South San Francisco Bay Shoreline Project
Pre-Construction Public Meeting
June 18, 2018
George Mayne Elementary School
5030 N. 1st St., Alviso, San José

Meeting Summary

**Background:** The partners in the South San Francisco Bay Shoreline Project (Shoreline Project; formerly Shoreline Study) for the area located in Alviso and north San Jose held a public meeting to update and dialogue with the public on the project, which is in pre-construction and could begin construction as soon as summer 2019. The partners—the U.S. Army Corps of Engineers (Army Corps), the Santa Clara Valley Water District (SCVWD), and the State Coastal Conservancy (Conservancy)—reviewed the combined flood protection, ecosystem restoration, and recreation components of the project; presented the phases and timeline of construction activities and impacts; and received questions and input from the public about the project and how to best keep the community informed about activities as the Shoreline Project moves forward.

**To learn more,** visit the South San Francisco Bay Shoreline Study website at [http://www.southbayshoreline.org/index.html](http://www.southbayshoreline.org/index.html) or

**Contact:**
- Rachelle Blank, SCVWD, at rblank@valleywater.org or (408) 630-2632
- Brenda Buxton, State Coastal Conservancy, at bbuxton@scc.ca.gov or (510) 286-0753
- Lieutenant Colonel David Kaulfers, U.S. Army Corps of Engineers, at David.A.Kaulfers@usace.army.mil or (415) 503-6981

Para obtener información en español, por favor comuníquese con José Villarreal al (408) 630-2879.

**Meeting Materials:**
At the meeting, the meeting agenda, a Shoreline Project pamphlet and timeline and a survey/comment sheet were available. Additionally, meeting participants could view informational posters. The PowerPoint presentation is available at [http://www.southbayshoreline.org/documents/June%202018%20public%20meeting%20presentation%206-15-18.pdf](http://www.southbayshoreline.org/documents/June%202018%20public%20meeting%20presentation%206-15-18.pdf).
Meeting Summary:

1. Welcome and Introductions
Rechelle Blank, SCVWD project manager, welcomed attendees to the community meeting and introduced Honorable Richard P. Santos, District 3, Chair of the SCVWD Board of Directors. Director Santos noted that this meeting would present plans for beginning construction on the Shoreline Project, and that the last time project managers held a public meeting was in 2015 when they presented the Draft Integrated Feasibility Study and Environmental Impact Statement/Report for Phase 1 of the project. The project, he said, represents a collaboration between local, state, and national agencies to undertake proactive flood risk management that will protect both homes and wildlife.

2. Agenda Review
Ariel Ambruster, facilitator with the Consensus and Collaboration Program at Sacramento State University’s College of Continuing Education, reviewed the agenda. She encouraged attendees to provide feedback about how project partners can share information with the public as the project moves forward.

3. Presentation and Update on South San Francisco Bay Shoreline Project
Lieutenant Colonel David Kaulfers, U.S. Army Corps of Engineers discussed completion of the Shoreline Study in 2015 and the Army Corps Chief’s Report that year, which recommended that the project receive authorization to construct. Since then, the project has received Congressional authorization, and project partners have been working on design and permitting. The project now has the necessary documents to move forward, and the final step is for Congress to appropriate funds for the project. The authorized project’s components include flood risk management through four miles of levee, 2,900 acres of tidal wetlands ecosystem restoration, and key connections to the San Francisco Bay Trail and viewpoints for recreational users. The cost is $177 million, including $74 million from the Army Corps and $103 million from the local partners, SCVWD and the Conservancy. The SCVWD has already secured $19.4 million of its portion of the funds, and he is cautiously optimistic that Congress will appropriate funding this year, so that construction can begin in the summer of 2019.

Rechelle Blank said the Shoreline Project is needed because of flood risks to the Alviso community, commuters, and the wastewater facility, as well as ecosystem restoration needs. As sea levels rise, flood depths will be more extreme, and a single flood event could cost up to $100 million in damages. The former commercial salt production ponds in the Don Edwards San Francisco Bay National Wildlife Refuge (the Refuge) were not engineered nor built for flood protection. The berms face continual deterioration from water and wind which puts them at
risk of failure. The Shoreline Project will provide a levee that is engineered and built for flood protection and allow for ecosystem restoration efforts to move forward.

Brenda Buxton of the Conservancy reviewed the relationship between the broader South Bay Salt Ponds Restoration Project (Restoration Project), which her organization helps to manage, and the Shoreline Project, which supports the goals of the Restoration Project by providing flood protection that will allow for the restoration project to move forward. She also explained that much of the levees will be bordered by “ecotone,” a dirt slope that will provide a transitional area between tidal marshland and upland grassland habitats for high-tide refuge for wildlife, while making the levee more resilient and accommodating projected sea level rise (see slide 9).

