ADDENDUM TO THE SAN RAMON VALLEY RECYCLED WATER PROGRAM DRAFT EIR

1. BACKGROUND

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 (SCH No. 96013028) in December 1996. The approved SRVRWP project is based on serving recycled water to urban retail water customers of EBMUD and DSRSD that are either developed or are approved for development.

The EIR evaluated a Distribution System consisting of pipes branching off the main transmission pipeline to connect the transmission system to recycled water customers. The distribution lines consist of pipes ranging from 4- to 16-inches in diameter, depending on pressure and volume considerations. The designated alignments for the distribution lines are primarily within public streets and easements. Portions of the Distribution System have already been constructed.

DERWA is proposing some modifications to the Distribution System to address changes to their customer base. DERWA is proposing to add pipeline segments that were not analyzed in the EIR; other segments identified in the EIR will not be built.

2. CEQA PROCESS

The *CEQA Guidelines* (Sections 15162 and 15164) require that a lead agency prepare an addendum to a previously certified EIR if some changes or additions to the environmental evaluation of a project are necessary but none of the following occurs:

1. There are no substantial changes in the project which require major revisions to the EIR or a substantial increase in the severity of previously identified significant effects;

2. There are no substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the EIR; or

3. No new information of substantial importance, which could not have been known with the exercise of reasonable diligence at the time of EIR adoption, shows any of the following:

(i) the project will have one or more significant effects not discussed in the EIR,

(ii) the project will result in impacts substantially more adverse than those disclosed in the EIR,

(iii) mitigation measures or alternatives previously found not to be feasible will in fact be feasible and will substantially reduce one or more significant effects of the project, but the project proponent declines to adopt it, or

(iv) mitigation measures or alternatives that are considerably different from those analyzed in the EIR will substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt it.

This Addendum documents that the proposed change to the Distribution System does not trigger any of the conditions described above.

In accordance with CEQA Guidelines Section 15164, an Addendum need not be circulated for public review but requires consideration by the decision-making body along with the certified DEIR prior to making a decision on the project. The Addendum should include a brief explanation of the decision not to prepare a subsequent EIR and the lead agency's required findings on the project.

3. DESCRIPTION OF CHANGES TO THE DISTRIBUTION SYSTEM

DERWA is proposing to add pipeline segments that were not analyzed in the EIR; other segments identified in the EIR will not be built. The modifications reflect changing assumptions regarding customer participation. Figure 2-19 in the EIR (page 2-40) depicts (then) proposed pipeline alignments.

Table 1 identifies the locations of the proposed new pipeline segments, labeled A through L, as well as pipeline diameters and lengths. The pipeline segments range from 4- to 8-inches in diameter and would all be located within roadways. The total length of all 12 segments is approximately three miles. The pipelines would be located approximately 4- to 5-feet below street level.

All of the segments are within the City of San Ramon.[1] The areas where the additional pipeline segments would be located consist primarily of residential, light commercial and open space uses. The pipeline segments are near four schools. Segment B is near Country Club School, segment C is near California High School, segment E is adjacent to Neil Armstrong School, and segment H is near Pine Valley Middle School.

4. ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

The EIR evaluated the following environmental issues: surface water and drainage; geology and seismicity; land use; public services, utilities and energy; noise; traffic and circulation; biological resources; human health and safety; cultural resources; and air quality[2]. For the most part, the nature of the impacts potentially generated by the project are driven by the general characteristics of the project (e.g., water quality issues related to the use of recycled water) and the general location of project facilities (e.g., groundshaking from area faults). The proposed changes to the Distribution System would not alter the EIR's conclusions with respect to these types of impacts because they do not represent a substantial change in where and how the project would operate.

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1 Segment K, South Gale Ridge Road at Bollinger Canyon Road, may not yet be dedicated to the City of San Ramon as it is part of a new subdivision (the Bridges at Gale Ranch).

2 Although the EIR analyzed other environmental issues (groundwater; salinity, soils and vegetation; and aesthetics), the EIR did not identify any impacts to these resources for the distribution pipelines component of the project.

