

M E M O R A N D U M

- TO* • Dublin San Ramon Services District • East Bay Municipal Utility District
Recycled Water Authority (DERWA)
- FROM* • Environmental Science Associates
- DATE* • May 19, 2003
- SUBJECT* • Discussion of Issues Raised in Comments on the Mitigated Negative
Declaration for the DERWA Tank R-200 Project
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INTRODUCTION

This Memorandum has been prepared to discuss issues raised in comments received by Dublin San Ramon Services District • East Bay Municipal Utility District Recycled Water Authority (DERWA) on the Mitigated Negative Declaration (MND) for the DERWA Tank R-200 Project. The DERWA Tank R-200 Project is part of the San Ramon Valley Recycled Water Program (SRVRWP), which will supply recycled water to portions of the Dublin San Ramon Services District (DSRSD) and East Bay Municipal Utility District (EBMUD) service areas in the San Ramon Valley. The DERWA Board of Directors approved and certified a Program Environmental Impact Report (PEIR) on the SRVRWP in December 1996 (referred to herein as the 1996 EIR). The DERWA Tank R-200 project was evaluated at a program-level of detail in that EIR. Consistent with Section 15152 of the *California Environmental Quality Act (CEQA) Guidelines*, the Mitigated Negative Declaration and Initial Study for the Proposed DERWA Tank R-200 Project tier off of the Program EIR.¹

The MND is an informational document that provides environmental analysis for public review and for agency decision-makers to consider before taking discretionary actions related to any proposed project that could have a significant effect on the environment. With the incorporation of measures modifying project construction and operating characteristics, the MND identified no potentially significant impacts from the proposed project. Therefore, DERWA may move forward and adopt the Mitigated Negative Declaration for the project modifications.

THE CEQA PROCESS

In accordance with Section 15073 of the CEQA Guidelines, the MND was circulated to local and state agencies and to interested organizations and individuals for public review from March 14 through April 14, 2003. DERWA held two public information meetings during the review period, on March 26th and March 27th, to describe the project and the contents of the MND. During the public review period, DERWA received seven letters containing comments on the MND, as well as letters from the State Clearinghouse acknowledging compliance with CEQA.

¹ "Tiering" refers to using the analysis of general matters contained in a broader EIR with subsequent EIRs or Negative Declarations on narrower projects, incorporating by reference the general discussions from the broader EIR and concentrating the later environmental document solely on the issues specific to the subsequent project.

All written comments received by DERWA regarding the adequacy and accuracy of the MND are presented in this document. Table 1 lists the entities that submitted written or oral comments on the MND during the public review and comment period. The author of each comment letter and the author's affiliation are also given in the table. A summary of issues raised in the comments and a discussion of those issues follow.

**TABLE 1
PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES
COMMENTING IN WRITING**

Comments Received From	Affiliation	Date
Cory Narog	Adjacent property owner	March 17, 2003
Stephen Kowalewski	Contra Costa County Public Works	March 26, 2003
S. Clemens	Adjacent property owner	March 26, 2003
Timothy Sable	Caltrans	April 7, 2003
Barbara Cook, P.E.	Department of Toxic Substances Control	April 11, 2003
Teri Rie	Contra Costa County Public Works	April 14, 2003
Joye Fukuda	City of San Ramon	April 14, 2003

The discussion presented below responds to public and agency comments and either clarifies or amplifies information presented in the MND, discusses items that may not have been analyzed because they were not considered significant impacts of proposed project modifications, or augments existing measures in response to requests from other agencies. Because no new significant impacts were identified as a result of responding to comments, and all existing mitigation measures are adequate to reduce potential effects to less-than-significant levels, the impact analysis presented in the MND has not been revised. Some minor text changes were made by DERWA staff and are presented at the end of this memo. Therefore, this Memorandum, in combination with the Mitigated Negative Declaration, completes the Final MND.

ISSUES RAISED IN WRITTEN COMMENTS ON THE MND

Comments on MND Section 1.3 Project Description

- *Page 1-6, paragraph two of project description, states that a three-foot high barbed wire fence would be installed around the property. Figure 3 shows the fence crossing the public trail easement. The fence should be adjusted to allow the public access to the trails. (Teri Rie, CCC Public Works Department)*
- *Page 1-6, paragraph four, states that the recycled water system will operate from April through September. The majority of the public landscaping in Dougherty Valley will be irrigated with the recycled water system. We would like to have further discussions with you regarding the water system requirements during the winter months. (Teri Rie, CCC Public Works Department)*
- *Page 1-9, paragraph two states that Shapell Industries will excavate the tank site and stockpile the excavated material at the adjacent parcel. The County Building Inspection Department has received a copy of the project description and would like to have further discussions with you regarding coordination. (Teri Rie, CCC Public Works Department)*

- *Figure 3 shows the reservoir site and its proximity to Lilac Ridge Road. Please provide another drawing depicting the reservoir site and the surrounding neighborhood and school sites. The requested drawing should provide more detail than Figures 2 and 5 with all roadways and schools within the vicinity clearly labeled. (City of San Ramon)*

Discussion – MND Section 1.3 Project Description

Regarding fencing and the proposed trails, see Discussion – Recreation and Staff-Initiated Text Changes below.

DERWA will follow up with the PWD regarding recycled water system operations during the winter.

DERWA has and will continue to follow up with the County Building Inspection Department regarding excavation of the tank site.

Figure 5 shows all of the roadways in proximity to the project and they are clearly labeled. The scale is such that not all of the street names fit on the map, so numbers are used; the street names corresponding to the numbers are shown in Figure 1. Schools are shown with the standard symbol for a school site.

Comments on MND Section 1.4 Construction Methods and Schedule

- *The report indicates that the excavated quantity of material for the tank is 105,000 cubic yards and that 75,000 cubic yards of material will be stockpiled on the adjacent school site. ... The report further indicates that the projected 30,000 cubic yards of excess off-hauled excavated material from the tank site will be used to help construct building pads for the school. If however, this material is not suitable to reuse and it becomes necessary to off-haul material, the City will require mitigation pertaining to impacts of noise, dust, dirt, and local traffic caused by construction vehicles. In the event that the adjacent site is not developed as a school, will the 30,000 cubic yard projection still be valid? Any revision to the 30,000 cubic yard projection (or revised projection) should be converted to the equivalent number of truck trips for an impact analysis. (City of San Ramon)*

Discussion – MND Section 1.4 Construction Methods and Schedule

Page 2-32 of the MND, 1st paragraph states that the amount of off-haul could range from zero (i.e., no off-haul) to 30,000 cy (i.e., complete off haul); thus, the MND does address the transportation/traffic impact of the potential for off-hauling the entire 30,000 cy. Mitigation measures AQ-1 and N-1 through N-3 address impacts of noise, dust and dirt. If the adjacent site is not developed, the projected 30,000 cy of off-haul is still valid.

Comments on MND Section 1.5 Permits Required

- *Has the grading for the tank site already been completed? (City of San Ramon)*
- *If not, the estimated 105,000 cubic yards of excavated material for the tank site will more than warrant the issuance of a grading permit by the City of San Ramon. (City of San Ramon)*

- *The project will be receiving an encroachment permit from the City of San Ramon. As part of the encroachment permit, DERWA will, at a minimum, be required to adhere to the following items:*
 - *Completion of the roadway restoration to a condition that reflects the current condition of the roadway. This will include full roadway width restoration. The City will require the submission of necessary reports to insure that subgrade compaction is completed in accordance with the City Standard Plans and Specifications.*
 - *Receive City’s approval of a Traffic Control Plan prior to the issuance of the encroachment permit.*
 - *Restriction on the allowable work hours and noise mitigation measures.*
 - *Control and clean up of dirt and dust.*
 - *City approval of an Erosion Control Plan and subsequent installation of control measures for work taking place during the rainy season, October 15th to April 15th.*
 - *Residential notifications throughout the project to the surrounding residents. (City of San Ramon)*

- *The City suggests that Contra Costa County be advised of this projected work. (City of San Ramon)*

Discussion – MND Section 1.5 Permits Required

Grading for the tank has not started and will not commence until the MND is approved and all applicable permits received.

Based on a meeting with DERWA, EBMUD, Contra Costa Community Development Department (CDD), the Contra Costa County Public Works Department (PWD) and the City of San Ramon (4-17-03) it was determined that most of the land, most of the pipe, and all of the tank are currently located in Contra Costa County and not in the City of San Ramon as stated in the MND (see Staff-Initiated Text Changes below). Gale Ridge Road is currently owned and maintained by Shapell. Only a few feet of the area at the intersection of the access road and Lilac Ridge Road is within the City of San Ramon limits; thus, a grading permit is not required from the City of San Ramon. An encroachment permit may be required from Shapell, the owner of portions of Gale Ranch Road and Lilac Ridge Road within the project area. Should the County accept the roads before construction starts, an encroachment permit with the County may be needed. Section 1.5 Permits Required, page 1-10, is modified as follows:

- **City of San Ramon: Encroachment Permits for construction in public rights-of-way (Lilac Ridge Road and ~~North Gale Ridge Road~~ at the intersection with the access road).**

The City’s comments require clarification of the City’s authority on the bulleted items noted below for an encroachment permit because of the clarification as to the location and jurisdiction of the project. Many of the bulleted items are already included as mitigation measures for the project. See below.