Ms. Buxton presented maps of existing and post-project recreational access and trails, noting that there will be losses in the mileage of the trails as salt marsh replaces walkable berms, but that the project aims to improve access overall. The project will eventually connect Alviso via the San Francisco Bay Trail to the Coyote Creek Trail and the Guadalupe Trail with safe passage over the railroad and Artesian Slough.

The phases of the Shoreline Project are (see slide 13):

- **Phase I (2018-2022)** focuses on building the levee, beginning with Reach 1 extending from the Alviso Marina to the railroad (including ecotone) near ponds A12 and A13, then connecting to the Artesian Slough/Pond A18 with Reaches 2 and 3 (which do not include ecotone), and finally Reaches 4 and 5 along Pond A18. Once this infrastructure is in place, there will be salt marsh restoration of ponds A12 and A18, and 5 years of monitoring.
- **Phase II (2027)** will open and restore ponds A9, A10, and A11. Managers will monitor shorebird populations to ensure they continue to have sufficient pond habitat with the shift to salt marshes.
- **Phase III (2032)** will begin after five years of monitoring shorebird populations, and will similarly open and monitor the final set of ponds, A13, A14, and A15.

Rechelle Blank discussed the work leading up to construction. The design for Reach 1 was developed in 2017. In early 2018, the partners began working on securing easements and rights to enter from the county, city, and all affected property owners. They are also working on securing the sources of the dirt that will be used to build up the levee; the partners anticipate beginning hauling the material in the early fall of this year and plan to deliver the dirt directly into Pond A12.

The anticipated route for trucks bringing the dirt to the site is along N 1st Street to N Taylor Street to Gold Street to Elizabeth Street to Hope Street (see slides 15 and 16). Trucks are currently bringing in dirt for a different effort—the Refuge’s levee maintenance activities—but the trucking routes will probably be the same. Project partners will coordinate with Santa Clara
County, which operates the Alviso Marina, to ensure that appropriate signs are posted for all users. Project partners are conscious that there are other construction activities happening this year, including storm drain and South Bay Yacht Club construction, and these activities may alter the proposed dirt hauling routes for the Shoreline Project.

Regarding next steps, partners plan to hold a public meeting on dirt hauling in August in anticipation of trucks beginning to move the material in September. This activity is all preparatory so that the Army Corps can begin constructing the levee in June 2019.

4. Questions and Answers
The project managers then heard comments and questions from attendees.

Q: This project is really great. I’d like to let you know that the California State Parks is interested in funding a zero-emissions park near the San Jose/Santa Clara water treatment facility, including e-bike and mountain bike trails. There is interest from Santa Clara, California State Parks, the Air Resources Board, and National Parks, and from Assemblymember Kansen Chu and Supervisor Dave Cortese. There are hundreds of millions of dollars available for this. We are losing unprecedented access to wildlife because of the loss of paved trails, and the proposed trails do not make up for the loss. A new loop trail should be allowed around Pond A18 as mitigation for the lost trail. The park could be responsible for providing species and habitat stewardship there. Recreation is the third most important goal of the Shoreline Project, but it is lacking in the plan and the stakeholders were missing from the process. Recreation is part of almost all the stakeholders’ general plans. Why were there no park agencies included as stakeholders in the process? We are losing the loop trail and the replacements are inadequate. The process was unbalanced and did not include recreation stakeholders, and there was inadequate public input. A supplemental EIR should be created for a new loop trail around Pond A18, as per CEQA Guidelines. The public outreach and input was inadequate, posted on only two obscure websites and with only three public citizens commenting. The park I mentioned has a petition which received over 500 signatures and hundreds of comments in less than 30 days. Proposition 68 funding and other funding should be explored to smooth out the zigzag appearance of the levee to look more natural. Not paving the trails reduces the number of people who might use the trail and will reduce use for commuting. Connecting commuting routes should be a priority to encourage people to get out exercising. A separate inland trail for e-bikes should be created and can be located in a downslope location to be visually screened from the Refuge. Under the McAteer-Petris Act, BCDC requires increased public access to shoreline and waters, and the San Francisco Bay Plan includes policies that encourage the development of these opportunities and linkages between existing shoreline parks, along with environmental aspects. I additionally have a letter of support from Kathy Watanabe, Vice Mayor for the City of Santa Clara, for further exploring this park project. Does the project have jurisdiction over pond A18? Would the treatment plant authority be able to open a loop trail around their pond if desired?
A: Currently, Pond A18 is owned by the City of San Jose. Once it is incorporated into the project, it will not have a trail that goes all the way around the entire pond, because of breaches required to restore the pond and return habitat and species. This is the same reason that the larger project does not include an encircling path, as required breaches will result in elimination of the loop trail.

