

SECTION 6.0 LEAD AGENCY AND CONSULTANTS

LEAD AGENCY

City of Cupertino

Public Works Department

Gail Seeds, Project Manager

CONSULTANTS

David J. Powers and Associates, Inc.

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Appendix A

Construction Best Management Practices Proposed by the Project

To reduce and avoid environmental impacts resulting from construction, the project proposes to implement the following Best Management Practices from the Santa Clara Valley Water District's *Best Management Practices Handbook* (January 2009 or most recent update):

WQ-5 Soil Stockpiles

If soil is to be stockpiled, no run-off shall be allowed to flow back to creek.

WQ-18 Site Maintenance and Cleanup

The work site, areas adjacent to the work site, and access roads will be maintained in an orderly condition, free and clear from debris and discarded materials. Personnel will not sweep, grade, or flush surplus materials, rubbish, debris, or dust into storm drains or waterways. Upon completion of work, all building materials, debris, unused materials, concrete forms, and other construction-related materials will be removed from the work site.

WQ-41 Erosion and Sediment Control Measures

Suitable erosion control, sediment control, source control, treatment control, material management, and nonstormwater management BMPs will be implemented consistent with the latest edition of the California Stormwater Quality Association "Stormwater Best Management Practices Handbook," which is available at www.cabmphandbooks.com.

HM-9 Vehicle and Equipment Cleaning

Vehicles will be washed only at an approved area. No washing of vehicles will occur at job sites.

HM-10 Vehicle and Equipment Fueling

No fueling will be done in a waterway or immediate flood plain, unless equipment stationed in these locations is not readily relocated (i.e., pumps, generators).

1. For stationary equipment that must be fueled on-site, containment will be provided in such a manner that any accidental spill of fuel will not be able to enter the water or contaminate sediments that may come in contact with water.
2. Any equipment that is readily moved out of the waterway will not be fueled in the waterway or immediate flood plain.
3. All fueling done at the job site will provide containment to the degree that any spill will be unable to enter any waterway or damage riparian vegetation.

HM-11 Vehicle and Equipment Maintenance

No equipment servicing will be done in a stream channel or immediate flood plain, unless equipment stationed in these locations cannot be readily relocated (i.e., pumps, generators).

1. Any equipment that can be readily moved out of the channel will not be serviced in the channel or immediate flood plain.
2. All servicing of equipment done at the job site will provide containment to the degree that any spill will be unable to enter any channel or damage stream vegetation.
3. If emergency repairs are required in the field, only those repairs necessary to move equipment to a more secure location will be done in a channel or flood plain.

4. If emergency repairs are required, containment will be provided equivalent to that done for fueling or servicing.

HM-12 Hazardous Materials Management

Measures will be implemented to ensure that hazardous materials are properly handled and the quality of water resources is protected by all reasonable means.

1. Prior to entering the work site, all field personnel will know how to respond when toxic materials are discovered.
2. The discharge of any hazardous or non-hazardous waste as defined in Division 2, Subdivision 1, Chapter 2 of the California Code of Regulations will be conducted in accordance with applicable State and federal regulations.
3. In the event of any hazardous material emergencies or spills, personnel will call the Chemical Emergencies/Spills Hotline at 1-800-510-5151.

HM-13 Spill Prevention

Prevent the accidental release of chemicals, fuels, lubricants, and non-storm drainage water.

1. Field personnel will be appropriately trained in spill prevention, hazardous material control, and clean-up of accidental spills.
2. No fueling, repair, cleaning, maintenance, or vehicle washing will be performed in a creek channel or in areas at the top of a channel bank that may flow into a creek channel.

HM-14 Spill Kit Location

Spill prevention kits appropriate to the hazard will always be in close proximity when using hazardous materials (e.g., crew trucks and other logical locations).

1. Prior to entering the work site, all field personnel will know the location of spill kits on crew trucks and at other locations within District facilities.
2. All field personnel will be advised of these locations and trained in their appropriate use.

Appendix B

Hydrology Memo



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October 21, 2010

Gail Seeds
Restoration Manager
City of Cupertino
10300 Torre Avenue
Cupertino, California 95014

RE: Scenic Circle Proposed Path Potential Flood Concerns Evaluation

Dear Ms. Seeds:

You have requested that Balance Hydrologics Inc. evaluate the proposed foot path grades along the Scenic Circle area of Blackberry Farm for potential effects to local flood water elevations during infrequent high flow events. Our assessment is based on a comparison of:

1. Proposed grades to existing grades; and
2. Proposed grades relative to local flood hydraulics as documented in modeling completed by Balance Hydrologics Inc. in conjunction with environmental review of the Phase 1A restoration project at Blackberry Farm.

The map on the following page illustrates the proposed alignment and grades of the path connecting the Scenic Circle foot bridge over Stevens Creek to Scenic Circle. Proposed grades along the primary flood conveyance zone of the scenic circle overbank area in general conform well to existing grade. As a result, it is unlikely that the proposed path in-and-of itself will affect modeled flood water elevations during infrequent events. Furthermore, because the proposed grades conform well to the existing grades along the primary flood conveyance zone of the overbank area, the proposed path is unlikely to cause wood or other material to jam on the floodplain during infrequent floods. This also lessens/minimizes the potential flood related impacts of the project.