- The last bullet under Mitigation Measure T-1 (p. 2-33) calls for roadway pre-construction surveys and restoration if roads are damaged by excessive construction loads.
- Mitigation Measure T-1 calls for the preparation of a Traffic Control Plan (TCP).
- Mitigation Measures N-1 to N-4 addresses restricting work hours and noise mitigation measures.
- Mitigation Measure AQ-1 addresses the control and clean-up of dirt and dust.
- Mitigation Measure WQ-1 lists a series of standard best management practices (BMPs), which will be incorporated into a Storm Water Pollution Prevention Plan (SWPPP) and Erosion Control Plan (ECP). Per a conversation between DERWA, CDD, PWD, and the City (4-22-03), DERWA will prepare an ECP and submit it to the County Building Inspection Department as an information item. See also City of San Ramon comment under Hydrology and Water Quality.

The following is added to Mitigation Measure WQ-1:

- Installation of erosion control measures will occur by October 15 and remain in effect through April 15.

Regarding residential notification, DERWA and EBMUD staff have been in touch with The Bridges Homeowners Association and will be scheduling a meeting with that group prior to construction to inform residents of the project and the overall benefits/needs of recycled water. As construction approaches, DERWA and EBMUD anticipate using a variety of mechanisms such as the web site, door hangers, direct mailings, road signage, telephone hotline, etc. to keep people informed and updated of activities. DERWA will maintain contact with City staff to ensure they are in the loop on the construction schedule/timeline and will also brief Council members individually or as a full body as necessary. In response to the City's concern about residential notifications, the following is added to Measure T-1 of the MND:

- DERWA shall notify residents in proximity to construction of upcoming work by placing flyers in mailboxes, and/or posting construction information. Information on construction will also be posted on DERWA's website www.derwa.org

The MND was sent to the CDD and the PWD. The PWD provided two comment letters (see Table 1 above). Meetings between DERWA, EBMUD, CDD, PWD, and the City of San Ramon (4-17-03) have occurred and encroachment permits will not be required by the County. It appears that a grading permit from the County will not be necessary. DERWA staff will remain in communication with the County Building Inspection Department through the construction period.

Comments on the Environmental Checklist

- *These pages (2-4 to 2-6) comprise a portion of the Environmental Checklist and are absent from the City's copy of the IS/MND. (City of San Ramon)*

Discussion – Environmental Checklist

This is a formatting issue; no pages of the Initial Study Checklist are missing from the MND. Pages 2-4 to 2-6 are Figures 5 – 7 (although no page numbers actually appear on the figures).

Comments on Aesthetics

- *My home was purchased to enjoy the nature of the untouched hillside and areas. To enjoy the hawks, birds, coyotes, and other ... My home is a single story with most of my windows facing the hillside in question. My home is tilted slightly, where I am getting a bee-line sight of the tower, and worse yet... the ROAD to the tower. Even though the tank is underground, the road and the tank entrance will be in direct view! (Cory Narog)*
- *Page 2-7, paragraph four, states that the access road would be visible from Lilac Ridge Road. We recommend that the access road and the stairs to the tank be constructed with earth-toned concrete. (Teri Rie, CCC Public Works Department)*
- *... Has there been any study to determine the visibility of the tank from the surrounding residential areas such as Sweetgale Drive, Hedgecrest Circle, and Red Willow Road? (City of San Ramon)*
- *Page 2-7, paragraph four, also states that the access road will be 15-percent in slope. We recommend that an underground storm drain system is installed to prevent erosion along the sides of the access road. The storm drain should be sized to accommodate the emergency discharge of the tank. (Teri Rie, CCC Public Works Department)*

Discussion – Aesthetics

Per page 2-3 of the MND, the tank will be buried; thus, avoiding a significant aesthetic impact. A three-foot high antenna will be installed, which is not likely to be visible from Lilac Ridge Road or Lantana Way. Only a portion of the access road will be visible as stated in the letter and in the MND (Figure 7 and page 2-7). The first part of the access road will be a joint use facility with the Lilac Ridge Trail, then the trail will veer off to the right (an east-west trail) of the access road, following the existing concrete v-ditch (see Teri Rie's comments under Recreation). This trail is eight-foot wide with an aggregate base. According to plans (RA 1136) provided by Teri Rie, a 42-inch chain link fence will be installed downslope of the trail. Another trail also begins at Lilac Ridge Road and will head northerly up to the top of the ridge (see Teri Rie's comments under Recreation). The two proposed trails would be at this location even if Tank R-200 and its access road were never built. The limited view of an access road given the suburban character of the area (i.e., large subdivisions, Lilac Ridge Road and North Gale Ranch Road) would not substantially affect a scenic vista or degrade the existing visual character or quality of the site.

Based on the concerns of Cory Narog, the PWD, and the City of San Ramon, the access road will be earth-toned concrete or asphalt. In addition, the gate will be recessed from Lilac Ridge Road (refer to Comments – March 26, 2003 Public Meeting below). See Staff-Initiated Text Changes.

The tank would not be visible from Sweetgale Drive (approximately 3,000 feet to the west of Lantana Way), Hedgecrest Circle (over 2,000 feet south of Lilac Ridge Road) or Red Willow Road (over 2,000 feet north of the tank site).

The access road will have a curb and gutter. Runoff will be collected via drop inlets. The storm drain line will *be sized to accommodate the emergency discharge of the tank*.

Comments on Air Quality

- *... the City is concerned with air quality and dust and dirt control. It is suggested that this report also include the affects on the air quality surrounding Coyote Creek Elementary School. (City of San Ramon)*

Discussion – Air Quality

Coyote Creek Elementary School is located approximately one-half mile south of the project site. Mitigation Measure AQ-1, presented on pages 2-11 of the MND, requires preparation of a dust abatement program. Elements of the program, which include watering construction areas twice daily and discontinuing grading activity during high wind conditions, are presented in the measure. As stated on page 2-10, this mitigation measure meets current Bay Area Air Quality Management District requirements for dust control. The measures include the basic and enhanced control measures as well as six other additional measures. Implementation of this measure would be sufficient to reduce dust impacts to less-than-significant levels. In addition, if grading occurs during the summer months as proposed, school would not be in session.

Comments on Biological Resources

- *I frequently walk in this area ... and have noticed this winter that a pond has formed at the base of the slope just northeast of the of the intersection of Lantana Way and Lilac Ridge Road, which is in the area of the planned tank. This pond is apparently desirable to frogs because several hundred, or more, appear to have taken residence in this area based on the rather large chorus of croaking from the area at night.*

I do not know if the planned grading for the proposed tank and facilities will disturb this area, but I trust that the City of San Ramon will review this situation and ensure that the frogs are protected along with their new frog habitat. (S. Clemens)

Discussion – Biological Resources

Malcolm Sproul (biologist for Shapell Industries) dip-netted the ponded water and identified the frogs are Pacific chorus frogs (*Hyla regilla*), a common species, and not the endangered California red-legged frog (*Rana auror draytonii*). Pacific chorus frogs are not protected by either state or federal law. The discussion regarding the frogs in the MND (see p. 2-13, 5th paragraph, starting with the second sentence) is changed to reflect the identification of the frogs as Pacific chorus frogs. Mitigation Measure BR-1 is deleted from the MND based on the identification of the frogs as being Pacific chorus frogs rather than the endangered California red-legged frog.

However, the linear depression immediately south of the concrete-lined drainage ditch (which is adjacent to but not within the haul road area) had impounded a pool 50 feet x 25 feet and about two feet deep where the drainage turns south to parallel Lilac Ridge Road. The pool had spent egg masses and tadpoles, ~~which at this stage should be presumed to be California red-legged frog (CRLF). When these frogs metamorphose later in the spring, and adults leave the drainage as it dries, they may disperse into the haul road area.~~ The frogs were later identified as being Pacific chorus frogs (*Hyla regilla*) and not the endangered California red-legged frog (*Rana auror draytonii*) (Sproul, 2003).

