	Major Roadways and other Rights-of-way	Construction Categories	Segment Length (linear feet)	Running Length (linear feet)	Estimated Construction Duration ^a (working days)	Estimated Duration of Road Closure (calendar days)	
						Local Traffic ^b	Non-Local Traffic ^c
Dyer Road	Dyer Road to UPRR	Overland - Standard	9,500	9,500	40	0	0
Dyer Road	Dyer Road to UPRR	2 lane Rural – Standard	1,300	10,800	5	0	0
Altamont Creek Crossing	UPRR, Altamont Creek	Microtunnel/Jack & Bore	300	11,100	20	0	0
West of Altamont Pass Road	Adjacent to Altamont Pass Road, crosses UPRR, Alameda County Transportation Corridor and DWR ROWs	Overland - Standard	2,000	13,100	8	0	0
Altamont Pass Road (South of Dyer to Carroll)	Altamont Pass Road	2 lane Rural – Difficult/Night Work	2,400	15,500	8	10	10
Altamont Pass Road (Carroll to Greenville)	Altamont Pass Road	2 lane Rural – Difficult/Night Work	9,000	24,500	30	42	42
Northfront (Greenville to Arroyo Las Positas)	Northfront Road	2-4 lane Urban - Standard	5,550	30,050	28	0	0
Arroyo Las Positas Crossing	Trib to Arroyo Las Positas	Microtunnel/Jack & Bore	200	30,250	20	0	0
Northfront (Crossing to Vasco)	Northfront Road	2-4 lane Urban - Standard	1,600	31,850	13	0	0
Vasco Road Crossing	Trib to Arroyo Las Positas	2-4 lane Urban - Difficult	200	32,050	2	0	0
Northfront (Vasco to Sunflower)	Northfront Road	2-4 lane Urban - Standard	1,850	33,900	9	0	0
Sunflower	Sunflower Court	2-4 lane Urban - Moderate	2,700	36,600	17	0	0
Bluebell	Bluebell Drive	2-4 lane Urban - Moderate	1,400	38,000	9	0	0
Larkspur/Lassen	Larkspur Drive, Lassen Road	2-4 lane Urban - Moderate	1,200	39,200	8	0	0
North 580	Adjacent to Caltrans ROW	Overland - Standard	1,650	40,850	7	0	0

Reach	Major Roadways and other Rights-of-way	Construction Categories	Segment Length (linear feet)	Running Length (linear feet)	Estimated Construction Duration ^a (working days)	Estimated Duration of Road Closure (calendar days)	
						Local Traffic ^b	Non-Local Traffic ^c
Arroyo Seco Crossing	Crosses Caltrans ROW (I-580)	Microtunnel/Jack and Bore	350	41,200	80	0	0
South 580	Between 580 and Las Positas Road	Overland - Standard	1,100	42,300	5	0	0
Las Positas Road	Las Positas Road	2-4 lane Urban - Difficult	5,750	48,050	48	0	0
South of Las Positas Road	Overland	Overland - Standard	1,400	49,450	6	0	0
North Livermore Crossing	North Livermore Road	Microtunnel/Jack and Bore	150	49,600	20	0	0
South of Las Positas Court	Overland	Overland - Difficult	2,000	51,600	17	0	0
Paseo Laguna Seco	Paseo Laguna Seco	2-4 lane Urban - Moderate	1,700	53,300	11	0	0
Portola	Portola Ave.	Overland - Standard	550	53,850	2	0	0
Portola Ave. Crossing	Portola Ave.	Microtunnel/Jack and Bore	150	54,000	20	0	0
Airway	Airway Blvd	2-4 lane Urban - Moderate	6,050	60,050	38	0	0
Airway - End	North of Airway Blvd.	Overland - Standard	600	60,650	3	0	0
Totals			60,650		N/A	52	52

Notes:

a. Construction duration refers to actual excavation and installation of pipeline, assuming a normal working schedule. These durations may be shortened through use of multiple crews, multiple shifts, and nighttime construction. Staging, preparation, cleanup, and road resurfacing not included in duration estimates.

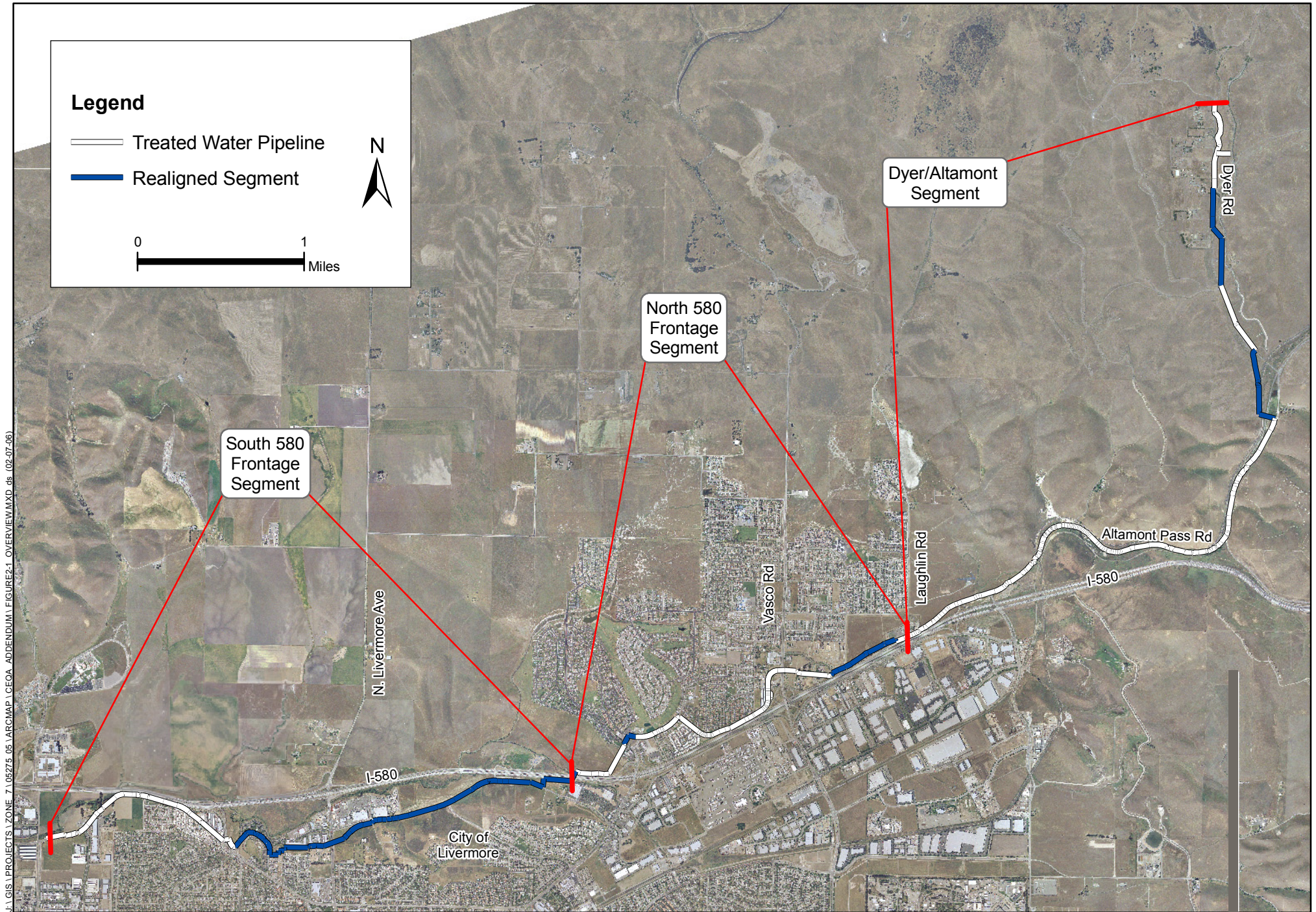
b. Local traffic = Dyer Road residents and businesses, windmill operators, DWR, emergency services, U.S. Postal Service, FedEx and other delivery services

c. Non-local traffic = Waste management transfer trucks to the Altamont Landfill, Livermore-Dublin Disposal residential garbage trucks, day users of landfill, non-residents who use Dyer, Carroll, and Altamont Pass Roads, I-580 commuters using Carroll Road and Altamont Pass Road as relief roads to I-580, and clients/customers of businesses located on Dyer Road and Altamont Pass Road

Rates of Progress by Method		
Construction Method	Rate (Feet/day)	Length (feet)
Overland - Standard	240	16,800
Overland - Difficult	100	2,000
2 lane Rural – Standard	240	1,300
2 lane Rural – Difficult	100	0
2 lane Rural – Difficult with Night work	300	11,400
2-4 lane Urban - Standard	200	5,550
2-4 lane Urban - Moderate	160	13,050
2-4 lane Urban - Difficult	120	5,750
Microtunnel/Jack and Bore	N/A	1,150