Consequently, almost all of the EIR mitigation measures identified for the distribution pipelines also should be implemented for the proposed additional alignment segments and no additional investigation of impacts is warranted. The EIR mitigation measures that should be applied to the Distribution System, including the new pipeline segments, are listed in Appendix A.

TABLE 1
PROPOSED ADDITIONAL PIPELINE SEGMENTS
NOT ANALYZED IN THE EIR

Segment	Street	From	To	Pipeline Diameter	Pipeline Length (Approx.)
A	Bishop Drive	Camino Ramon	Executive Parkway	8”	3,100 feet
B	Blue Fox Way	Brockton Avenue	Customer	4”	720 feet
C	Broadmoor Drive	Montevideo Drive	Customer (CA High School)	6”	2,400 feet
D	Brockton Avenue	Alcosta Boulevard	Blue Fox Way	4”	1,450 feet
E	Calais Drive	Davona Drive	Customer (Neil Armstrong School)	4”	500 feet
F	Camino Ramon	Bollinger Canyon Road	Bishop Drive	16”	1,000 feet
G	Davona Drive	Calais Drive	Customer (Boone Acres Park)	4”	1,900 feet
H	Laguna	Pine Valley Road	Customer	4”	250 feet
I	Lomond Circle	Ascot	Customer	4”	700 feet
J	Pine Valley Road	Broadmoor Drive	Davona Drive	6”	2,000 feet
K	South Gale Ridge Road	Bollinger Canyon Road	Customer	6”	1,000 feet
L	Stoney Creek Drive	Old Ranch Road	Springbrook Drive	4”	700 feet

SURFACE WATER AND DRAINAGE

Pipeline segments F and I are approximately 1,200 feet and 1,800 feet, respectively, from San Ramon Creek. Segment K is approximately 990 feet from Coyote Creek and 1,450 feet from Alamo Creek. Segment L is approximately 130 feet from Alamo Creek.

The EIR (pages 3-21 through 3-29) identifies potential water quality impacts from erosion, hazardous materials spills, and the release of recycled water into adjacent creeks from pipeline damage during a 100-year flood for the distribution pipelines. Like the pipeline alignments analyzed in the EIR, one of the proposed additional pipeline segments would be located within

the 100-year flood plain of Alamo Creek, and would have the same potential water quality impacts (City of San Ramon, 2001). The proposed modification would not result in new, significant impacts or increase the severity of existing impacts associated with surface water and drainage beyond those identified in the EIR. Implementation of mitigation measures identified in the EIR (pages 3-29 through 3-30), would reduce surface water and drainage impacts from the proposed additional pipeline segments to less-than-significant levels.

BIOLOGICAL RESOURCES

The EIR (pages 3-116 through 3-120) identifies potential impacts to wetlands, willow riparian woodland, and wildlife species of concern for the distribution pipelines. Because the additional pipeline segments are entirely within roadways, no direct impacts to biological resources are anticipated. Implementation of measures to address surface water run-off would also address potential indirect effects to biological resources present in nearby creeks.

GEOLOGY AND SEISMICITY

The EIR (pages 3-42 through 3-43) identifies potential impacts from groundshaking from earthquakes for the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments would be located near the Calaveras, Dublin and Pleasanton faults. The proposed modification would not result in new, significant impacts or increase the severity of existing impacts associated with geology and seismicity beyond those identified in the EIR. Implementation of the mitigation measure identified in the EIR (page 3-44), would reduce geology and seismicity impacts from the proposed additional pipeline segments to less-than-significant levels.

LAND USE

The EIR (page 3-70) identifies the potential disruption of land uses during construction of the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments would be located near residential and commercial uses. The proposed modification would not result in new, significant impacts or increase the severity of existing impacts associated with land use beyond those identified in the EIR. Implementation of the mitigation measure identified in the EIR (page 3-71), would reduce land use impacts from the proposed additional pipeline segments to less-than-significant levels.