■ ~~**Mitigation Measure**~~

- ~~Implementation of the following mitigation measure would avoid the potential to affect the CRLF to a less than significant level.~~
- ~~**Measure BR-1:** Before the initiation of construction activities, DERWA should install silt drift fencing to prevent CRLFs from moving north from the pool and into haul route area. The fence should parallel the concrete lined ditch and extend from Lilac Court Road to a point 100 feet beyond the westernmost limit of disturbance.~~
- ~~Installation of fencing should be supervised by a qualified biologist. Where determined feasible and appropriate by the qualified biologist, the silt fencing will be reinforced with “t” posts. The bottom of the silt fencing should be keyed into the soil with at least six inches of soil on top. If this is not feasible due to rocky soil conditions, hay bales may be placed on the inside of the fence to stabilize the bottom of the fencing.~~

Comments on Hazards and Hazardous Materials

- *Section VII of the Neg Dec indicated the project site is not included in the “Cortese List” prepared by DTSC. Please note that other local and state agencies may maintain lists of sites where a release of hazardous substances have occurred. Regional Water Quality Control Board information should also be reviewed. DTSC maintains a database called “Calsites” which contains information on properties in California where a release or a potential release exists. The CalSites list did not include sites located in the project area (San Ramon). However, CalSites is not comprehensive list of potentially impacted properties; lists maintained by other local and state agencies would need to be reviewed (Department of Toxic Substances Control)*
- *... section VII of the Neg Dec also indicated that there may be a potential for release of hazardous materials during trenching activities and construction of the pipeline. If hazardous substances have been released, they will need to be addressed as part of this project. (Department of Toxic Substances Control)*
- *Under Section VII Hazards and Hazardous Materials, please include some discussion in the event of a tank leak. What will happen in terms of drainage? Where will the leakage be contained and collected? Similarly, if a leakage or rupture occurs, what type of emergency plan is there in place? Mitigation Measure HM-1 (3.25) makes reference to an Emergency Response Program. Please provide more detail about this program. (City of San Ramon)*

Discussion – Hazards and Hazardous Materials

As noted by the DTSC, their CalSites database did not list the parcel in question; thus, two different databases show negative results for hazardous materials. As suggested by DTSC, information from the San Francisco Regional Water Quality Control Board’s website <http://www.swrcb.ca.gov/rwqcb2/> was reviewed and the results were negative for MTBE contamination and UST. Given the location of the property (See Figure 1) and its past use (see page 1-6, 1st paragraph), additional searches are not warranted.

The potential for release of hazardous materials noted in the MND refers to spills from either stored materials or from construction equipment *during construction* and not from any potential release from the site itself (see page 2-18 and 2-19). Mitigation measures (see Measure HM-1 and HM-2) have been included to reduce the potential for the release of hazardous materials and for the appropriate response in the unlikely event of such an occurrence during construction activities.

As described on MND pp. 1-6 and 1-7, the tank would operate during the six-month irrigation season (April through September), and would contain minimum volumes the remainder of the year as needed for reduced irrigation demand. The tank is designed to preclude leakage; however, the unlikely possibility that the tank could be inadvertently overfilled is accounted for in the project design. An overflow pipe will be installed from the tank under the access road and will discharge into the storm drain system on Lilac Ridge Road. Tank R-200 will have an altitude valve that will automatically shut off the inlet piping and prevent overflow. Instrumentation will monitor the water level in the tank and transmit the information to the DSRSD staff responsible for controlling facility operations (DSRSD's Supervisory Control and Data Acquisition system provides remote operation of facilities).

Complete and sudden failure of the buried concrete tank is considered unlikely. The external forces that could adversely affect the structural integrity of the tank relate to geologic and soils hazards, and are addressed on pp. 2-16 and 2-17 of the MND. The design standards incorporated into the proposed project are described on p. 1-3. As indicated on p.1-3, the tank is being designed in accordance with the Uniform Building Code Seismic Zone 4 requirements or EBMUD's more stringent criteria. Construction standards provided by the tank manufacturers and/or the American Association of Water Works, as applicable, will be considered in foundation and lateral support design, consistent with conditions of approval adopted as part of the San Ramon Valley Recycled Water Project EIR. While no one can guarantee that the tank will emerge from a major earthquake entirely free of damage, the proposed design standards ensure compliance with appropriate standards for design and reduce the risk of structural damage from a seismic event to an acceptable level.

Following an earthquake or other emergency that could affect DSRSD operations, DSRSD will implement procedures for facility inspection and repair.

The referenced Emergency Response Plan addresses accidental spills of any fuels or other hazardous substances that may be present at the site during construction.

Comments on Hydrology and Water Quality

- *Reference is made to the non-submission of a formal SWPPP due to the disturbance acreage being less than five acres. Please review this policy. It is the City's understanding that the requirement for submission of a formal SWPPP is now one acre or more. (City of San Ramon)*

Discussion – Hydrology and Water Quality

The City is correct in its understanding. The change in the acreage amount triggering a SWPPP was noted after the MND was released for public review. The sentence in question (page 2-21, 1st paragraph) is changed as follows:

A formal Storm Water Pollution Prevention Plan (SWPPP) is ~~not~~ required for this project; a SWPPP is required for projects causing disturbance of **one five**-acres or more.

Comments on Noise

- *Under Section XI Noise, the City will be concerned with the amount of noise generated by the project especially during the construction stage. The pipeline construction will be as close as 30 feet from residential properties. While the City acknowledges DERWA's use of mitigation measures, construction hours and days may be limited due to inconvenience to local residents. (City of San Ramon)*
- *What is the noise impact at Coyote Creek Elementary School when the pipeline is on North Gale Ridge Road is constructed? (City of San Ramon)*
- *Please update reference to the 1995 San Ramon General Plan. San Ramon adopted a new General Plan in 2001. (City of San Ramon)*

Discussion – Noise

The proposed Mitigation Measure N-2 is consistent with the City's Noise Ordinance. Measure N-2 is revised as follows:

- Measure N-2: DERWA shall limit construction activities to between the hours of 7:30 a.m. and 7:00 p.m. on weekdays, ~~and between 9:00 a.m. and 6:00 p.m. on weekends.~~
Shapell will not construct on the weekends without special permission from DERWA. Construction activities shall be prohibited on holidays.

In response to the City's concern about noise impacts at Coyote Creek School, the following is added to the noise mitigation measures:

- Measure N-5: Installation of the pipeline will occur during the summer.

Comment acknowledged. The reference in the 1st sentence, 4th paragraph on page 2-26 is modified as follows:

- The Noise Element of the San Ramon General Plan has a policy to minimize noise emanating from temporary activities and restricts the hours of operation for a variety of reasons (City of San Ramon, ~~1995~~**2001**).

In addition, page 3-2 is modified as follows:

- ~~City of San Ramon, City of San Ramon General Plan, last updated 1995.~~
- City of San Ramon, *A New General Plan for the Future San Ramon 2020 General Plan*, draft for voter approval, **2001 voter approved on March 5, 2002.** <http://www.ci.san-ramon.ca.us/gprc/gprcindex.htm>

Comments on Recreation

- *The majority of the proposed tank and access road construction will occur within Parcel Z, Subdivision 7984. Please note that there is a dedicated trail easement to*

Contra Costa County within Parcel Z. Page 21 of the SUB 7984 final map shows this trail easement The east-west trail begins at Lilac Ridge Road and is proposed to be constructed adjacent to the v-ditch at the toe of the slope. (Teri Rie, Contra Costa County Public Works Department)

- *The approved Gail Ranch Trail Exhibit dated August 12, 2002, which is part of the Final Development Plan (FDP) for Subdivision 7984 shows a second trail beginning at Lilac Ridge Road heading northerly up to the top of the ridge. We would like DERWA to consider incorporating the proposed tank access road shown on Figure 3 into the trail system. We would appreciate the opportunity to meet with you to discuss this matter further. (Teri Rie, Contra Costa County Public Works Department)*

Discussion – Recreation

The MND did discuss a trail plan developed as part of the Dougherty Valley Specific Plan and noted that a portion of the trail would be adjacent to the reservoir (see page 2-30). In response to Teri Rie’s letter, DERWA has initiated some changes to the MND (see Staff-Initiated Text Changes for page 1-6 below). DERWA will follow up with the City of San Ramon and PWD on the matter of the trails.

Comments on Transportation and Traffic

- *Prior to the pipe line being installed in a county road the Contractor will have to obtain a Contra Costa County Encroachment Permit. The permit will not be issued until a traffic plan detailing traffic control in the construction zone has met the County Traffic Engineers approval. (Stephen Kowalewski, CCC Public Works Department)*
- *We have examined the Initial Study and Mitigated Negative Declaration and are satisfied that the project will not have a significant impact to State transportation facilities. (Caltrans)*
- *The recycled water pipeline is to be installed within Lilac Ridge Road (RA1082), North Gale Ridge Road (RA1083) and Dougherty Road (RA1104). These roads are newly constructed and the respective improvement plans are being provided for your reference (Teri Rie, CCC Public Works Department)*
- *The approved Gail Ranch Trail Exhibit dated August 12, 2002, ... shows a second trail beginning at Lilac Ridge Road heading northerly up to the top of the ridge. ... We would like DERWA to consider incorporating the proposed tank access road shown on Figure 3 into the trail system. ... (Teri Rie, CCC Public Works Department)*
- *The Transportation/Traffic checklist and mitigation measures should be reanalyzed and reevaluated due to the incorrect assumptions regarding existing conditions and the lack of appropriate mitigation measures regarding transportation impacts for the pipeline construction in the vicinity of Coyote Creek Elementary School.*

North Gale Road is a 40-ft. wide two-lane roadway with parking along both sides of the street. As a result, the remaining 20-ft. width would be insufficient for two-way

traffic, and all on-street parking would need to be removed. In addition, the school exit driveway is located on the roadway, which could involve additional safety issues. Presently, there are congestion and pedestrian safety issues in the vicinity of the school. Construction during school hours would likely exacerbate the present problems. There may also be traffic diversion and changed travel patterns resulting in neighborhood traffic intrusion issues without adequate mitigation measures. Due to the number of issues surrounding the pipeline construction, the City requests that pipeline construction work be limited to the summertime. (City of San Ramon)

Discussion – Transportation and Traffic

Regarding the comment about an encroachment permit from Contra Costa County, see Discussion – Section 1.5 Permits Required.