Q: When will bidding open and close for contractors for construction of this project?
A: We cannot solicit construction contracts until the project gets funding. We are hopeful that the funding will be approved soon. If the project is funded in July 2018, as we hope, solicitation for contractors will begin in spring 2019. (Since the meeting, the Project has been fully funded.)

Q: There are streets in Alviso—Elizabeth Street, Katherine Street, and Hope Street—that are only six years old and took many years to get. They are being heavily used by trucks, and this project will involve heavy trucking on our streets also. What provisions does this project have to repair the streets once the project is finished?
A: We will photo and video all existing infrastructure before beginning any mobilization and construction activities. It will be our responsibility to repair any impacts on county and city properties and to put them back into the condition that they were in before construction began.

Q: What will happen with the public comments currently being made? Will they have any impact on the actual project?
A: Public comment for the authorized project is closed (the project has already been authorized), but we are interested in continuing to hear your feedback.

5. Stakeholder Input, Questions, and Dialogue on Pre-Construction Activities
At this point in the meeting, Shoreline Study partner representatives met with meeting participants individually at three stations on the following topics:
- 2018 pre-construction activities (including street use, dirt moving, etc.)
- Reach 1 design and construction details
- Ongoing communication and public engagement.

Each station provided project information through maps and posters, and staff from the Army Corps, SCVWD, and Conservancy were available to answer questions or dialogue with and hear from attendees. Flipchart notes from the breakout sessions are shown in Attachment 2, Public Input from Break-out Sessions.

6. Meeting Wrap-Up and Next Steps
Christopher Moylen, District Director for Representative Rho Khanna, expressed the Congressman’s support for the Shoreline Project, saying it is important to be prepared for climate change by the time those changes happen.
The meeting was adjourned.
# Attachment 1:
South San Francisco Bay Shoreline Project
Pre-Construction Public Meeting
June 18, 2018 Public Meeting Attendance

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<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Anthony Paredes, Sr.</td>
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<td>Jenn Hyman</td>
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<td>Lorrie Gross</td>
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<td>Shani Kleinhaus</td>
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<td>Devany Shah</td>
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<td>Craig Conner</td>
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<td>John Bourgeois</td>
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<td>Pat Mapelli</td>
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<td>Luke Bailey</td>
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<td>Eileen McLaughlin</td>
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<td>Dr. Bob Gross</td>
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<td>Cherise Orange</td>
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<td>James Ervin</td>
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<td>Bill DeJager</td>
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2018 PRE-CONSTRUCT. ACTIVITY

- Trucks are not watching for residents backing out of driveways (Elizabeth St, etc)
- Damage on the roads
- Going the speed limit (25 mph)
- Check with city about posting haul route signs on streets - so public knows.
- City PD says they don't enforce trucks - must call CHP. Can CHP patrol?
- Jill Smith, Charles Taylor
  → Alviso neighborhood meetings

- 11th July → Alviso meeting (Charles Taylor)

- Let public know Refuge is still accessible through alternate route
REACH 1 DESIGN

Funding Concerns
Who and will operate this project?
How will the city contribute to this?
After this project is completed, the what?
Aesthetic concerns
Impact on Recreation/Public access
Future Environmental Impact
Conserving Wildlife/Feeding concerns
Concerns about Recreation/concerns that it should be increased
Maintaining infrastructure/How do the phases work?
Concerns about publicity/broadcasting projects like this to the public (Did not hear enough in advance)
Deer Mitigation concerns
Limit recreation for benefit of species

Reach 4.5: can we round the stair steps?
And ecotone the rounded corners?
COMMUNICATION

posting material on website

COUNCILMEMBER'S OFFICE - how kept informed?

NEED STATUS UPDATES.

ASSMBMLMEMBER CHU'S MONTHLY NEWSLETTER (RECHELL - TALK TO KIEL)

ALWISO COVERAGE IS A PRIORITY

- More communication (knocking doors)
DEVELOP FOOLPROOF METHOD

RE NOTICE LIST FOR

NOPs) DISTRICTWIDE

Permit Change

Water Rights
Change Petitions
Etc.