PUBLIC SERVICES, UTILITIES, AND ENERGY

The EIR (pages 3-74 through 3-75) identifies the potential delay or interruption to municipal and utility services, as well as possible relocation of infrastructure if other agencies or utilities need to construct within easements and rights-of-way for the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments would be located within roadways, near four schools. No fire stations or hospitals are located adjacent to any of the proposed alignment segments. The proposed modification would not result in new, significant impacts or increase the severity of existing impacts associated with public services, utilities, and energy beyond those identified in the EIR. Implementation of mitigation measures

identified in the EIR (page 3-75), would reduce public services, utilities, and energy impacts from the proposed additional pipeline segments to less-than-significant levels. Consistent with Measure 3.8.4, DERWA or its contractor will coordinate with school administrators regarding access plans.

NOISE

The EIR (page 3-80) identifies potential noise level increases from construction of the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments would have potential noise impacts from construction. The proposed modification would not result in new, significant impacts or increase the severity of existing impacts associated with noise beyond those identified in the EIR. Implementation of the mitigation measure identified in the EIR (page 3-81), would reduce noise impacts from the proposed additional pipeline segments to less-than-significant levels.

TRAFFIC AND CIRCULATION

The EIR (pages 3-87 through 3-90) identifies potential street and bicycle lane closures as well as impacts to newly surfaced roads, transit service, and access to adjacent properties from construction of the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments would have potential traffic and circulation impacts from construction. The proposed modification would not result in new, significant impacts or increase the severity of existing impacts associated with traffic and circulation beyond those identified in the EIR. Implementation of mitigation measures identified in the EIR (pages 3-90 through 3-91), would reduce traffic and circulation impacts from the proposed additional pipeline segments to less-than-significant levels.

HUMAN HEALTH AND SAFETY

The EIR (pages 3-128 through 3-129) identifies potential safety risks and exposure to contaminated soil during construction of the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments may expose people to hazardous materials or could degrade the environment further. The proposed modification would not result in new, significant impacts or increase the severity of existing impacts associated with human health and safety beyond those identified in the EIR. Implementation of the mitigation measures identified in the EIR (page 3-130), would reduce human health and safety impacts from the proposed additional pipeline segments to less-than-significant levels.

CULTURAL RESOURCES

The EIR (pages 3-18 through 3-29) identifies potential archaeological impacts from the distribution pipelines. Several known archaeological and historical sites are located within the study area of the EIR. The following mitigation was adopted by the DERWA Board of Directors in 1996 for construction of "program facilities" (i.e., DERWA Tank R-200) that could affect prehistoric or archaeological sites:

> "Site reconnaissance will be performed during design to determine if construction will result in any adverse impact to known archaeological sites. If adverse impact is indicated to any of these sites, the facilities will either be relocated or a suitable research and testing program to evaluate whether the affected archaeological sites are a 'significant' resource, a program to mitigate the adverse effects of project construction on them will be developed. It is possible that Native American skeletal remains will be found during subsurface testing or data recovery phase of the investigation. DERWA will follow all applicable regulations set forth in CEQA and the Public Resources Code."

Because the additional pipeline segments are located on paved roadways, no site reconnaissance was necessary. ESA conducted a records search on August 14, 2003 [Northwest Information Center File No. 03-106]. Based on the records search, no previously identified cultural resources are concordant with any of the additional pipeline segments not previously addressed in the EIR. However, two segments, K (South Gayle Ridge Road, from Bollinger Canyon Road to customer), and L (Stoney Creek Drive, from Old Ranch Road to Springbrook Drive) are located near zones of archaeological sensitivity. Segment K appears to be in the vicinity of **CA-CCo-737H**, an historic farming complex (Kelley and Kaptain, 2001). This site is located in a drainage on the east side of Dougherty Road at Bollinger Canyon Road. Given the distance to this resource and its known dimensions, the project segment will not adversely affect it. However, subsurface components of this site and unidentified resources may exist in the area.

Segment L appears to be located near an area of dense prehistoric habitation, especially **CA-CCO-514, CA-CCO-516,** and **CA-CCO-517** (Roop and Flynn, 1981). Although the segment does not lie directly over these sites, undocumented components of these sites or new, undocumented sites may exist within a quarter-mile of the area just east of Dougherty Road at Alcosta Blvd.