The comment submitted by Caltrans is acknowledged.

The comment regarding the newly constructed roads submitted by Teri Rie is acknowledged. One clarification, the pipeline will be connected to an existing pipeline at Dougherty Road.

Regarding the comment about the second trail beginning at Lilac Ridge Road, see Staff-Initiated Text Changes, page 1-6, Section 1.3.2 Tank R-200, 2nd paragraph addition of text after the 6th sentence.

Regarding the City of San Ramon’s comment on the number of lanes on North Gale Road, the City is correct in identifying North Gale Ridge Road as a two-lane roadway rather than a four-lane roadway as noted in the MND. Since North Gale Ridge Road is two lanes as is Lilac Ridge Road, the same routing of traffic will occur during pipeline installation. The 4th sentence in paragraph one on page 2-31 is changed as follows:

- ~~Within North Gale Ridge Road, a four~~**two-lane roadway, one traffic lane would be closed during pipeline trenching would have alternating one-way traffic past the pipeline construction zone.**

See the new mitigation measure added under Discussion – Noise (N-5). This measure addresses the City’s concern regarding traffic and circulation impacts in the vicinity of Coyote Creek Elementary School.

ISSUES RAISED AT PUBLIC MEETINGS ON THE MND

Comments – March 26, 2003 Public Meeting

At the public meeting for the DERWA Tank R-200 Project on 3/26/03, the resident living at Lilac Ridge Road and Lantana Way complained about the visual impact of the access road leading up to the tank, and potential effect on his property value (the latter is not a CEQA issue). The following measures were discussed as a possible means to mitigate this impact:

- 1. Modify the gate (and possibly the road) to resemble an approach to a house.*
- 2. Berm along the edge of the access road.*
- 3. Landscape along the access road.*

4. *Use a different material for the road surface to reduce the color contrast between the road surface and the surrounding hillside.*
5. *Relocate the access road further east (the possibility of relocating the access road to the north side of the hill was rejected given the steepness of the hillside, the distance, and the lack of access to a street).*

These potential mitigation measures were considered and, as indicated above under Aesthetics, the access road will be earth-toned concrete or asphalt. In addition, the gate will be recessed to reduce its visibility and will be of the type used for recreational trails in Dougherty Valley. The objective of measures to mitigate the visual impacts of the proposed project is to help integrate the Tank and appurtenant facilities in with the surroundings. Two of the suggested measures, modifying the gate to resemble the entrance to a house and landscaping along the access road, would actually draw attention to project design elements. Relocation of the access road is not necessary to reduce the impact to less-than-significant level.

Comments – March 27, 2003 Public Meeting

- *What are the anticipated construction working hours?*
- *Comments need to be received by 4/14 or postmarked by 4/14?*
- *Will the access road be open to the public?*
- *What will be accessible if the tank is buried?*
- *Do you know when Shapell will be building the school? Concerned there might be ongoing construction.*
- *Will there be construction on the weekends?*
- *Any noise associated with the tank?*
- *How often will water be pumped?*
- *How will the tank withstand an earthquake? Any extra protections in case there is some kind of rupture?*
- *What types of failures happen with this type of tank?*
- *Has the project already been approved? Any way to stop it?*
- *Has Tank 1 already been built?*
- *How different is the Tank 1 project from Tank 2? Why is Tank 2 buried and not Tank 1?*
- *I was made aware of the school, but not this project – should Shapell have told potential homebuyers about it?*
- *Have there been other tanks that have not been approved?*

- *Any concerns about property values being impacted by the tank?*
- *What areas will this water serve? Just San Ramon? Are there plans to build one in Dublin?*
- *Do you have contractors in place now? Will they be the same as the ones who've been working on the transmission lines to this point?*

These comments were responded to in full at the public meeting.

STAFF-INITIATED TEXT CHANGES

Notice of Intent to Adopt a Mitigated Negative Declaration for the Proposed DERWA Tank R-200 Project, 3rd paragraph, 1st sentence – change:

The proposed DERWA Tank R-200 site is ~~in the City of San Ramon~~ **located in the Gale Ranch area in Contra Costa County, ...**

Page 1-3, Section 1.3 Project Description, 3rd bullet – change:

- Construct a paved **earth-toned** access road, 16-foot wide and about 500 feet in length, between Lilac Ridge Road and the tank site.

Page 1-3, Section 1.3.1 Location, 3rd sentence – change:

The almost eight acre site proposed for the recycled water reservoir is **partially** within the City of San Ramon **and Contra Costa County boundary** in a saddle

Page 1-6, Section 1.3.2 Tank R-200, 1st paragraph, 2nd sentence –change:

The property is located **partially** within the San Ramon city limits **and Contra Costa County**, and will be acquired

Page 1-6, Section 1.3.2 Tank R-200, 2nd paragraph, – change:

Figures 3 and 4 show the plan view and cross sections of the reservoir tank. The proposed reservoir would be a cylindrical prestressed concrete tank, 150 feet in diameter, placed on excavated bedrock materials. The tank would then be completely buried using select native backfill (totaling approximately 75,000 cubic yards). DERWA would construct stairs (not shown on **Figures 3 and 4**) on the exposed slope between the valve pit and the top of the reservoir. A three-foot high antenna would be located near the top of the stairs. A 16-foot wide **earth-toned** access road would be constructed from Lilac Ridge Road to the tank (see **Figure 3**). **The first portion of the access road would have a concurrent use—a trail. A standard park trail gate (a ‘pipe gate’ as used on other recreational trails in Dougherty Valley) would be installed and recessed from Lilac Ridge Road at the end of the concurrent use portion (not shown on Figure 3). A perimeter fence around the tank site would not be installed. Around the property, a three-foot high barbed wire fence, similar to existing cattle fences in the area, would be installed.—A taller, six-foot high chain link fence around the paved valve pit area would also be installed. A temporary haul route**

traversing the tank site and the adjoining site would be used to move and stockpile the excavated materials.

Pages 1-8 and 1-8, Figures 3 and 4 – change:

Since publication of the MND the grading plan has been refined somewhat, and the access road profile corrected. This change does not materially affect the analyses in the MND (e.g., excavation estimates would not change, nor would the visual simulations) The updated drawings are reprinted at the end of this memorandum.

Page 1-9, Section 1.4.1 Tank Construction, 2nd sentence – change:

DERWA will excavate the tank site in summer 2003 (following adoption of the MND) to minimize truck trips during the school year.

Page 1-9, Section 1.4.1 Tank Construction, between 10th and 11th sentences – add:

The approximately 30,000 cy of excess material would raise the level of the school site pad between one and two feet.

Page 1-10, Section 1.4.3 Schedule, 2nd sentence – change:

Construction is scheduled to begin ~~late~~**summer** 2003 and conclude in Spring 2005.

Page 1-10, Section 1.5 Permits Required – add:

- San Francisco Regional Water Quality Control Board: General Permit for Storm Water Discharges Associated with Construction Activity

Page 2-1, Item #10, Other public agencies whose approval may be required – add:

- San Francisco Regional Water Quality Control Board: General Permit For Storm Water Discharges Associated With Construction Activity

Page 2-3, 1st paragraph, 1st sentence – change:

The reservoir site is located in the Gale Ranch area, ~~within the city limits of San Ramon~~ **in Contra Costa County**, in a saddle ridge

Page 2-7, 5th paragraph, 2nd sentence – change:

The limited view of the **earth-toned** access road is not considered to significantly affect the existing visual quality of the area.

Page 2-22, Measure WQ-1, after last bullet – add:

These BMPs would be incorporated into the SWPPP. DERWA will provide a copy of the SWPPP to the Contra Costa County Public Works Department to ensure on-going coordination.

Page 2-23, 1st paragraph, 1st sentence – change:

The proposed project would construct a recycled water reservoir in the ~~City of San Ramon~~ **Gale Ranch area in Contra Costa County** and install pipelines within ~~the City~~ **Lilac Ridge Road and North Gale Ridge Road**.

Page 2-26, 3rd paragraph, 1st sentence – change:

~~Approximately one third of the pipeline is within the City of San Ramon limits and the other two thirds is currently within the unincorporated of Contra Costa County.~~ **Only the portion of the pipeline in the vicinity of the intersection of the access road with Lilac Ridge Road is within the City of San Ramon, the majority of the pipeline is in Contra Costa County.**

Page 2-30, XIV, Recreation, 2nd paragraph under a,b – change:

The project site is located in the Gale Ranch area **primarily in Contra Costa County.**~~the City of San Ramon~~

Page 3-2, 3.3 References – add:

Sproul, Malcolm. Principal, LSA Associates, Inc. Letter: Results of Pond Sampling Lilac Ridge Road and Lantana Way, Gale Ranch, April 18, 2003.