The table on the page following the map summarizes hydraulic modeling results for the predicted 100-year flood through Blackberry Farm. River station 2110 is immediately downstream of the Scenic Circle foot bridge; the modeling results provide that the water surface elevation in the vicinity of the foot path will be approximately 314 feet. Scenic Circle stands roughly at an elevation of 317.5 – 318 feet. The difference between the 100-year design water surface elevation and the roadway provides roughly 3.5 to 4 feet of additional flood water storage depth. Given the expansive nature of the floodplain at this location this represents a large volume of

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storage which also lessens the potential flood related impacts from the proposed foot path. Potential impacts are also minimized because the alignment of Stevens Creek is directed away from Scenic Circle in the vicinity of the foot path; this decreases the likelihood of flood-generated bank erosion along the roadway embankment.

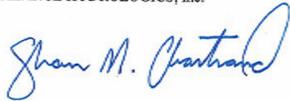
Closing

I recommend that final construction plans for the foot path be reviewed by Balance Hydrologics Inc. to assess conformance with the rationale and assumptions discussed in this letter. If the final plans are deemed to be inconsistent with the concept reviewed herein we will recommend changes such that the plans reflect a hydraulically appropriate solution.

If you have any questions please do not hesitate to contact me directly.

Sincerely,

BALANCE HYDROLOGICS, Inc.



Shawn Chartrand, PG 7817, CEG 2442
President and Principal



Table 1. Comparison of the hydraulic conditions estimated using HEC-RAS for the 100-year discharge (5500 cfs) at the 100-year discharge (5500 cfs) and the 100-year discharge (5500 cfs) at the 100-year discharge (5500 cfs).

River ² Station (ft)	Description	XS	Top of Bank (ft)	Existing Channel Invert (ft)	Existing WSE (ft)	EG (ft)	Overbank E or W ³	XS ⁴	Top of Bank (ft)	Design Channel Invert (ft)	Design WSE (ft)	EG (ft)	Overbank E or W	Structure Elevations
2605	US of San Fernando Ct.	680	317.8	310.4	320.0	321.0	E	680	317.8	310.4	319.9	320.9	E	
2260	Constriction at San Fernando Ct.	650	314	305.4	317.0	319.0	E	650	314	305.4	317.0	319.0	E	
2110	Immediately US of Reach A	615	310.1	304.1	314.1	315.7	E W	615	310.1	304.1	313.3	315.7	E W	
2063	DS Riffle A1	610	309.1	302.8	313.3	315.3	E	610	309.1	303.2	312.9	314.9	E	
2038	US Riffle A2	600	308.9	302.9	311.9	313.8	E	600	308.9	302.9	311.6	313.4	E W	
1911	US Riffle A3	580	307	300.7	310.8	312.5	E	575	307.8	301.8	310.7	312.0	E W	
1702	US Riffle B2 (Swimming Pools)	550	305	295.4	307.2	308.2	E W	552	305.3	298.9	307.2	308.1	E W	306.6
1574	US Riffle B4 (W Bank Picnic Area)	540	302.7	295.8	304.4	305.2	E W	544	302.5	297.1	304.2	305.0	E W	301.8
1315	US Riffle B6 (Golf Course US)	520	299.6	293.1	301.8	302.5	E W	532	299.5	294.8	301.5	301.8	E W	300
1166	US Riffle B8 (Golf Course)	515	299.5	292.2	300.9	301.3	E	520	299.6	293.4	300.9	301.3	E	299
1076	Btw Reaches B and C (Golf Course)	510	299	291.1	300.2	301.0	E	510	299	291.1	300.2	301.0	E	299.4
910	Upsream Reach C (Golf Course)	500	297	290.6	298.9	299.6	E	500	297	290.5	298.7	299.4	E	297.2
722	Btw Pool C1 and Riffle C2	490	295	288.9	298.3	298.6	E W	493	295	287.8	298.4	298.6	E W	295
502	DS Pool C3 (Golf Course Fairway)	480	293.7	282.4	298.3	298.4	E W	480.66*	293.7	285.5	298.4	298.5	E W	294
253	US Riffle C7 (Restaurant)	470	291	279.8	298.3	298.4	E W	468	291	283.3	298.4	298.4	E W	292.1
100	US Stevens Creek Blvd Bridge	460	293	281.0	298.3	298.3	E	460	293	281.0	298.3	298.4	E	

1. This discharge represents the estimated 1-percent chance (100-year) flow in the creek proposed by Santa Clara Valley Water District Hydrology Group.
2. River station distance as measured up the valley from the Stevens Creek Blvd (not channel distance because existing and design channels are slightly different lengths).
3. E and W represent flooding over the east and west banks of the creek, respectively, as seen looking downstream.
4. An asterisk (*) indicates a cross section is interpolated.