A possibility still exists of encountering cultural resources during excavation. Consequently, we recommend that the following measure be included in the contract specifications:

> "Should any as yet undiscovered cultural resources, such as structural features, or unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, the contractor will suspended work and contact DERWA staff. A qualified cultural resource specialist shall be retained and will perform any necessary investigations to determine the significance of the find. DERWA will then implement any mitigation deemed necessary for the recordation and/or protection of the cultural resources. In addition, pursuant to Sections 5097.97 and 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work must be halted and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains."

AIR QUALITY

The EIR (pages 3-149 through 3-150) identifies potential air quality impacts from construction of the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments would have potential air quality impacts from construction. The proposed modification would not result in new, significant impacts or increase the severity of existing impacts associated with air quality beyond those identified in the EIR. Implementation of the mitigation measure identified in the EIR (pages 3-150 through 3-151), would reduce air quality impacts from the proposed additional pipeline segments to less-than-significant levels.

5. CONCLUSIONS

The proposed modifications to the Distribution System would result in impacts similar to those attributable to the originally proposed project, and therefore would require implementation of the mitigation measures presented in the EIR. This Addendum does not change the conclusions of the EIR and Mitigation Monitoring and Reporting Program that was adopted by DERWA Board of Directors in December, 1996. Attachment A to this document presents mitigation measures from the certified EIR that apply to, and will be carried out as part of, the proposed modifications to the Distribution System.

Based on the above analysis and discussion, no significant revisions to certified EIR are needed because: 1) no new significant impacts or substantially more severe impacts would result from the proposed modifications to the Distribution System, 2) there have been no changes in circumstances in the project area that would result in new significant environmental impacts or substantially more severe impacts, and 3) no new information has come to light that would indicate the potential for new significant impacts or substantially more severe impacts than were discussed in the EIR. Therefore, no further evaluation is required, and no or Subsequent EIR is needed pursuant to State CEQA Guidelines Sections 15162 and 15164.

REFERENCES

CH2M Hill, *Draft Environmental Impact Report for the San Ramon Valley Recycled Water Program,* prepared for DSRSD●EBMUD Recycled Water Authority (DERWA), Dublin, CA, August, 1996.

City of San Ramon, *City of San Ramon General Plan*, July, 2001.

Kelly, J. and N. Kaptain 2001. California Department of Parks and Recreation Primary Record (523A), CA-CCo-737H. On file at the Northwest Information Center, Sonoma State University.

Roop, W. and K. Flynn 1981. *Cultural Resources Literature Search and Field Reconnaissance of Camps Parks, Alameda and Contra Costa Counties, California.* Prepared for Earth Metrics, Inc. On file at the Northwest Information Center, Sonoma State University. [File No. 7076].

Thomas Guide, *Contra Costa County Street Guide*, 2003.

Attachment A
Mitigation Measures

SURFACE WATER AND DRAINAGE

Mitigation 3.2.1 – Transmission and Distribution Pipeline Alignments within 100-Year Flood Plain

For those portions of the pipeline alignment lying within the 100-year flood plain, the recycled water pipeline will be designed to withstand a 100-year flood. Where warranted, additional protection or support will be provided to prevent pipeline breaks, should the soil and fill base below the pipeline be washed away during the 100-year flood.

Mitigation 3.2.4 – Surface Water Quality Degradation from System Construction

Pursuant to RWQCB permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) will be developed for the Program. Preparation of this plan would be the responsibility of whichever agency or district is responsible for constructing a particular facility, and implementation of the plan would be the responsibility of the contractor hired to perform the work. The plan would include a description of all construction and post-construction practices that would be employed to control pollutants in stormwater discharges. All Program facilities would include properly designed storm drainage systems to accommodate storm runoff generated by impervious surfaces.