Notice of Intent to Adopt a Mitigated Negative Declaration For the Proposed DERWA Tank R-200 Project

The Dublin San Ramon Services District • East Bay Municipal Utility District Recycled Water Authority (DERWA) proposes to adopt a Mitigated Negative Declaration (MND) for the DERWA Tank R-200 Project. The project includes constructing a new 4.5-million gallon reservoir tank, and installing approximately 0.5 mile of new pipeline to connect the reservoir tank to a future DERWA transmission main. The DERWA Tank R-200 project is part of the San Ramon Valley Recycled Water Program (SRVRWP), which will supply recycled water to portions of the Dublin San Ramon Services District (DSRSD) and East Bay Municipal Utility District (EBMUD) service areas in the San Ramon Valley. The DERWA Board of Directors approved and certified a Program Environmental Impact Report (PEIR) on the SRVRWP in December 1996. The DERWA Tank R-200 project was evaluated at a program-level of detail in that EIR. Consistent with Section 15152 of the *California Environmental Quality Act (CEQA) Guidelines*, the Mitigated Negative Declaration/Initial Study (MND/IS) for the Proposed DERWA Tank R-200 Project tiers off of the Program EIR.¹

The MND and Initial Study describe the proposed Project, analyze whether any potential significant environmental impacts would result from the Project, and describe mitigation measures that would avoid or lessen any such potential impacts. DERWA elected to prepare an MND because the proposed Project does not meet requirements for preparing a subsequent EIR.

LOCATION: The proposed DERWA Tank R-200 site is in the City of San Ramon, approximately ¾ mile north of Bollinger Canyon Road and 1500 feet west of Dougherty Road, adjacent and to the north of the Bridges at Gale Ranch subdivision. The site occupies a saddle between two hills to the east and west. Refer to the figure on the back of this notice. The project site is on property currently owned by Shapell Industries. EBMUD has an agreement with Shapell Industries to allow development of the property as a water storage facility.

PUBLIC WORKSHOPS: In order to receive comments on this MND/IS, public workshops will be conducted on Wednesday, March 26 from 12:00 – 1:30 PM at the San Ramon Community Center, 12501 Alcosta Boulevard, San Ramon and Thursday, March 27 from 7:00 – 8:30 PM at the Golden View Elementary School, 5025 Canyon Crest Drive, San Ramon. You are invited to attend these meetings; copies of the MND will be available at the meetings.

DEADLINE: DERWA will be accepting comments on the MND/IS from **March 14 through April 14, 2003**. Written comments may be sent to the attention of Robert Baker, DERWA Authority Manager, 7051 Dublin Boulevard, Dublin, CA 94568.

The DERWA Board of Directors anticipates considering approval of the MND at its meeting on May 27, 2003. The MND and all associated documents are available for public review during regular business hours at the DERWA Administrative Office, located at 7051 Dublin Boulevard, Dublin. Additionally, the MND/IS is available for review on line through the DSRSD website (www.dsrsd.com), DERWA website (www.derwa.org) or EBMUD website (www.ebmud.com), or at the following locations:

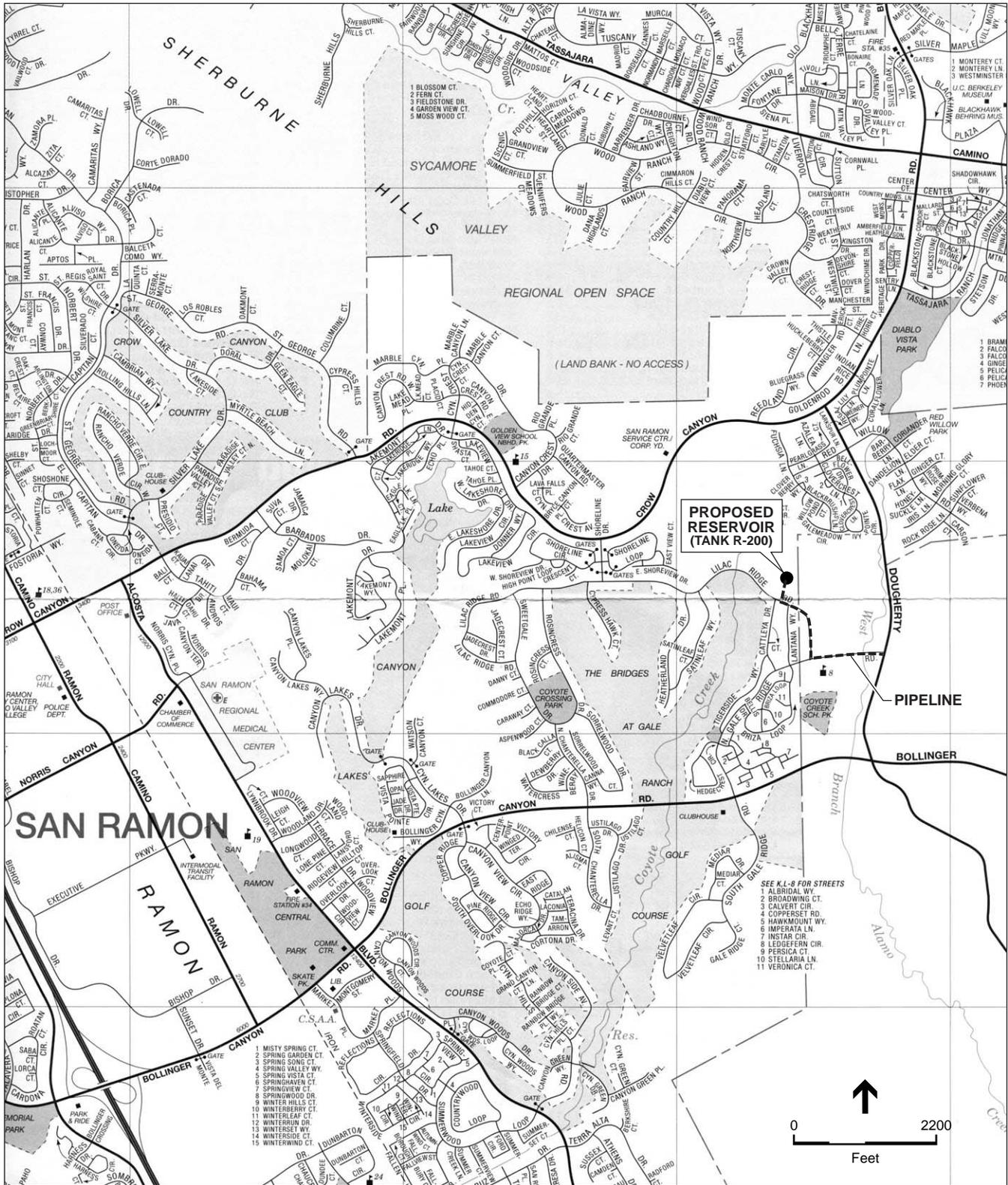
Alameda County Library
7606 Amador Valley Blvd., Dublin

Contra Costa County Library
825 Hartz Way, Danville

Contra Costa County Library
100 Montgomery, San Ramon

EBMUD Office of Water Recycling
375 Eleventh Street, Oakland

¹ “Tiering” refers to using the analysis of general matters contained in a broader EIR with subsequent EIRs or Negative Declarations on narrower projects, incorporating by reference the general discussions from the broader EIR and concentrating the later environmental document solely on the issues specific to the subsequent project.



SOURCE: California State Automobile Association; Environmental Science Associates

DERWA Tank R-200 / 990067

Project Location

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SECTION 1.0

PROJECT DESCRIPTION

1.1 INTRODUCTION AND OVERVIEW

DERWA (DSRSD • EBMUD Recycled Water Authority) is a Joint Powers Authority formed in 1995 between the Dublin San Ramon Services District (DSRSD) and the East Bay Municipal Utility District (EBMUD). The San Ramon Valley Recycled Water Program (SRVRWP) will supply recycled water to portions of the DSRSD and EBMUD service areas in the San Ramon and Dougherty valleys. The DERWA Board of Directors approved and certified a Program Environmental Impact Report on the SRVRWP in December 1996. The approved SRVRWP project is based on serving up to 8,210 acre-feet per year (AFY)¹ of recycled water to urban retail water customers of EBMUD and DSRSD that are either developed or are approved for development.

DERWA will provide recycled water from the Pleasanton Wastewater Treatment Plant through SRVRWP transmission facilities to EBMUD and DSRSD for distribution to customers that can use recycled water for irrigation. EBMUD supplies retail water service in the northern part of the area within its service area boundary. DSRSD provides retail water service in the southern part of the area.

The project evaluated in this Initial Study/Mitigated Negative Declaration (IS/MND) will serve Pressure Zone 2² of the DERWA system. The complete DERWA system will have three other pressure zones that will extend the service area to the south and southeast from Tank R-200, with an ultimate annual average capacity of approximately 5.7 million gallons per day. The DERWA Tank R-200 project specifically consists of constructing a new reservoir tank (Tank R-200) with a capacity of approximately four and one-half million gallons and installing a 2,700-foot-long pipeline to connect the reservoir tank to DERWA's future transmission mains.

This IS/MND was prepared in compliance with the California Environmental Quality Act (CEQA) of 1970 (as amended) and the CEQA Guidelines. The SRVRWP EIR evaluated the DERWA Tank R-200 project in a general, program-level manner. This IS/MND tiers off of that EIR and incorporates by reference specific analyses as indicated in the attached Initial Study.³

¹ An acre-foot/year is equal to 325,851 gallons/year.