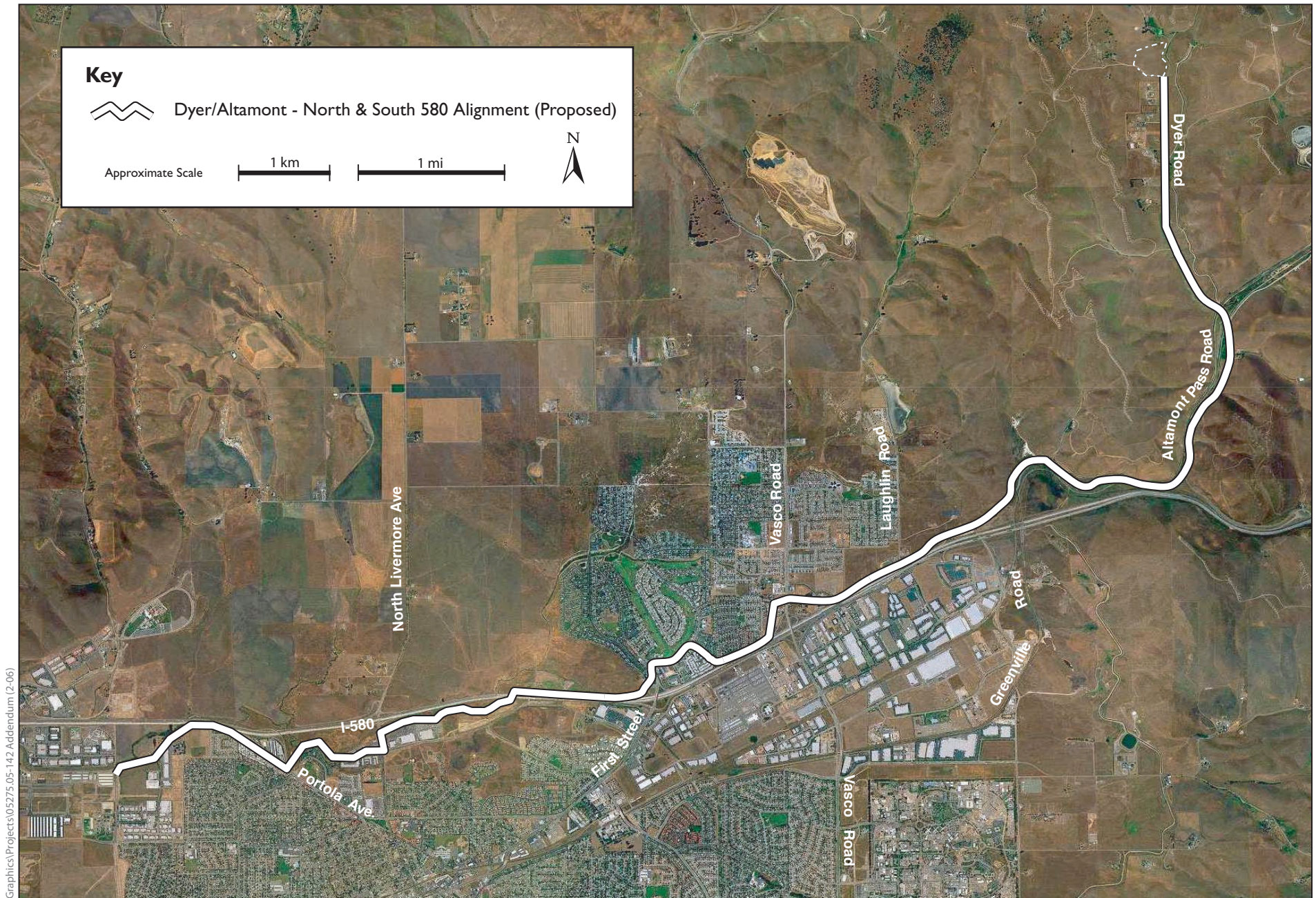
Table 2-2. Proposed Water Feature Crossings

Approx. Station	Location	Feature	Proposed Crossing Technique
42+00	Dyer Road	Ephemeral Drainage	Open-cut under/over existing culvert
53+40	Dyer Road—East Side	Ephemeral Drainage	Open-cut, dry season
59+50	Dyer Road—East Side	Seasonal Wetland	Open-cut, dry season
68+60 to 70+20	Dyer Road—East Side	Seasonal Wetland	Open-cut, dry season
79+00 to 83+00	Dyer Road – East Side	Seasonal Wetland/ Ephemeral Drainage	Open-cut dry season
Approx. 200 feet in length (Stationing TBD)	Dyer Road—West Side	Alkali Wetland	Open-cut dry season
107+80 to 111+20	North of Altamont Pass Road	Altamont Creek	Micro-tunnel
116+40	Altamont Pass Road	Ephemeral Drainage	Open-cut dry season
124+20	Altamont Pass Road	Ephemeral Drainage	Open-cut dry season
143+40	Altamont Pass Road	Storm Drain	Open-cut under/over existing culvert
152+20	Altamont Pass Road	Storm Drain	Open-cut under/over existing culvert
162+00	Altamont Pass Road	Altamont Creek	Open-cut under/over existing culvert
188+75	Altamont Pass Road	Storm Drain	Open-cut under/over existing culvert
193+10	Altamont Pass Road	Storm Drain	Open-cut under/over existing culvert
231+50	Altamont Pass Road	Altamont Creek	Open-cut under/over existing culvert or tunnel
300+80 to 302+50	Northfront Road	Arroyo Las Positas	Micro-tunnel
408+40 to 410+60	West of Lassen Road	Arroyo Seco	Micro-tunnel
422+80	North of Las Positas Road	Seasonal Wetland	Open-cut dry season
491+20	South of Las Positas Road	Ephemeral Drainage	Open-cut dry season



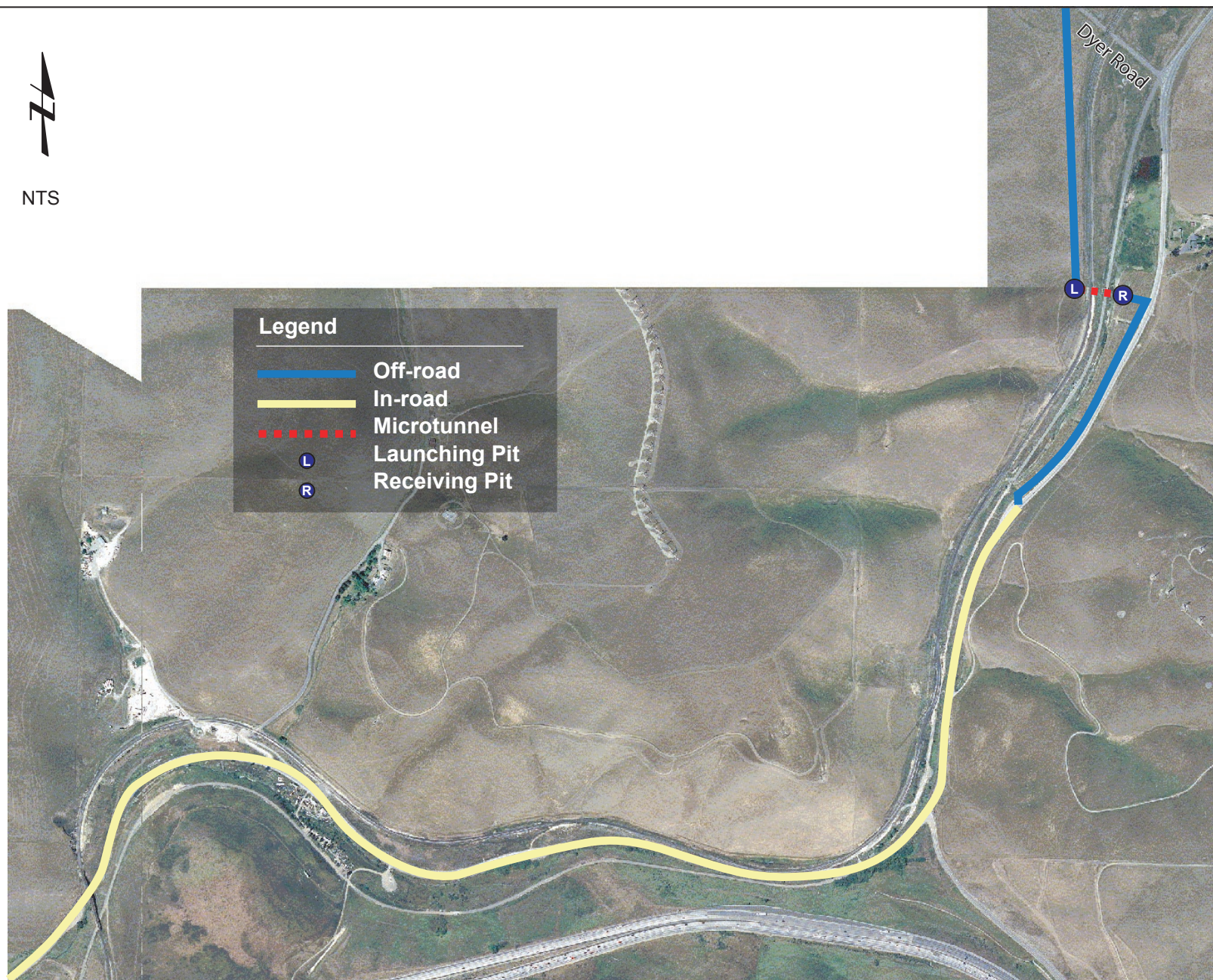
I:\GIS\PROJECTS\ZONE 7\05275 05 IARCMAP\CEQA\ADDENDUM\FIGURE2-1 OVERVIEW\MXD ds (02-07-08)

Figure 2-1
Revised Altamont Pipeline Project Alignment



Graphics\Projects\05275 05-142 Addendum (2-06)





Chapter 3

Environmental Checklist

Introduction

The purpose of this checklist (Table 3-1, Summary of Impacts) is to evaluate the categories in terms of any “changed condition” (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category; rather it means that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigations in prior environmental documents. The environmental categories might be answered with a “no” in the checklist since the component of the project does not introduce changes that would result in a modification to the conclusion of the prior environmental documents.

Explanation of Checklist Categories

This section describes the various categories in the checklist.

Where Impact Was Analyzed

This column provides a cross-reference to the pages of the prior environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in new significant impacts that have not already been considered and mitigated by the prior environmental review or a substantial increase in the severity of a previously-identified significant impact.

Any New Circumstances Involving New Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) which have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents, or that substantially increase the severity of a previously identified significant impact.

Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigations remain valid. If the new information shows that

- the project will have one or more significant effects not discussed in the prior environmental documents;
- significant effects previously examined will be substantially more severe than shown in the prior environmental documents;
- mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative,

In these cases, the question would then be answered “yes,” requiring the preparation of a subsequent or supplemental EIR. However, if the additional analysis completed as part of this Environmental Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, that identified environmental impacts are not found to be more severe, or additional mitigation is not necessary then the question would be answered “no” and no additional environmental documentation (supplemental or subsequent EIR) is required.

Mitigation Measures Implemented or Addressing Impacts.

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental documents provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Review concludes that the impact does not occur with this project and therefore no mitigation measures are needed.

Discussion and Mitigation Section

Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation measures that may be required or that have already been implemented.

Mitigation Measures

Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category.

Conclusions

A discussion of the conclusion relating to the analysis is contained in each section.

Table 3-1. Summary of Impacts

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
1. Aesthetics. Would the Project:					
a. Cause adverse impacts on a scenic vista or Scenic Highway, or any scenic resources along a State Scenic Highway;	DEIR, p. 3.1-1 through 3.1-13	No	No	No	No
b. Have substantial demonstrable negative aesthetic effects; and	FEIR, p. 3-3	No	No	No	Yes
c. Create adverse light or glare effects?		No	No	No	Yes

Aesthetics—Discussion:

New or Revised facilities– The proposed RCSs would represent a visual impact similar to the Emergency Outage Facility described in the 2005 EIR.

