

Hercules ITC Draft EIR/EIS Errata

The following text was inadvertently omitted from Volume 1 of the Draft EIR/EIS dated September 2010.

Section 2 Alternatives Considered

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Refugio Creek and North Channel Restoration

Refugio Creek is currently a channelized annual stream and a low-flow tributary of San Pablo Bay that traverses the UPRR ROW east of Hercules Point (**Figure 2.2-11**). The creek passes through three culverts under a service road, then under the railroad bridge, and empties into San Pablo Bay. The creek channel is about 30 feet wide (measured from the tops of the banks) in the vicinity of the site. An earthen pedestrian bridge with two culverts crosses the creek channel approximately 300 feet southeast of the project site. The nearest existing road crossings over the creek are at Tsushima Street, approximately 0.4 mile southeast of the project site and at Sycamore Avenue and San Pablo Avenue, approximately 0.75 mile southeast of the project site.

The segment of Refugio Creek channel between Hercules ITC's southern (upstream) boundary and immediately north of the proposed railroad crossing bridge, where it enters San Pablo Bay, includes approximately 1,200 linear feet of tidal channel. As a result of historic filling, the creek banks have developed very steep to vertical profiles, and are supported by sand and concrete bags along the banks. The creek banks within the project site range in height from 8 to 14 feet from creekbed to top-of-bank. Part of the lower creek area is within the 100-year flood zone identified by the Flood Insurance Rate Map (FIRM) (Map Number 06013C0043F), effective June 16, 2009. Within the project area, the existing low-flow creek channel varies in width (top-of-bank to top-of-bank) from approximately 20 feet in the upstream portion to about 40 feet in the downstream portion. A non-tidal tributary, referred to as the North Channel, enters the main creek channel from the northeast near the southern (upstream) project boundary (Figure 2.2-1). An additional non-tidal tributary (referred to as the Central Channel) enters the main creek channel from the south, approximately in the middle of the main channel length on the project site (Figure 2.2-1).

The Hercules ITC project would involve realigning and restoring Refugio Creek from San Pablo Bay upstream approximately 1,000 feet to the existing restored segment (**Figure 2.2-12**). The realignment would require a new mouth into San Pablo Bay. A new railroad bridge over the new creek alignment would also be constructed. The existing railroad bridge does not meet UPRR design criteria and the bridge is overtopped in the 50-year and 100-year flood events (HDR 2009). Additionally, HDR (2009) found that due to development within the Refugio Creek watershed, the flows through Refugio Creek would increase from 1,100 cubic feet per second (cfs) to 2,400 cfs in a 100-year flood event.