² A pressure zone is an area within a specified elevation range (e.g., 250-450 feet) where storage and distribution facilities are designed to deliver water at a pressure range suitable for customer use.

³ "Tiering" refers to using the analysis of general matters contained in a broader EIR with subsequent EIRs or Negative Declarations on narrower projects, incorporating by reference the general discussions from the broader EIR and concentrating the later environmental document solely on the issues specific to the subsequent project.

1.2 PROJECT OBJECTIVES

The DERWA Tank R-200 project would further the objectives of the SRVRWP by providing distribution storage capacity for Pressure Zone 2. The primary objective of the SRVRWP is to maximize the amount of recycled water delivered in the study area to offset irrigation demand for drinking water, while recovering costs. Numerous existing parks, athletic fields, roadway medians, golf courses, and similarly vegetated areas within the study area are currently irrigated with potable water. Planned parks, commercial areas, athletic fields, and golf courses in the study area also will require irrigation. These water users will be the primary customers for recycled water.

The DERWA SRVRWP furthers the objectives of the two participating Districts with regard to water recycling. In 1992, DSRSD adopted Water Recycling Policies (Resolution No. 42092) that are intended to encourage the following actions:

- Promote, produce, sell, and deliver recycled water to retail and wholesale customers;
- Manage the SRVRWP on an equitable and self-supporting basis;
- Work with others to develop ordinances and guidelines to encourage the use of recycled water;
- Develop local regulations and standards to ensure the safe and beneficial use of recycled water; and
- Conduct public information and customer service programs to ensure that the public has an appropriate understanding of recycled water, including the benefits of using recycled water.

In addition, as part of its Urban Water Management Plan adopted in February 2001, DSRSD has expressed its commitment to developing recycled water supplies, and includes recycled water as a component of its water supply planning. The Urban Water Management Plan contains a chapter on recycled water, which references the SRVRWP and other water recycling efforts DSRSD is pursuing.

In October 1993, EBMUD established water recycling as an important component of its updated Water Supply Management Program (WSMP). The WSMP identified recycled water as a key component in meeting long-range EBMUD water supply needs. The WSMP's water recycling goal is to achieve an additional eight million gallons per day of supply (annual average) by 2020 by providing recycled water to major irrigators and industrial users in lieu of potable water. The largest projects are anticipated to be located in the San Ramon Valley and the Oakland/Berkeley area.

Both Districts also have signed the statewide Memorandum of Understanding for Urban Water Conservation in California (December 1991), which calls for water and wastewater districts to support water recycling wherever technically and economically reasonable. EBMUD'S mandatory use policy (Policy 73) requires that customers use nonpotable water for nondomestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental

to public health and not injurious to plant life, fish and wildlife. DSRSD also has a similar mandatory use policy (Ordinance No. 280).

1.3 PROJECT DESCRIPTION

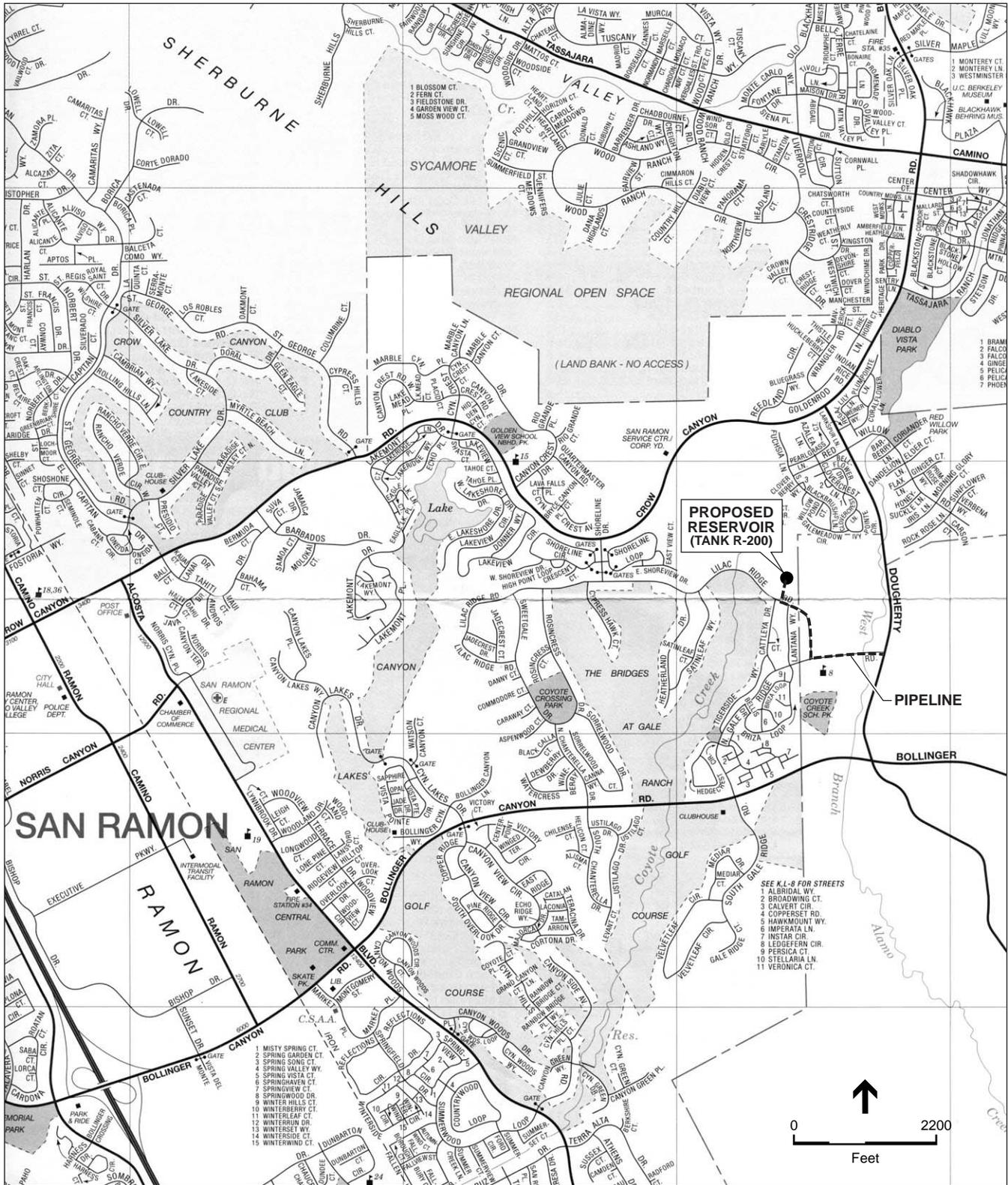
The DERWA Tank R-200 project would:

- Provide recycled water storage capacity by constructing an approximately 39 foot tall, 150 foot diameter cylindrical concrete tank. It would have floor and high water elevations of 700 and 734.5 feet above mean sea level (msl), respectively. The tank would be installed in an excavated pit and then completely backfilled.
- Install a new approximately 2,700-foot-long pipeline to connect the reservoir tank to DERWA's pipeline system.
- Construct a paved access road, 16-foot wide and about 500 feet in length, between Lilac Ridge Road and the tank site.
- Provide a temporary haul route traversing the tank site and the adjoining site to be used to move and stockpile the excavated materials.

The reservoir and pipeline facilities would be designed and constructed in accordance with Uniform Building Code Seismic Zone 4 requirements, using the Uniform Building Code (1997) or EBMUD'S more stringent criteria. Since the project site is located in a seismically active region of California with close proximity to the Calaveras and Pleasanton faults, recommendations of the geotechnical report will be incorporated into the design and construction of the proposed facilities (EBMUD, 2002). Construction standards and water tank design for seismically active areas as provided by the tank manufacturer and/or the American Water Works Association (AWWA), if applicable, shall be considered for the foundation and lateral support design. The standard design methods were also a part of the conditions of approval for adoption of the SRVRWP Programmatic EIR and have been modified to address Tank R-200.