The Vasco Road RCS would be located along Northfront Road adjacent to commercial service uses and adjacent to I-580. The RCS would be approximately 20 feet wide, 15 feet long and 12 feet in height. As shown on Level 1 design drawing WC-229 PP24, the RCS site is adjacent to an apparent storage facility and across the street from a self-storage facility; neither of which are sensitive receptors. The RCS building may be visible from the I-580 westbound off-ramp and on-ramp at Vasco Road, but the ramp views are of the freeway and the business and commercial areas on the north and south side of I-580. The view from westbound I-580 itself may be obscured by landscaping along the Caltrans right of way. Because the structure would not obstruct any scenic view from Northfront Ave or from I-580, the placement of a 300 SF, 12-foot high building at this location would not result in a significant aesthetic impact. Any specific landscaping or architectural treatments required by the City of Livermore will be identified during permit review and approval.

The Airport RCS would be located along East Airway Blvd. adjacent to business and commercial uses, Isabel Avenue, and Arroyo Las Positas. The intersection of Isabel and Airway will be the location of a new Isabel Parkway interchange. The RCS would be approximately 20 feet wide, 15 feet long and 12 feet in height. The business and commercial users are not sensitive receptors. The RCS building would be visible from East Airway and might be visible from westbound Isabel Ave, but would not be visible from I-580. The RCS site is owned by Bay Area Rapid Transit (BART) and is intended to be the location of a future BART station. A future biking trail is recommended in the Livermore General Plan along Airway Blvd. The RCS would have a minor effect on the current view of the edge of Arroyo Las Positas, however, since the structure is only 300 square feet and 12 feet high, and the creek is incised and below-grade, the aesthetic intrusion is limited. Further, given the existing and planned development in this location, the RCS would not obstruct any scenic view and would

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
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not result in a significant aesthetic impact. Any specific landscaping or architectural treatments required by the City of Livermore will be identified during permit review and approval.

Mitigation Measures AES-4-MM1 and AES-5-MM1 would apply to the RCS.

The access road near the intersection of Dyer Road and Altamont Pass Road is needed to accommodate the realignment of the pipeline. The access road would be a four-season roadway approximately 10 feet wide with an aggregate base. The roadway would be similar in character to driveways and other unpaved roadways along Dyer Road and would not produce either light or glare.

Realignments of the Pipeline Route—Because the pipeline will be below grade and not visible, realignments of the pipeline route would not result in significant permanent aesthetic changes. New aesthetics effects associated with additional off-road construction along Dyer Road and Altamont Road would be more than offset by the elimination of construction along the Las Positas Bike Path.

Alternative Construction Methods—The scale and duration of the alternative construction methods are similar to those disclosed in the 2005 EIR.

Additional Project Details—The aesthetic impacts of the proposed staging areas would be temporary and consistent with those disclosed in the 2005 EIR

Aesthetics—Mitigation Measures:

AES-4-MM1: Building Design

AES-4-MM2: Emergency Outage Facility Screening.

AES-5-MM1: Glare-reducing project design.

Aesthetics—Conclusion: Given the setting, adjacent uses, requirements of the City's Livermore Planning and Zoning Code (LPZC), and the limited character of the two RCSs, their proposed location would not result in significant aesthetic impacts. Specific site requirements would be resolved during site plan approval. Although public works projects are exempt from the city's I-580 Scenic Corridor Development Requirements, as demonstrated above, the RCSs would not have a significant effect on I-580 Corridor views. Given the low sensitivity location and the limited structure, the Vasco Road RCS antenna should not be a significant impact on views from I-580 toward the Altamont Hills. Given the low sensitivity location and the limited extent of the antenna, the Airport RCS antenna should not be a significant impact on views from I-580 toward the south Livermore Hills. The proposed access road would not have a demonstrable negative aesthetic effect and would not create light or glare effects.

2. Agriculture. Would the project:

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a nonagricultural use;		No	No	No	No
b. Conflict with existing agricultural uses or a Williamson Act contract; or		No	No	No	No
c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use.		No	No	No	No

Agriculture—Discussion:

New or Revised facilities – The facilities would not be located on lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or lands under existing Williamson Act Contracts. The RCS would be located in relatively developed areas within the City of Livermore. The proposed access road would not result in a conversion of farmland to nonagricultural use.

Realignments of the Pipeline Route – Realignments of the pipeline route would not be located on lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or lands under existing Williamson Act Contracts. The pipeline would be underground and would not result in the conversion of farmland to non-agricultural use. As noted in the 2005 EIR, construction would result in temporary impacts to grazing land. The temporary construction impacts associated with the realignments would be similar in character to those disclosed in the 2005 EIR. Although there would be additional off-road construction proposed northwest of the intersection of the Dyer Road and Altamont Pass Road, it would be offset by the reduction in the amount of off-road work between Lassen Road and I-580.

Alternative Construction Methods: The alternative construction methods proposed apply primarily to segments of the project that are within the existing roadway rights-of-way and would have no impact on agricultural resources

Additional Project Details: The staging areas would not be located on lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or lands under existing Williamson Act Contracts. The temporary impacts associated with the staging areas would be similar in character to those disclosed in the 2005 EIR and would not result in conversion of farmland to nonagricultural use.

Agriculture—Mitigation Measures: None

Agriculture—Conclusion: The proposed changes would not be located on lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or lands under existing Williamson Act Contracts. Temporary construction-related impacts would be similar in character to those disclosed in the 2005 EIR. No

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
new significant potential impacts would result.					
3. Air Quality. Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality management plan;	DEIR, p. 3.3-1 to 3.3-14 and p.4-20, 4-27	No	No	No	No
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;	FEIR, p. 3-4	No	No	No	Yes
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);		No	No	No	Yes
d. Expose sensitive receptors to substantial pollutant concentrations; or		No	No	No	No
e. Create objectionable odors affecting a substantial number of people.		No	No	No	No
f. Generate a net operational increase in pollutant emissions of 80 pounds per day or 15 tons per year of ROG, NO _x , or PM ₁₀ .		No	No	No	No

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
g. Generate a net operational increase in CO emissions exceeding 550 ppd, reduction of roadway level of service (LOS) of intersections operating at LOS E or F, reduction of intersection LOS to E or F, or increase in traffic volumes on nearby roadways by 10% or more, and violation of state CO concentration standards as determined by the modeling of CO emissions. (For this analysis, the level of significance of CO emissions from mobile sources is determined by modeling the ambient CO concentration under project conditions and comparing the resultant 1- and 8-hour concentrations to the respective state CO standards of 20 and 9 ppm.)	No	No	No	No	No

Air Quality: Discussion:

New or Revised facilities – Operation of the RCS would not generate air pollutants. Construction of the RCS would be similar to that of the Emergency Outage Facility described in the 2005 EIR. Mitigation Measures AIR-1-MM1 and CU-1-MM1 would apply to construction of the RCS. The placement of aggregate for the access road will produce a temporary and localized source of particulate; however, in the long-term the presence of the aggregate will reduce particulate emissions associated with periodic vehicle traffic on the access road.

Realignments of the Pipeline Route – Realignments of the pipeline would not generate permanent sources of air pollutants. Because the total length of the realignment is less than 1% longer than the alignment analyzed in the 2005 EIR, construction-related emissions would be similar.

Alternative Construction Methods – The use of open-cut trenching rather than microtunneling to install portions of the pipeline along Altamont Pass Road, at Vasco Road, and at drainage crossings would not change the nature of the air emissions associated with construction equipment. Because road closures could be reduced relative to those indicated in the 2005 EIR, vehicle exhaust emissions could be reduced. Mitigation Measures AIR-1-MM1 and CU-1-MM1 would apply to the alternative construction methods.

Additional Project Details – Details concerning the locations of the staging areas do not alter the nature of air emissions associated with their use. Because microtunneling will not be used as frequently as disclosed in the 2005 EIR, fewer staging areas will be required.

Air Quality—Mitigation Measures:

AIR-1-MM1 – compliance with BAAQMD Feasible Control Measures for Construction Emissions.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
CU-1-MM1 – Coordinate construction activities along selected alignments to identify overlapping pipeline routes, project areas, and construction schedules.					
Air Quality—Conclusion: The proposed changes would not create new permanent sources of air pollutants or emissions. Temporary construction-related impacts would be similar in character to those disclosed in the 2005 EIR, and mitigation from the 2005 EIR would reduce potential impacts to less than significant levels. No new significant potential impacts would result.					
4. Biological Resources. Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by DFG or USFWS;	DEIR, p. 3.4-1 through 3.4-53	No	No	No	Yes
b. Have a substantial adverse effect on federally protected wetlands, as defined by CWA Section 404 (including, but not limited to, marsh, vernal pool, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means;	FEIR, p. 3-4 to 3-6	No	No	No	Yes
c. 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;		No	No	No	No
d. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;		No	No	No	Yes
e. Conflict with the provisions of an adopted habitat conservation plan (HCP), natural communities conservation plan, or other approved local, regional, or state HCP.		No	No	No	Yes

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
f. Result in documented resource scarcity and sensitivity, both locally and regionally;		No	No	No	No
g. Result in decreased local and regional distribution of common and sensitive biological resources;		No	No	No	No
h. Result in long-term degradation of a sensitive plant community because of substantial alteration of land forms or site conditions (e.g., alteration of wetland hydrology);		No	No	No	Yes
i. Result in substantial loss of a plant community and associated wildlife habitat;		No	No	No	Yes
j. Result in fragmentation or isolation of wildlife habitats, especially riparian and wetland communities;		No	No	No	No
k. Result in substantial disturbance of wildlife because of human activities;		No	No	No	Yes
l. Result in avoidance by fish of biologically important habitat for substantial periods, which may increase mortality or reduce reproductive success;		No	No	No	No
m. Result in disruption of natural wildlife movement corridors;		No	No	No	No

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
o. Result in substantial reduction in local population size, attributable to direct mortality or habitat loss, lowered reproductive success, or habitat fragmentation of: species qualifying as rare and endangered under CEQA, species that are state- or federally-listed as threatened or endangered, or portions of local populations that are candidates for state or federal listing and federal and state species of concern		No	No	No	No
p. Result in substantial reduction or elimination of species diversity or abundance. conservation plan?		No	No	No	No

Biological Resources—Discussion:

New or Revised facilities –The RCSs are proposed to be located in developed areas near the Northfront Road/Vasco Road and East Airway Blvd./Kitty Hawk Road intersections. These areas have been surveyed and determined not to support special status species habitat, wetlands, or wildlife corridors. Mitigation Measures BIO2-MM1, BIO6-MM1 would apply to construction of the RCSs.