1.3.1 LOCATION

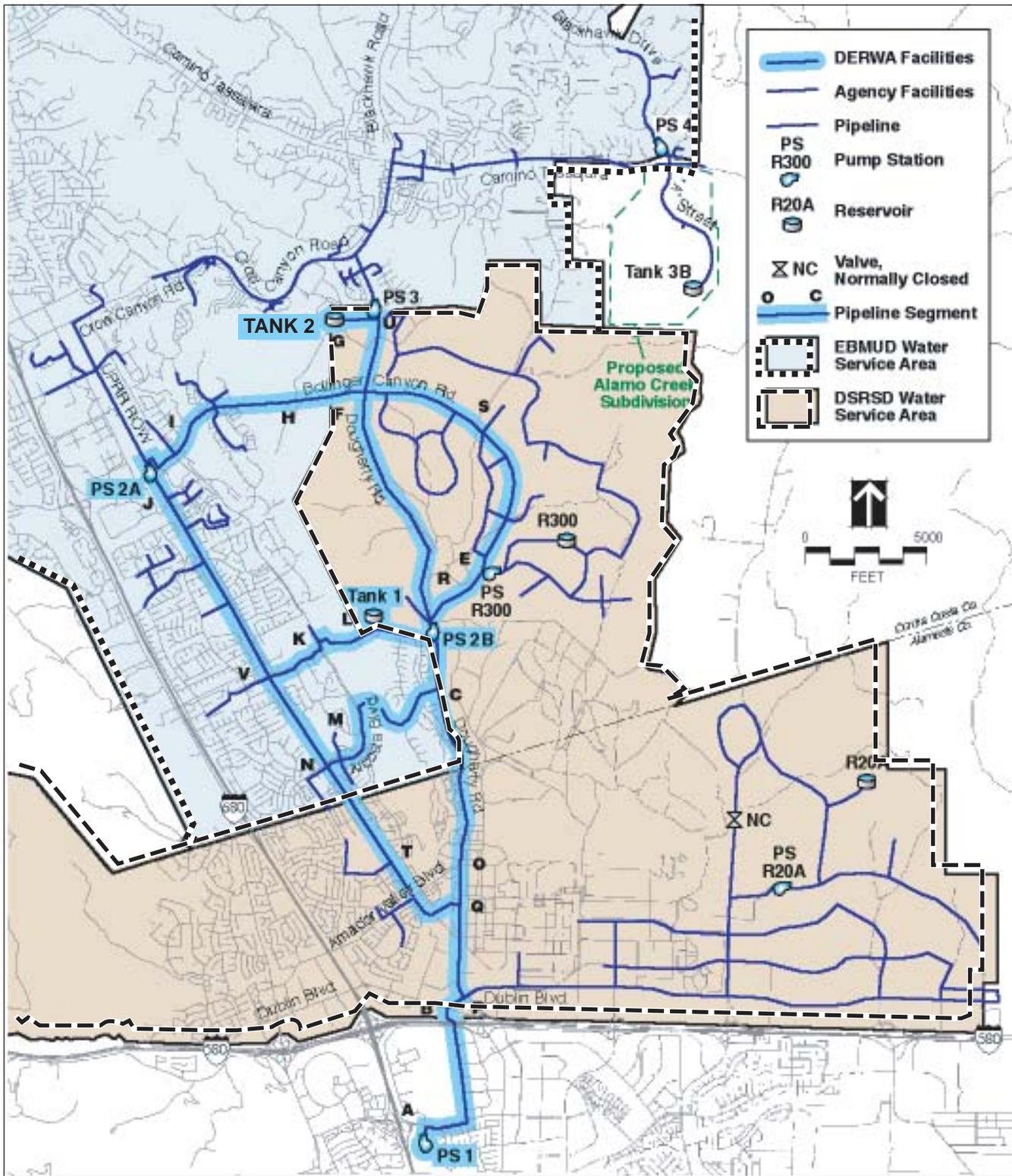
Figure 1 shows the regional location and vicinity of the proposed project. **Figure 2** shows DERWA Pressure Zone 2 and major future recycled water facilities serving the area. The almost eight acre site proposed for the recycled water reservoir is within the City of San Ramon boundary in a saddle ridge between the Dougherty Hills and the Sherburne Hills. The site is located between two peaks at Elevations 764 feet to the east and 810 feet to the west and is located approximately $\frac{3}{4}$ mile north of Bollinger Canyon Road. **Figures 1** and **2** indicate the components that would be developed under the project: the recycled water reservoir site, access road, and the corridor for a new pipeline to connect the reservoir tank to DERWA's recycled water pipeline system. The project components are described in detail below.



SOURCE: California State Automobile Association; Environmental Science Associates

DERWA Tank R-200 / 990067 ■

Figure 1
Project Location



SOURCE: Camp, Dresser & McKee

DERWA Tank R-200 / 990067 ■

Figure 2
DERWA Approved Customer Service Area and Facilities

1.3.2 TANK R-200

The proposed recycled water reservoir would be located on property currently owned by Shappell Industries, located in the Dougherty Hills open space area east of Interstate 680 (I-680), as shown in **Figure 1**. The property is located within the San Ramon city limits and will be acquired and owned by DERWA. The Tank R-200 site is located at approximately 744 feet mean sea level (msl) in the saddle of a ridgeline between hills to the west and east at approximately 810 feet msl and 764 feet msl respectively. The site is surrounded by undeveloped rangeland and residential development. Nearby existing land uses include a subdivision (the Bridges at Gale Ranch) approximately 500 feet to the south of the Tank R-200 site.

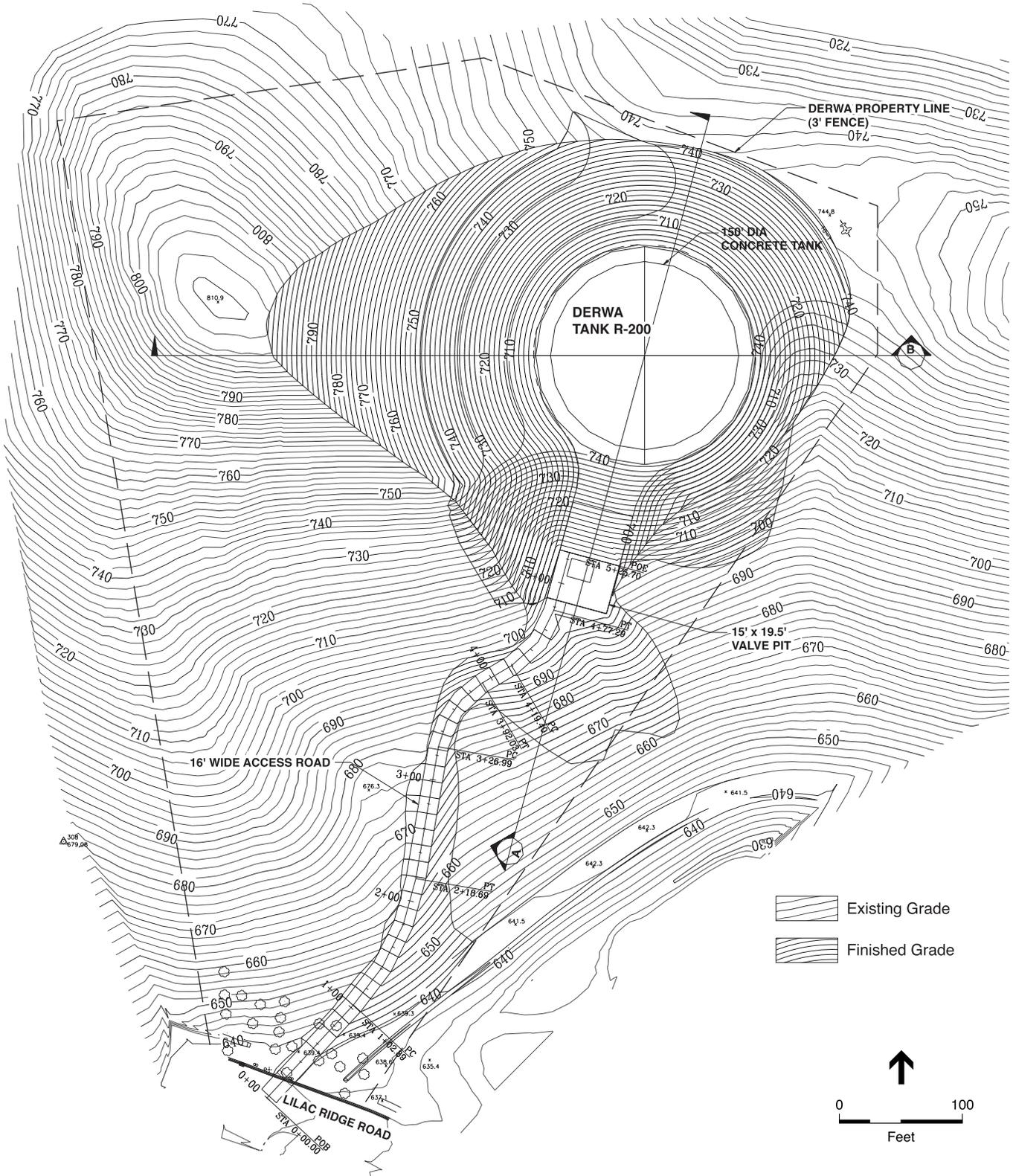
Figures 3 and 4 show the plan view and cross sections of the reservoir tank. The proposed reservoir would be a cylindrical prestressed concrete tank, 150 feet in diameter, placed on excavated bedrock materials. The tank would then be completely buried using select native backfill (totaling approximately 75,000 cubic yards). DERWA would construct stairs (not shown on **Figures 3 and 4**) on the exposed slope between the valve pit and the top of the reservoir. A three-foot high antenna would be located near the top of the stairs. A 16-foot wide access road would be constructed from Lilac Ridge Road to the tank (see **Figure 3**). Around the property, a three-foot high barbed wire fence, similar to existing cattle fences in the area, would be installed. A taller, six-foot high chain link fence around the paved valve pit area would also be installed. A temporary haul route traversing the tank site and the adjoining site would be used to move and stockpile the excavated materials.