A new access road may be needed near the intersection of Dyer Road and Altamont Pass Road to accommodate the realignment of the pipeline. If necessary, the access road would be a four-season roadway approximately 10 feet wide with an aggregate base. To minimize impacts to the alkali wetland, the access road would be constructed at the foot of the UPRR grade at the edge of the wetland. The approximate length of the access road may be 1,600 feet. Zone 7 continues to assess the need for a permanent roadway. If a permanent roadway is required and affects wetlands, then Zone 7 would either purchase wetland mitigation credits or create equivalent wetlands such that no net loss of wetlands would result; compensation would include consideration of effects to California tiger salamander and vernal pool fairy shrimp/vernal pool tadpole shrimp. Mitigation Measure BIO4-MM1 has been added to clarify the overall requirements, as well as minor modifications to Mitigation Measures BIO8-MM3 and BIO-9-MM4. See Revised MMRP for language.

Realignments of the Pipeline Route – The nature of the proposed realignments is described in Table 3-2.

The proposed realignments would increase the total acreages of grasslands impacts. Accordingly, greater acreages of suitable upland habitat for CTS, CRLF, and SJKF would be disturbed. These grasslands also provide suitable habitat for the California horned lizard, San Joaquin whipsnake, and burrowing owls. Impacts

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
to these upland habitats, though affecting a greater area than anticipated in the 2005 EIR, would be of the same severity and duration as disclosed in the 2005 EIR. Mitigation measures BIO2-MM1, BIO9-MM1, BIO9-MM2, BIO9-MM3, BIO9-MM4, BIO10-MM1, BIO12-MM1, BIO13-MM1, BIO14-MM1, BIO15-MM1, BIO15-MM2, BIO15-MM3 would apply to the proposed realignments.					
The proposed realignments traverse water features including wetlands. Potential impacts to aquatic habitats and wetlands are discussed below.					
Alternative Construction Methods —The 2005 EIR assumed that “direct” impacts to waters would be avoided by realigning the pipeline or tunneling under such features, but did acknowledge that indirect impacts could occur as a result of erosion or frac-out. Further engineering evaluations have revealed that the use of tunneling under many of the water features is either not feasible or presents a risk of frac-out. As a result, Zone 7 now proposes to open trench a number of water features during the dry season. Open-cut trenching of these water features will temporarily impact wetlands. Additionally, the relocation of roadside ditches along Dyer Road and the construction of the access road across near the intersection of Dyer Road and Altamont Road will result in wetland impacts. These water features may provide suitable habitat for CTS, CRLF, vernal pool fairy shrimp (VPFS), vernal pool tadpole shrimp (VPTS), vernal pool longhorn shrimp (VPLS), and Congdon’s spikeweed. These impacts are described in Table 3-3.					
Mitigation measures BIO2-MM1, BIO6-MM1, BIO6-MM2, BIO6-MM3, BIO6-MM4, BIO7-MM1, BIO8-MM2, BIO8-MM3, BIO9-MM3, BIO10-MM1, and BIO11-MM1 would apply to the alternative construction methods.					
Additional Project Details – Staging areas have been located outside of drainages and have been surveyed for sensitive biological resources. Mitigation measures BIO2-MM1, BIO9-MM1, BIO9-MM2, BIO9-MM3, BIO9-MM4, BIO10-MM1, BIO12-MM1, BIO13-MM1, BIO14-MM1, BIO15-MM1, BIO15-MM2, BIO15-MM3 would apply to the staging areas.					
Biological Resources—Mitigation Measures:					
BIO2-MM1 – Avoid or minimize the dispersal of noxious seeds into uninfested areas.					
BIO3-MM1 – Enhance, re-create, or restore riparian forest to compensate for the loss of riparian forest habitat.					
BIO5-MM1 – Redesign project or compensate for removal of protected trees.					
BIO6-MM1 – Establish Exclusion Zones.					
BIO6-MM2 – Salvage and Replace Topsoil.					
BIO6-MM3 – Monitor the Congdon’s Spikeweed Population					
BIO6-MM4 – Perform on-site restoration.					
BIO7-MM1 – Avoid or minimize impacts on special-status plant species populations by redesigning the project, protecting populations, and developing a transplantation plan if necessary.					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
BIO8-MM1 – Avoid indirect impacts on VPFS and VPTS.					
BIO8-MM2 – Conduct surveys for VPFS and VPTS.					
BIO8-MM3 – Compensate for the impacts on VPFS and VPTS.					
BIO9-MM1 – Restrict all construction activities (including grading) within California tiger salamander upland habitat to the dry season (May 1 to October 15).					
BIO9-MM2 – Minimize ground disturbing activities in California tiger salamander upland habitat and install protective fencing along the perimeter of the construction work area.					
BIO9-MM3 – Preconstruction survey, construction monitoring for, and removal of California tiger salamander.					
BIO9-MM4 – Compensate for the removal and disturbance of California tiger salamander upland habitat.					
BIO10-MM1 – Preconstruction survey, construction monitoring for and removal of California red-legged frog.					
BIO11-MM1 – Preconstruction survey, construction monitoring for, and removal of northwestern pond turtles.					
BIO12-MM1 – Monitor for California horned lizard and San Joaquin whipsnake in construction area.					
BIO13-MM1 – Preconstruction survey for Burrowing Owl burrows. Implement DFG Guidelines for mitigation if necessary.					
BIO14-MM1 – Avoid disturbance of tree-, shrub-, and ground-nesting migratory birds and raptors.					
BIO15-MM1 – Minimize and avoid temporary construction disturbances to San Joaquin kit fox.					
BIO15-MM2 – Avoid San Joaquin kit fox dens by conducting preconstruction den searches and implementing protection measures if necessary.					
BIO15-MM3 – Avoid San Joaquin kit fox dens by establishing and observing exclusion zones.					
CU-1-MM1 – Coordinate construction activities along selected alignments to identify overlapping pipeline routes, project areas, and construction schedules.					
Biological Resources—Conclusion: The anticipated impacts associated with the proposed project changes differ from those presented in the 2005 EIR in three principal ways.					
The proposed realignments increase the amount of upland impacts but eliminate the potential impacts to Arroyo Las Positas.					
The open-cut construction methods proposed for some water features increase the direct impacts to water features, but eliminates the potential indirect impacts to those features associated with frac-out.					
Widening of Dyer Road and the construction of the access road that which results from the realignment near the intersection of Dyer Road and Altamont Pass Road will result in impacts to aquatic habitats.					
The upland impacts associated with realignments are of a nature similar to those disclosed for other off-road portions of the project that were analyzed in the					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
2005 EIR. See Table 3-3. The proposed mitigation measures would reduce the impacts to less than significant levels.					
The use of open-cut construction methods for crossing water features would be limited to the dry season. The direct impacts associated with the open-cut method are more predictable and controllable than the potential indirect impacts associated with tunneling. Aquatic habitat that would be disturbed by this open-cut trenching would be restored to its preconstruction contours. Because disturbed areas would be restored, this type of impact would be temporary and less than significant.					
Portions of the current roadside ditches would be filled during road-widening. Zone 7 has designed the road-widening to affect only one road-side ditch or the other at any given segment of road. On the upper (north) end of Dyer road, the road would be widened to the west, to avoid resources on the east side of the road. On the lower (south) end of Dyer Road, the road would be widened to the east, to reduce impacts near the Alkali Wetland. Portions of the existing roadside ditches may provide marginal habitat for sensitive species, but the ditches are not naturally occurring and are highly disturbed. When Dyer Road is widened, new roadside ditches would be constructed to serve both the engineering and biological functions of the existing ditches. Because the filled ditches would be reconstructed, this type of impact would be temporary and less than significant.					
Zone 7 continues to assess the need for a permanent access roadway. If a permanent roadway is required and affects wetlands, then Zone 7 would either purchase wetland mitigation credits or create equivalent wetlands such that no net loss of wetlands would result.					
5. Cultural Resources. Would the project result in:					
a. Demolition or material alteration in an adverse manner of those physical characteristics of a historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR;	DEIR, p. 3.5-1 to 3.5-22	No	No	No	No

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
b. Demolition or material alteration in an adverse manner of those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1 (k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or	FEIR, p.3-7 to 3-9	No	No	No	No
c. Demolition or material alteration in an adverse manner of those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA		No	No	No	Yes

Cultural Resources—Discussion:

New or Revised facilities – Cultural resources surveys have been completed for the areas proposed for new or revised facilities; to date no cultural resources have been found.

Realignments of the Pipeline Route – Cultural resources surveys have been completed for the areas proposed realignments; to date no cultural resources have been found.

Alternative Construction Methods – In light of the absence of known cultural resources in areas subject to changes, no impacts to cultural resources are anticipated.

Additional Project Details – Cultural resources surveys have been completed for the areas proposed staging areas; to date no cultural resources have been found.

Cultural Resources—Mitigation Measures:

CR-1-MM1 – Stop work if buried cultural deposits are encountered during construction activities.

CR-1-MM2 – Complete a Cultural Resources Treatment Plan for buried cultural deposits.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
CR-1-MM3 – Stop work if human remains are encountered during construction activities and contact the County Coroner immediately.					
Cultural Resources—Conclusion: To date, no cultural resources have been identified that would be impacted by the project. If potential resources are encountered, then the mitigation measures noted above would apply. No new significant potential impacts would result.					
6. Geology, Soils, Seismicity, and Minerals.					
Would the project:					
a. Cause exposure of people or structures to potential adverse effects, including the risk of loss, injury, or death, as a result of rupture of a known earthquake fault as delineated by the State Geologist on the most recent Alquist-Priolo fault zoning maps or based on other substantial evidence; strong seismic groundshaking or seismically induced ground failure, including liquefaction; or landslides;	DEIR, p. 3.6-1 to 3.6-16	No	No	No	Yes
b. cause substantial soil erosion or loss of topsoil;		No	No	No	Yes
c. result in structures or facilities that would be constructed on a geologic unit or soil that is unstable or that would become unstable as a result of construction;		No	No	No	No
d. result in constructed structures or facilities that would be at risk of damage because they were located on soils with high erosion potential;		No	No	No	No
e. result in structures or facilities that would be constructed on expansive or corrosive soils, creating major risks to life and/or risk of property damage;		No	No	No	No

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
f. result in the loss of availability of a known mineral resource that is of value to the region and/or the residents of the state; or		No	No	No	No
g. result in the loss of availability of a locally important mineral resource recovery site delineated in a general plan, specific, plan, or other land use plan.		No	No	No	No
Geology and Soils—Discussion:					
New or Revised facilities – None of the new or revised facilities would be located in the Greenville fault zone, an area of particular geologic concern, and none of the facilities would be regularly occupied. The increased length of off-road construction could introduce an opportunity for greater erosion; however, with implementation of environmental commitment EC-7 (pg. 2-17 of the DEIR), this potential impact would be less than significant.					
Realignments of the Pipeline Route – None of the realignments would be located in the Greenville fault zone, an area of particular geologic concern.					
Alternative Construction Methods — Open-cut construction techniques could introduce an opportunity for greater erosion, relative to microtunneling; however, potential impacts associated with frac-out are eliminated. With the implementation of environmental commitment EC-7 (pg. 2-17 of the DEIR), this potential impact would be less than significant. From Station 144+40 to 156+00, Zone 7 is proposing open-cut construction rather than microtunneling due to concerns about soil stability in the Greenville fault zone.					
Additional Project Details – None of the proposed staging areas would have structures or building associated with them.					
Geology and Soils—Mitigation Measures:					
GEO-4-MM1 – Design the pipeline to accommodate shear and flexure related to potential surface rupture on the Greenville Fault.					
Geology and Soils—Conclusion: None of the new or revised facilities or realignments would be located in the Greenville fault zone. Environmental Commitment EC-7 (pg. 2-17 of the DEIR) would reduce potential impacts associated with erosion to less than significant.					
7. Hazardous Materials. Would the project:					
a. create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;	DEIR, p. 3.7-1 to 3.7-13	No	No	No	No

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
b. create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;		No	No	No	Yes
c. emit hazardous emissions or involve handling hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school;		No	No	No	No
d. be located on a site that is listed as hazardous by the California Environmental Protection Agency and, as a result, would create a significant hazard to the public or the environment;		No	No	No	Yes
e. result in safety hazards near a public or public-use airport;		No	No	No	No
f. expose people or structures to risk of loss, injury, or death involving wildland fires;		No	No	No	Yes
g. impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.		No	No	No	No

Hazards and Hazardous Materials—Discussion:

New or Revised facilities – The new or revised facilities are not located near known sources of hazardous waste and would not routinely use hazardous materials or generate hazardous waste.

Realignments of the Pipeline Route – Realignments of the pipeline are not located near known sources of hazardous waste. The increased length of off-road construction could increase the risk of wildland fire. With the implementation of Environmental Commitment EC-6 (pg. 2-17 of the DEIR), this potential impact is less than significant.

Alternative Construction Methods—The alternative construction methods would eliminate the use of drilling fluids at many locations.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
Additional Project Details – The proposed staging areas are not located near known sources of hazardous waste.					
Hazardous Materials—Mitigation Measures:					
HM-3-MM1 – Perform a Phase I investigation for the project alignment.					
HM-3-MM2 – Prepare a health and safety plan on known hazardous materials sites.					
HM-4-MM1—Stop work and implement hazardous materials investigations/remediation.					
Hazardous Materials—Conclusion: The proposed changes would not be located near known sources of hazardous waste and would not routinely use hazardous materials or generate hazardous waste. With the implementation of Environmental Commitment EC-6 (pg. 2-17 of the DEIR), the potential impact associated with the risk of wildland fire is less than significant.					
8. Hydrology and Water Quality. Would the Project:					
a. violate any water quality standards or waste discharge requirements;	DEIR p. 3.8-1 to 3.8-24,	No	No	No	No
b. otherwise substantially degrade water quality;	FEIR, p. 3-9	No	No	No	No
c. substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level;		No	No	No	No
d. substantially alter the existing drainage pattern of the site or area, including changes that result in substantial erosion or siltation on or off site;		No	No	No	No
e. substantially alter the existing drainage pattern of the site or area, including changes that substantially increase the rate of surface runoff that causes flooding on or off site, creating or contributing to an existing local or regional flooding problem;		No	No	No	No

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
f. create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;		No	No	No	No
g. 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; or		No	No	No	No
h. place within a 100-year flood hazard area structures that would impede or redirect floodflows.		No	No	No	No

Hydrology and Water Quality—Discussion:

New or Revised facilities – The RCS would not result in routine discharges that could violate water quality standards or otherwise degrade water quality. They are not located within a 100-year flood hazard area and would not alter the existing drainage pattern. Periodic releases of water from the RCS associated with maintenance activities were addressed in the 2005 EIR and would result in less than significant impacts.

The new access road would be located in the alkali wetland. Drainage along the west side of Dyer Road would be maintained by placing a culvert where the access road crosses the roadside ditch. Potential impacts of the access road on the wetland are discussed above under Biological Resources.

Realignments of the Pipeline Route – Realignments of the pipeline would reduce potential impacts to surface waters. The wetland complex near the intersection of Dyer Road and Altamont Pass Road would be avoided, as would Arroyo Las Positas. As discussed previously, the Dyer Road/Altamont Pass Road intersection bypass would locate pipeline within the alkali wetland, but construction of the pipeline in this area would be completed during the dry season and result only in temporary impacts. Environmental commitments EC-2, EC-7, and EC-8 (pgs. 2-14, 2-17, and 2-18 of the DEIR) also would apply to this work. Given the temporary nature of these impacts and the environmental commitments provided in the 2005 EIR, the impacts of the realignments on hydrology and water quality are less than significant.

Alternative Construction Methods— At most drainage crossings, Zone 7 will trench either under or over any existing culvert and no impact to the drainage is anticipated. Where there is no culvert, the open-cut crossing will be completed during the dry season and drainage contours would be restored prior to the next wet season. Environmental commitments EC-2, EC-7, and EC-8 (pgs. 2-14, 2-17, and 2-18 of the DEIR) would also apply to this work. The open-cut crossing of such drainages will increase the direct impacts to these features but eliminate the potential indirect impacts associated with microtunneling. Environmental commitments EC-2, EC-7, and EC-8 would also apply to this work. Given the temporary nature of these impacts and the environmental commitments provided

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
in the 2005, EIR the impacts of the alternative construction methods on hydrology and water quality are less than significant.					
Additional Project Details – The proposed staging areas would not result in releases to surface water or otherwise degrade water quality and would not include the construction of structures.					
Hydrology and Water Quality—Mitigation Measures:					
HWQ-4-MM1 – Perform focused hydrology study and alter project design as needed (This mitigation measure is not required in light of the Dyer Road/Altamont Pass Road intersection bypass realignment).					
Hydrology and Water Quality—Conclusion: The proposed changes reduce the potential for indirect impacts associated with microtunneling techniques and construction adjacent to Arroyo Las Positas. Increases in the direct impacts to the alkali wetland are addressed above under biological resources. Direct impacts at ephemeral drainage crossings would be temporary in nature and less than significant.					
9. Noise. Would the project result in:					
a. expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies;	DEIR, p. 3.9-1 to 3.9-20,	No	No	No	Yes
b. expose persons to or generate excessive groundborne vibration or groundborne noise levels;	FEIR, p. 3-10 through 3-12	No	No	No	Yes
c. substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or		No	No	No	Yes
d. substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.		No	No	No	Yes
e. Nighttime construction-related noise resulting from the project would be considered significant if it were conducted during the hours identified below without approval of the relevant jurisdiction (City or County) and		No	No	No	Yes

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sensitive receptors would be exposed to noise that would exceed 60 dBA (for construction lasting less than 10 days), or 50 dBA (for construction lasting 10 days or more). For areas with nighttime noise levels already exceeding these standards, an impact would only be considered significant if construction-related noise associated with the proposed project generated a noticeable increase in nighttime noise levels (i.e., an increase in 3 dBA or greater). The hours to which this threshold would apply are: noise-generating construction activity within the City of Livermore Monday through Friday between the hours of 8:00 p.m. and 7:00 a.m., Saturday between the hours of 6 p.m. to 9 a.m., or on Sundays or City Holidays; or noise-generating construction activity within Alameda County, Monday through Friday between the hours of 7:00 p.m. and 7:00 a.m., or between 5:00 p.m. and 8:00 a.m. on Saturday and Sunday.					
f. Noise-generating construction activity conducted outside of the time limits specified above (i.e., daytime construction) would be considered significant if sensitive receptors would be exposed to noise greater than 85 dBA.	No	No	No	No	Yes
g. Operational noise would be considered significant if sensitive receptors would be exposed to noise greater than 60 dBA CNEL.	No	No	No	No	Yes
h. Ground vibration from pile driving would be	No	No	No	No	Yes

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considered significant if it is predicted to exceed 0.2 in/sec PPV at residences.					
Noise—Discussion:					
New or Revised facilities – Construction and operation of the new or revised facilities would not produce new types or levels of noise sources or expose new receptors. Mitigation measures NZ-1-MM1, NZ-1-MM2, NZ-1-MM3, NZ-1-MM5, NZ-2-MM1 would apply to new and revised facilities.					
Realignments of the Pipeline Route – Realignment of the pipeline route south of I-580 would produce greater noise impacts to residents along Paseo Laguna Seco. The 2005 EIR analyzed an alignment that passed immediately north of these residents and adjacent to Arroyo Las Positas. The realignment places construction in the roadway of Paseo Laguna Seco with residents on both sides of the alignment. Mitigation measures NZ-1-MM1, NZ-1-MM2, NZ-1-MM3, NZ-1-MM5, NZ-2-MM1 would apply to the realignment along Paseo Laguna Seco. However, as identified in the 2005 EIR, noise levels may nonetheless exceed 85 dBA. This impact remains significant and unavoidable.					
Alternative Construction Methods – Due to existing utilities, Zone 7 is considering crossing the intersection of Northfront Road and Vasco Road using an open-cut technique. To minimize traffic impacts, Zone 7 would limit construction at this crossing to nighttime hours. The 2005 EIR contemplated nighttime construction at this location and the nature of the noise impacts would be the same as disclosed in the EIR. Mitigation measures NZ-1-MM1, NZ-1-MM2, NZ-1-MM3, NZ-1-MM4, NZ-1-MM5, NZ-2-MM1 would apply to the open-cut construction at Vasco Road. The character of noise impacts associated with alternative construction methods at other locations is not substantially different than those disclosed in the 2005 EIR. For proposed work along Altamont Pass Road, there are no residences within the area where noise levels are anticipated to exceed the County's nighttime noise standard. Mitigation measures NZ-1-MM1, NZ-1-MM2, NZ-1-MM3, NZ-1-MM5, NZ-2-MM1 would apply to the open-cut construction at all locations.					
Additional Project Details – Zone 7 has proposed to locate a staging area between the end of Paseo Laguna Seco and Portola Ave. Mitigation measures NZ-1-MM1, NZ-1-MM2, NZ-1-MM3, NZ-1-MM5, would apply to activities at this staging area. However, as identified in the 2005 EIR, noise levels may nonetheless exceed 85 dBA. This impact remains significant and unavoidable.					
Noise—Mitigation Measures:					
NZ-1-MM1 – Limit hours of construction to avoid noise conflicts in local jurisdictions.					
NZ-1-MM2 – Locate stationary equipment as far from noise receivers as practicable.					
NZ-1-MM3 – Use sound control devices on combustion-powered equipment.					
NZ-1-MM4 – Implement temporary residential relocations.					
NZ-1-MM5 – Disseminate essential information to residences and implement a complaint response program.					