1.3.3 PIPELINES

Figure 1 indicates the proposed pipeline alignment. The project proposes to install a 24-inch-diameter, approximately 2,700-foot-long pipeline to connect the storage reservoir to DERWA's recycled water transmission main in Dougherty Road. Approximately 500 feet will be installed under the new access road. The remaining 2,200 feet will be installed within the existing public right-of-way underneath Lilac Ridge Road and North Gale Ridge Road. The total area that is required for the construction corridor is a little less than one acre. The pipeline would be placed using open trench construction.

1.3.4 OPERATION AND MAINTENANCE

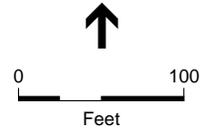
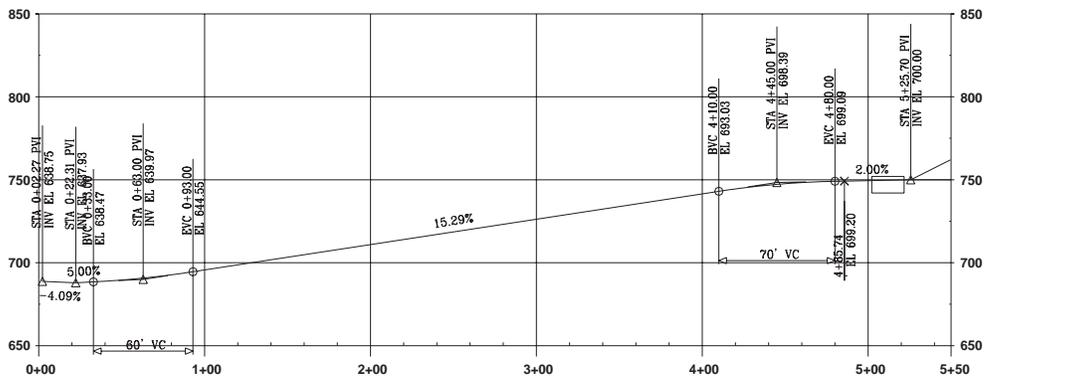
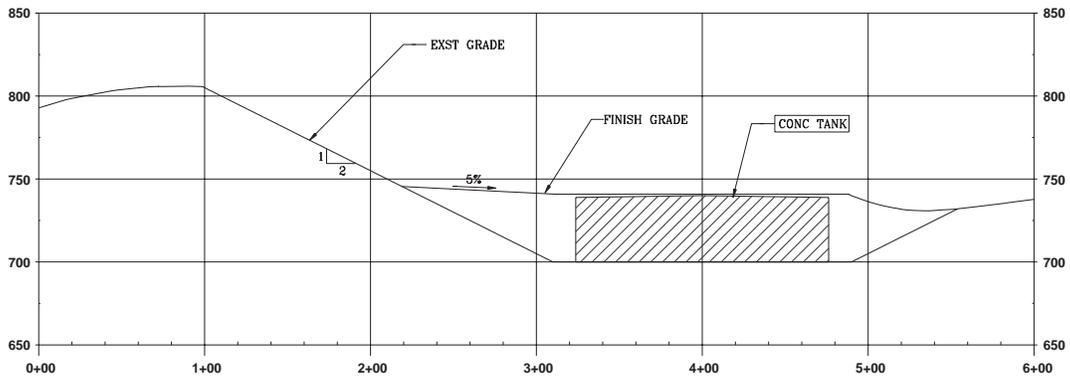
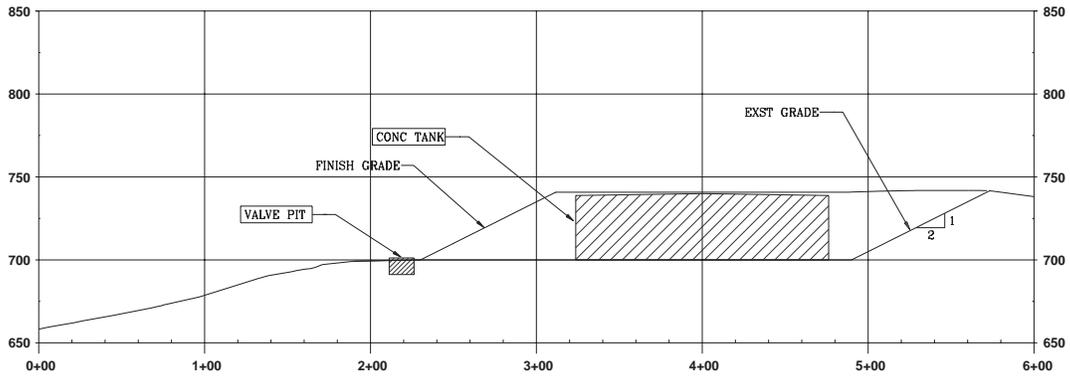
In normal operations, the tank would fill and drain as necessary depending on demand on the system at the time. The facilities are designed so that the tank would be refilled during the daytime when demand is very low, and essentially would be drained completely at the end of the irrigation demand period, in the very early morning. The system would operate during the six-month irrigation season (April through September), and the tank would contain minimum volumes the remainder of the year. Instrumentation would monitor tank liquid level. Signal data would be transmitted via a three-foot high antenna to the DSRSD Wastewater Treatment Plant, through DSRSD's Supervisory Control and Data Acquisition (SCADA) system. A SCADA



SOURCE: East Bay Municipal Utility District

Derwa Tank R-200 / 990067 ■

Figure 3
Reservoir Site - Plan View
of Proposed Facilities



SOURCE: East Bay Municipal Utility District

Derwa Tank R-200 / 990067 ■

Figure 4
Reservoir Site - Cross-Sections
of Proposed Reservoir

system consists of industrial control computers, communication systems, and operator interface computer systems that allow for monitoring and control of facilities from treatment plants and administrative offices remote from the tank. DSRSD will be responsible for the operation of the tank. There would be no water treatment chemicals stored at the site.

1.4 CONSTRUCTION METHODS AND SCHEDULE

1.4.1 TANK CONSTRUCTION

The excavation quantity for construction of Tank R-200 is estimated at up to 105,000 cubic yards (cy). The property owner, Shapell Industries, would excavate the tank site in summer 2003 (following adoption of the MND) to minimize or avoid truck trips during the school year. Excavated material would be hauled to the parcel adjacent and to the southeast of the tank site. Scrapers and other equipment used to move the excavated material would use a temporary access road between the two parcels to avoid traveling on public streets. Shapell is developing the adjacent site as a school and has already received the necessary grading permits.⁴ Following excavation and grading of the tank site, EBMUD contractors would construct the concrete tank and appurtenant features (e.g., the valve pit). Once the tank is finished, approximately 75,000 cy of the stockpiled soil would be hauled back to the tank site to be used as backfill to bury the tank. The tank area would be replanted with grasses as needed to match existing conditions. DERWA and Shapell are working together to maximize use of the 30,000 cy of excess soil from the tank site, thereby reducing the potential number of truck trips off-hauling soil. Shapell expects to retain the balance of the excavated material (30,000 cy), which is expected to be suitable for use as fill, to construct building pads for the school. However, Shapell has not yet determined the overall amount of fill that will be required for development of building pads at the school site. It is possible, therefore, that some excavated material from the tank site, or some soils currently stockpiled at the site that are not as suitable for fill, would still have to be off-hauled. This analysis conservatively assumes that the maximum potential contribution of off-haul from the Tank R-200 project is 30,000 cy of soil.

CONSTRUCTION EQUIPMENT

Backhoes, bulldozers, scrapers and water trucks would be used for excavation, grading and fill. Concrete would be delivered to the site by ready-mix trucks; a crane would set structural components and equipment; and supply trucks would deliver materials and equipment used in the construction process. Additional equipment likely to be used includes air compressors, welding machines and various air- and electric-powered hand tools. There would be an estimated 20 workers per day at the project site during construction. The tank site and adjacent parcel would serve as the construction staging area and have sufficient space for on-site parking.

⁴ The proposed school was part of the Bridges at Gale Ranch project and was evaluated in the *Country Club at Gale Ranch Environmental Impact Report* (State Clearinghouse #93081082, certified in 1995).

1.4.2 PIPELINE CONSTRUCTION

Pipeline installation would use standard open-cut trenching techniques. Within public streets, the trench excavated for pipeline installation would be approximately three feet wide with a depth of up to seven feet (the trench would be wider in the access road to accommodate two pipes). There would typically be active work areas of about five feet on one side of the trench and 10 to 12 feet on the other side for access by trucks and loaders, requiring a 20-foot-wide construction corridor. Open-trench pipeline construction would proceed at a rate of approximately 150 linear feet per day. Once filled, the trench would be paved (for the new access road) or repaved (in existing public streets). Construction equipment used for open-cut pipeline construction would include backhoes, front-end loaders, dump trucks, flat-bed delivery trucks, crane, compactors, concrete trucks, and paving equipment.

1.4.3 SCHEDULE

Final design for the tank and pipeline facilities is scheduled to be completed in Fall 2003. Construction is scheduled to begin late 2003 and conclude in Spring 2005.

1.5 PERMITS REQUIRED

Permits may be required from the following agencies:

- City of San Ramon: Encroachment Permits for construction in public rights-of-way (Lilac Ridge Road and North Gale Ridge Road).