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NZ-2-MM1 – Implement a vibration monitoring, avoidance, and damage repair program.					
NZ-4-MM1 – Acoustically design and insulate pump enclosures.					
Noise—Conclusion: The nature of noise impacts has not changed from that disclosed in the 2005 EIR. For residents along Paseo Laguna Seco, noise impacts may be greater as a result of the realignment of the pipeline and the placement of a staging area near the end of that street. Proposed mitigation will apply to these changes, but exposure of noise sensitive land use to construction noise would remain a significant and unavoidable impact, as disclosed in the 2005 EIR.					
10. Population and Housing. Would the Project:					
a. displace a substantial number of existing housing units	DEIR, p. 3.10-1 to 3.10-11	No	No	No	No
b. displace a substantial number of people		No	No	No	No
c. induce substantial population growth in an area	FEIR, p. 3-12 to 3.13	No	No	No	No
Population and Housing—Discussion:					
New or Revised facilities – The new or revised facilities would not affect population or housing.					
Realignments of the Pipeline Route – The realignments of the pipeline route would not affect population or housing.					
Alternative Construction Methods —The alternative construction methods would not affect population or housing.					
Additional Project Details – The additional project details would not affect population or housing.					
Population and Housing—Mitigation Measures: None					
Population and Housing—Conclusion: The proposed changes would not affect population or housing.					
11. Public Services and Utilities. Would the project:					

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a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the 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 fire protection, police protection, schools, parks, or other public facilities.	DEIR, p. 3.11-1 to 3.11-11 FEIR, p. 3-13 to 3-15	No	No	No	No
b. Result in a significant disruption of utility services.		No	No	No	Yes
c. Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.		No	No	No	No
d. Fail to comply with federal, state, and local statutes and regulation related to solid waste.		No	No	No	No
e. Have insufficient water supplies available to serve the project from existing entitlements and resources.		No	No	No	No
f. Significantly impair or alter services provided by police, fire, or emergency departments.		No	No	No	Yes

Public Services and Utilities—Discussion:

New or Revised facilities – The new or revised facilities would not affect public services or utilities.

Realignments of the Pipeline Route – The eastern realignment near the substation would avoid potential impacts near the substation. The additional off-road construction along Northfront road would avoid potential impacts associated with existing utilities. The realignment from south of I-580 would avoid potential impacts to the wastewater pipeline that lies along the Las Positas Bike Path and to utilities at the intersection of Las Positas Road and North Livermore Ave. Zone 7's investigation of utility line locations will allow contractors to avoid impacts to existing utilities along the realignments.

Alternative Construction Methods—The alternative construction methods would not change the nature of potential impacts to public services or utilities.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
Additional Project Details – The staging areas would not affect public services or utilities.					
Public Services and Utilities—Mitigation Measures:					
PSU-1-MM1 – Conduct an investigation of utility line locations and maintain utility services.					
Public Services and Utilities—Conclusion: Zone 7's proposed realignments would reduce the potential for impacts to public services or utilities. No new significant potential impacts would result.					
12. Traffic and Circulation. Would the project:					
a. cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system;	DEIR, p. 3.12-1 to 3.12-18	No	No	No	Yes
b. cause a substantial deterioration of the roadway surface due to construction activities;	FEIR, p. 3-15 to 3.27	No	No	No	Yes
c. substantially increase the traffic delay experienced by drivers;		No	No	No	Yes
d. substantially alter present patterns of circulation or movement; or		No	No	No	Yes
e. cause traffic hazards to pedestrians or operators of motor vehicles or bicycles.		No	No	No	Yes

Traffic and Circulation—Discussion:

New or Revised facilities – The new or revised facilities would be located along the pipeline corridor, and their construction would not result in new traffic impacts. The facilities would not be occupied and would be accessed infrequently; therefore, operational impacts remain less than significant.

Realignments of the Pipeline Route – Installation of the pipeline in Dyer Road would occur over a relatively short distance (380 feet) and could be completed in over the course of a few days. This realignment was considered in the Traffic and Circulation section of the 2005 EIR (pg. 3.12-14). Environmental commitments EC-10 (pgs. 2-19 of the DEIR) would apply to this realignment.

The Dyer Road/Altamont Pass Road bypass realignment would reduce potential traffic impacts at the Dyer Road/Altamont Pass Road intersection.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
The Springtown Blvd. Realignment would reduce traffic impacts at Springtown Blvd. by avoiding the intersection of Bluebell Drive/Springtown Road intersection. Two-way traffic would be maintained. This change would not result in a new significant impact.					
Alignment of the pipeline south of I-580 includes approximately 5,700 feet of construction along Las Positas Road (Station 423+00 to 480+00) and approximately 1,500 feet along Paseo Laguna Seco (Station 517+60 to 532+60) that was not included in the 2005 EIR. Las Positas Road has two lanes (total width approximately 50 feet) from Station 423+00 to Station 439+00 (Las Colinas Road), and four lanes, two in each direction separated by a solid median (total width approximately 80 feet), from Las Colinas Road to Hilliker Place. Open-cut trenching would be used along Las Colinas Road and would be conducted during daylight hours. Two-way traffic would be maintained with traffic controls. Work along Las Positas Road can be completed in approximately 8 weeks. Paseo Laguna Seco has two lanes that terminate in a cul de sac. The roadway is approximately 32 feet wide. Open-cut trenching would be used and would be conducted during daylight hours. Directional (1-way) traffic would be maintained for local traffic only. Work along Paseo Laguna Seco can be completed in about 2 weeks. Environmental commitments EC-10 and EC-11 (pgs. 2-19, 2-20, and 2-21 of the DEIR) would apply to this realignment. Because 2-way traffic would be maintained on Las Positas Road and local traffic would be maintained on Paseo Laguna Seco, the traffic impacts associated with this change are less than significant. Alternative Construction Methods— As a result of the additional in-road construction along Altamont Pass Road, Zone 7 would manage traffic along this segment as follows. From Station 113+00 to 131+00, the pipeline would be installed in the shoulder of the road. This construction could be completed in about 9 days, and two-way traffic would be maintained during this period. From Station 131+00 to Carroll Road, the pipeline would be installed in the roadway. Zone 7 is proposing to close Altamont Pass Road between Station 131+00 to Carroll Road for the duration of construction in this area to all but emergency vehicles. There are no residences along this portion of the alignment. To reduce the impact on traffic, Zone 7 proposes to conduct work around the clock along this segment. If full closure and round-the-clock construction are allowed, work between Station 131+00 and Carroll Road could be completed in approximately 8 days. Traffic would be diverted to I-580 at Grant Line Road and Carroll Road. The 2005 EIR considered road closures of up to 41 days along this segment. From Carroll Road to Greenville Road, the pipeline would be installed in the roadway. Zone 7 is proposing to close Altamont Pass Road from Carroll Road to Greenville Road for the duration of construction in this area to all but emergency vehicles. During most of the construction, local traffic could be accommodated, but there are areas along the alignment where construction would not allow access to locals. There is one residence along this portion of the alignment. To reduce the impact on traffic, Zone 7 proposes to conduct work around the clock along this segment. If full closure and round-the-clock construction are allowed, work between Carroll Road to Greenville Road could be completed in approximately 42 days. Traffic would be detoured 3.6 miles, utilizing the North Flynn Road interchange from I-580 and Carroll Road. The 2005 EIR considered road closures of up to 15 days for local traffic and up to 54 days for non-local traffic along this segment. Environmental Commitments EC-10 and EC-11 (pgs. 2-19, 2-20, and 2-21 of the DEIR), as well as mitigation measures TRAFFIC-3-MM1 and TRAFFIC3-MM2 would apply to this change. The traffic impacts associated with alternative construction methods proposed along Altamont Pass Road are of the same					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
character as those analyzed in the 2005 EIR and would not result in new significant impacts.					
Zone 7 may open-cut trench across the Northfront Road/Vasco Road Intersection. Currently, the peak hour level of service is "F." It is anticipated that a reduction in the number of lanes at this intersection would require flag control for two-way traffic. To reduce potential traffic impacts, Zone 7 proposes to work 24 hour per day and expects to complete work at this intersection in approximately 3 days. Environmental Commitments EC-10 and EC-11 (pgs. 2-19, 2-20, and 2-21 of the DEIR) would apply to this change. The traffic impact associated with open-cut crossing of Vasco Road is considered less than significant because two-way traffic would be maintained. Areas where construction may impact traffic are illustrated on figures 3-1, 3-2, and 3-3.					
Additional Project Details – Environmental commitments EC-10 (pg. 2-19 of the DEIR) would apply to the staging areas. Staging Area #6, located west of Paseo Laguna Seco, would be accessed via Portola Ave. only. Given the temporary nature of these impacts and the environmental commitments provided in the 2005 EIR, the potential impacts of the staging areas on traffic are less than significant.					
Traffic and Circulation—Mitigation Measures:					
TRAFFIC-3-MM1 – Traffic Detour Plan.					
TRAFFIC3-MM2 – Notification of Detours and Provisions of Information Regarding Transportation Alternatives.					
Traffic and Circulation—Conclusions: While traffic impacts will occur in slightly different locations along portions of the pipeline alignment, overall disruption will be similar to that disclosed in the EIR. The road closures on Altamont Pass Road, while longer for local traffic (Dyer Road, windpower, etc.) will be substantially shorter for non-local traffic such that traffic effects due to the closure will likely be less than expected in the EIR. Detours will be available throughout the closure to provide access and emergency access will be provided along Altamont Pass Road itself.					

13. Land Use. Would the project:

a. physically divide an established community;	DEIR, p. 3-13-1 to 3.13-12	No	No	No	No
b. create substantial conflicts or incompatibility with existing and planned future land uses within or adjacent to the project study area;		No	No	No	No

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
c. conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including the Alameda County and City of Livermore General Plans and zoning ordinances); or		No	No	No	No
d. conflict with any applicable habitat conservation plan, natural community conservation plan, or other land conservation plan					

Land Use and Planning—Discussion:

New or Revised facilities – The Vasco Road RCS would be located between Vasco Road and an onramp to I-580 (See drawings WC-229 PP-24, Station 330+00, and WC-229 M-1. The Vasco Road RCS is on land designated as SC (Service Commercial) in the City of Livermore General Plan (City of Livermore 2003). The site is zoned CS (Commercial Service District). The adjacent parcels on the east and west side of Northfront Road are also designated and zoned the same as the RCS site. The designation and zoning allow for a range of commercial service uses including automotive sales, entertainment, consumer services, equipment sales, repair services and other uses. Utility uses are not specifically described as a permitted use, except potentially under Livermore Planning and Zoning Code (LPZC) Chapter 2-31-020 (N): "similar uses and any other retail business or service establishment determined by the zoning administrator to be of the same general character as the above uses." It is possible that the zoning administrator may determine that the RCS is a "similar use". If not, LPZC Chapter 2-31-030 (J) identifies that "public and semi-public uses" are permitted with a conditional use permit. Key requirements of the planning and zoning code include: site plan approval; minimum street frontage landscaped yard of 25 feet; maximum building site coverage of 50%; no maximum building height; provision of off-street parking; prohibition of fencing above 3 feet within the required street frontage yard; and screening of exterior storage from public view by a masonry wall of minimum height of 6 feet. LPMZ Code 03-05-270 says that radio antenna in a commercial district are must be located a distance from every property line equal to its height and cannot exceed a height greater than 10 feet above the zoning district height limitation. There is no maximum building height for the CS zoning of the site. The location is not within 0.5 mile of an airport runway, and thus no airport-related requirements apply. Therefore, the antenna will need to be located a distance equal to its height from the parcel boundary. The proposed RCS will be able to comply with these requirements.

The Airway RCS would be located between East Airway Blvd and Arroyo Las Positas east of Kitty Hawk Road. (See drawings WC-229 PP-46, Station 602+20, and WC-229 M-2. The Airport RCS is on land designated as LII (Low-Intensity Industrial) (City of Livermore 2003). The site is zoned PD (Planned Development District). The adjacent parcels to the east and to the south across Airway Blvd. are similarly designated. Arroyo Las Positas, to the north of the RCS is designated OSP (Parks, Trailways, Recreational Corridors, and Protected Areas) and zoned OS-F (Open Space—Floodplain District). The PD

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
designation allows for uses that are allowed under the I-1 zoning district, which provides for conditional uses that include "public and quasi-public uses" (LPZC 2-58-040). The RCS would also require an emergency discharge outfall into Arroyo Las Positas and this would be located within the area zoned OS-F. The outfall may be permittable as a conditional use (LPZC 2-07-090) as an accessory structure to a permitted use. Key requirements of the planning and zoning code include: site plan and design review approval; height limit of 35 feet; minimum lot area of 40,000 SF and width of 100 feet; maximum building site coverage of 40%; 35 feet landscaped frontage along Airway Blvd; and at least 25 feet setback from the creek; and specific air quality, noise, vibration, heat, glare, fire, and waste control requirements. LPMZ Code 03-05-270 says that structures within 5,000 feet of any airport runway shall not exceed 40 feet. The RCS is within 5,000 feet and this will be the maximum per code. LPMZ Code 002-58-050 says that height is limited within the I-1 district to 35 feet plus an additional foot of height for every additional foot of setback above that required, not to exceed a maximum of 45 feet. Thus, the Airport RCS antennae will need to be no more than 40 feet high, and if above 35 feet must provide additional setback area. The proposed RCS will be able to comply with these requirements.					

Realignments of the Pipeline Route – The proposed realignments would affect land uses.

Alternative Construction Methods— The alternate construction methods would not affect land uses.

Additional Project Details – The proposed staging areas would not affect land use.

Land Use and Planning—Mitigation Measures: None

Land Use and Planning—Conclusion: Given the setting, adjacent uses, requirements of the City's LPZC, and the limited character of the two RCSs, their proposed location would not result in any significant land use impacts. Specific site requirements would be resolved during site plan approval.

14.Recreation. Would the Project:

a. cause a substantial long-term disruption of any institutionally recognized recreational facilities or activities?

DEIR, p. 3.14-1 to 3.14-6,

No

No

No

No

FEIR, p. 3-28 to 3-31

Recreation—Discussion:

New or Revised facilities – The proposed new or revised facilities would not affect recreation facilities or activities.

Realignments of the Pipeline Route – The proposed realignments would avoid potential impacts to the Las Positas Bike Path. Access to the Livermore Downs park would be maintained to both pedestrians and vehicles.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
Alternative Construction Methods — The alternate construction methods would not affect recreation facilities or activities.					
Additional Project Details – The proposed staging areas would not affect recreation facilities or activities.					
Recreation—Mitigation Measures: None					
Recreation—Conclusion: The proposed changes would reduce potential impacts to Las Positas Bike Path. Daytime noise at Livermore Downs may increase for a matter of days, but this impact would be temporary and not affect weekend use. This impact is less than significant.					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Document's Mitigation Measures Implemented or Addressing Impacts.
15. Paleontological Resources. Would the project:					
a. Have the potential to result in direct or indirect damage to or destruction of significant paleontological resources, as defined by the SVP	DEIR, p. 3.15-1 through 3.15-8	No	No	No	Yes
Paleontological Resources—Discussion:					
New or Revised facilities – The new or revised facilities would not increase the potential for impacts to paleontological resources. Mitigation measures PR-1-MM1 and PR-1-MM2 would apply.					
Realignments of the Pipeline Route – The proposed realignments would not increase the potential for impacts to paleontological resources. Mitigation measures PR-1-MM1 and PR-1-MM2 would apply.					
Alternative Construction Methods —The alternative construction methods would not increase the potential for impacts to paleontological resources. Mitigation measures PR-1-MM1 and PR-1-MM2 would apply.					
Additional Project Details – The proposed staging areas would not increase the potential for impacts to paleontological resources. Mitigation measures PR-1-MM1 and PR-1-MM2 would apply.					
Paleontological Resources—Mitigation Measures:					
PR-1-MM1 – Retain a qualified paleontologist to monitor during construction of the pipeline in areas with potential to contain sensitive paleontological resources.					
PR-1-MM2 – Stop work if vertebrate remains are encountered during construction until the paleontological monitor can assess the nature and importance of the find and recommend appropriate treatment.					
Paleontological Resources—Conclusion: The proposed changes would not increase the potential for impacts to paleontological resources. There is potential for impacts under the old alignment just as there is potential for impacts under the proposed realignments. Implementation of mitigation measures PR-1-MM1 and PR-1-MM2 would reduce potential impacts to less than significant levels.					

Table 3-2. Pipeline Route Realignment

Proposed Change	Approximate change in length of off-road construction (feet)	Comments	Habitat Along Revised Alignment
Installation in Dyer Road (39+00 to 42+80)	-380	Avoids ponds east of Dyer Road without need to microtunnel	None, work in roadway
Eastern Realignment Near Substation (42+80 to 62+20)	-260	Avoids roadside ditches, potential aquatic habitat for CTS, CRLF, and vernal pool invertebrates	Upland CTS, CRLF, SJKF
Dyer Road/Altamont Pass Road Intersection Bypass (87+00 to 113+00)	+<2,100	Avoids wetland complexes near intersection that are habitat for CTS, CRLF, and SJKF	Alkali wetland and disturbed Upland CTS, CRLF, SJKF. Bore under Altamont Creek.
Additional off-Road Construction Along Northfront Road (280+00 to 303+00)	+2,300	Proposed to avoid existing utilities	No SJKF west of Laughlin Road; Grasslands (1,250 feet), Isolated upland CTS and CRLF habitat; potential wetland (280 feet), potential VP species and CTS.
I-580 Crossing (408+50 to 411+60)-	-1,600	Simplifies the crossings of Arroyo Seco; eliminates upland impacts between Arroyo Seco and Las Colinas Road	Crossing via microtunnel. Field south of freeway is isolated upland habitat for CRLF.
South 580 Frontage Corridor	-700	Eliminates alignment parallel and adjacent to Arroyo Las Positas	Mostly non-suitable and disturbed habitat (3,910 feet) along revised corridor
Total	<1,260		

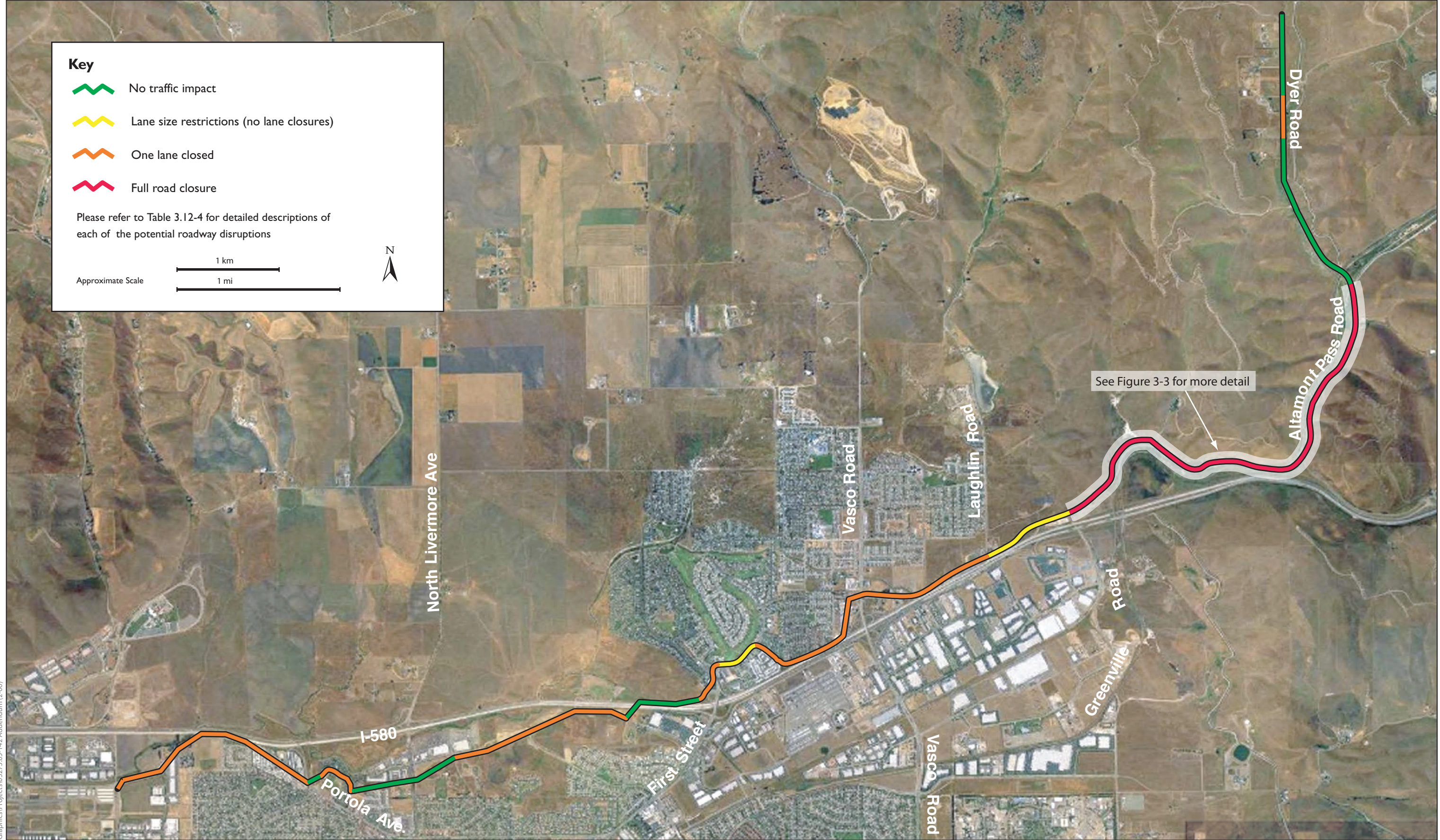
Table 3-3. Changes in Habitat Impacts between 2005 and 2006 Altamont Pipeline Alignments

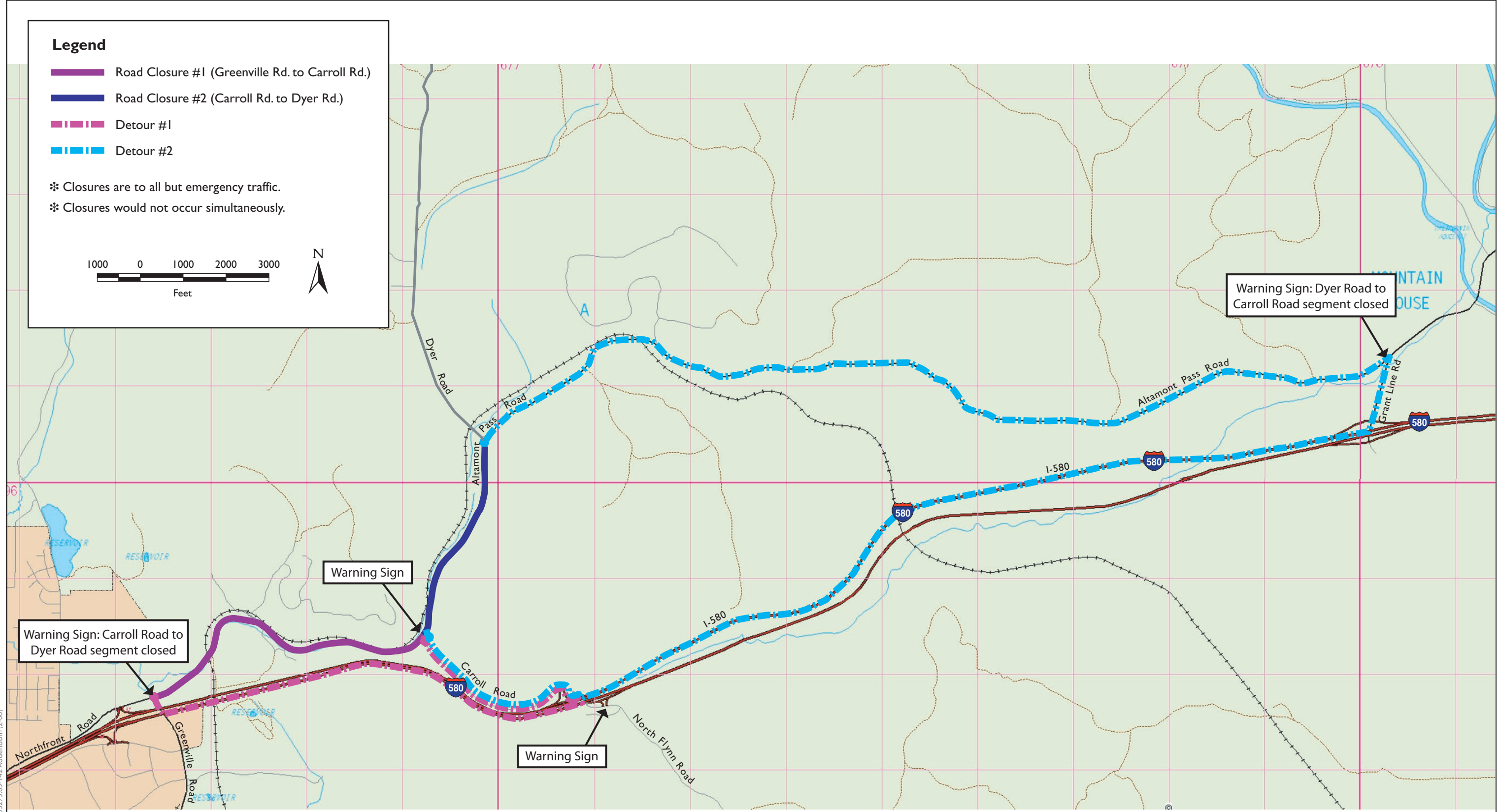
Reach 2006	Habitat 2006	Length 2006 (feet)	Reach 2005	Habitat 2005	Length 2005 (feet)	Change in Habitat Directly Disturbed (2,4) (Aquatic, Acres)	Change in Habitat Disturbed (1,3) (Upland, Acres)	Comments
Dyer Road Reconstruction	Ditches	2,200	Not estimated	N/A	0	0.3	N/A	Road reconstruction disclosed in EIR but habitat effects not quantified. Habitat for CTS and VPTS/VPFS in ditch. Temporary effect as ditches will be recreated.
Dyer Road Reconstruction	Upland	4,000	Not estimated	N/A	0	N/A	0.9	Road reconstruction would affect CTS upland habitat adjacent to ditch.
Dyer Road (in road segment)	In road	0	Dyer Road	Upland	600	N/A	-1.2	2006 alignment avoids upland adjacent to two ponds that provide habitat for CRLF and CTS
Dyer Road	Upland	1,900	Dyer Road	Upland	2,200	N/A	-0.6	2006 alignment avoids upland that provides habitat for CTS
Dyer Road/Altamont Bypass	Upland	2,200	Dyer Road/Altamont Pass Road	Upland	200	N/A	3.9	2006 alignment affects upland that provides habitat for CTS
Dyer Road/Altamont Bypass	Wetland	200	Dyer Road/Altamont Pass Road	Bore under wetland	0	0.2	0.0	2006 alignment directly affects wetland that provides habitat for CTS and VPFS/VPTS but avoids indirect effects to wetlands that provide habitat for CTS, CRLF, and VPFS/VPTS.
Northfront Ave.	Upland	1,400	Northfront Ave.	In Road	0	N/A	2.7	2006 alignment affects upland along road that provides potential habitat for CTS
North 580 to Arroyo Seco	Upland	1,700	North 580 to Arroyo Seco	Upland	1,700	N/A	0.0	No change

Reach 2006	Habitat 2006	Length 2006 (feet)	Reach 2005	Habitat 2005	Length 2005 (feet)	Change in Habitat Directly Disturbed (2,4) (Aquatic, Acres)	Change in Habitat Disturbed (1,3) (Upland, Acres)	Comments
South 580 to Las Positas Road	Upland	1,100	North 580 to Las Colinas	Upland	1,300	N/A	-0.4	2006 alignment affects slightly smaller area
Las Positas Road (W of Las Colinas to N. Livermore)	Upland	1,400	Las Positas Bikepath	Upland/ riparian	5,000	N/A	-1.3	2006 alignment crosses low-value habitat south of Las Positas Road; 2005 alignment crosses adjacent to Arroyo Las Positas which is CRLF habitat.
North Livermore Crossing	Microtunnel/ Jack and Bore	150	Las Positas Bikepath	Microtunnel/ Jack and Bore	150	N/A	0.0	No change
North Livermore to Portola	Upland	2,000	Las Positas Bikepath	Upland/ riparian	3,700	N/A	0.9	2006 alignment crosses low-value habitat south of Las Positas Court; 2005 alignment crosses adjacent to Arroyo Las Positas, which is CRLF habitat.
At Portola Ave	Upland	550	Upland	Upland	1,400	N/A	-1.7	Low value/disturbed upland adjacent to road.
Totals		18,800			16,250	0.5	3.4	

Notes:

- 1: Wetland habitat directly disturbed by pipeline construction estimated as 45' wide.
- 2: Ditch habitat directly disturbed by road reconstruction estimated as 5' wide.
- 3: Upland habitat disturbed by pipeline construction estimated as 85' wide, by road reconstruction as 10' wide.
- 4: Upland/riparian habitat along bikepath disturbance estimated as 35' wide.





Source: Thomas Guide, Bay Area Metro, 2004

Figure 3-3
Roadway Closures and Detours

Chapter 4

List of Preparers

Lead Agency

Zone 7 Water Agency

Dale Meyers	General Manager
Jill Duerig	Assistant General Manager
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Doug Smith, P.E.	Project Manager
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