Mitigation 3.2.5 – Hazardous Materials Spills during Construction

Handling and storage of fuels and other flammable materials is governed by the California Occupational Safety and Health Administration (CAL/OSHA) standards for fire protection and prevention. These measures include appropriate storage of flammable liquids and prohibition of open flames within 50 feet of flammable storage areas. Construction documents will include a Substance Control Program for construction activities to reduce potentially significant impacts on water quality caused by a chemical spill. This program will require safe collection and disposal of hazardous substances generated during construction activities, and will include an Emergency Response Program to ensure quick and safe cleanup of accidental spills.

GEOLOGY AND SEISMICITY

Mitigation 3.4.2 – Earthquake Damage to Facilities

All project-related structural design, as well as all grading and topography modifications, must conform with the most recent editions of the Uniform Building Code, the California Building Code, and the relevant seismic safety standards of the local agencies in the study area as a matter of course. The Alquist-Priolo Special Studies Zones Act requires that geologic investigations be done to determine the precise location of active fault traces prior to project approval, and structures built near a fault trace must be set back 50 feet.

LAND USE

Mitigation 3.5.1 – Temporary Disruption of Land Uses by Facilities Construction

DERWA and/or its member districts will provide advance notification to all land uses adjacent to construction zones, and will provide opportunity for property owner/input to the construction disruption management process.

PUBLIC SERVICES, UTILITIES, AND ENERGY

Mitigation 3.6.1 – Interruption of Services and Utilities

Construction will be in accordance with commonly accepted practices for pipeline and facility development in urban communities. Municipal authorities will provide terms and conditions for construction practices. Agreements will be reached with utilities and service providers on how to avoid service delays and utility interruptions.

Mitigation 3.6.2 – Potential Relocation of Infrastructure

Pre-construction planning and coordination with other agencies and organizations having infrastructure within the pipeline alignments will be conducted as a normal construction practice. All utilities will be identified prior to construction. Approvals for relocation will be obtained, as required.

NOISE

Mitigation 3.7.1 – Temporary Noise Level Increases from Construction

Adherence to local ordinances regulating hours of construction would minimize the potential for sleep disturbance and annoyance, because heavy construction would be limited to daytime hours. All equipment would be equipped with mufflers equal or superior in noise attenuation to those provided by the manufacturer of the equipment. In addition, idling equipment would be shut off and temporary or portable acoustic barriers would be installed around stationery construction noise sources that are located in proximity to potentially sensitive noise receptors. For the ASR well drilling, all residents and sensitive receptors near the drilling locations would be notified in advance of construction. In noise-sensitive locations, such as residential neighborhoods or near parks, schools, churches, and medical facilities, well drilling would be limited to the daytime hours (8:00 a.m. to 6:00 p.m., Monday through Saturday) and the drill rig would be acoustically shielded to the extent possible.

TRAFFIC AND CIRCULATION

Mitigation 3.8.1 – Disturbance of Roadway Surfaces

DERWA or its contractor shall restore any disrupted pavement to a condition equal to that prior to construction. Individual cities' pavement resurfacing policies shall be adhered to and an effort to minimize disruption of pavement will be considered where possible.

Mitigation 3.8.2 – Street and Bicycle Lane Closures

DERWA or its contractor shall prepare traffic management plans in accordance with local jurisdiction standards. Plans shall address bike and vehicle travel through construction zones and the use of flaggers and off-peak construction hours. Coordination with EBRPD will be necessary to maintain adequate access along the Iron Horse Trail, and at intersection crossings. Cones and/or other similar temporary traffic flow control devices would be used where necessary to establish bike and/or vehicle lanes through construction zones to protect bicyclists from construction activities and vehicle traffic, and to provide for adequate vehicle movement. Where vehicle lanes within heavily traveled roadways would be closed as a result of roadway crossings, lane closure plans should be employed in accordance with municipal traffic management requirements. Where the width of the roadway would preclude establishing temporary lanes in

two directions, and where acceptable detour routes are not available, flaggers would be used to maintain two-way traffic flow.

Mitigation 3.8.3 – Disruption of Transit Service

DERWA shall coordinate with CCCTA, WHEELS, and BART Express to temporarily relocate bus stops along roadways during construction, as required to provide uninterrupted service.

Mitigation 3.8.4 – Disruption of Access to Adjacent Properties

DERWA or its contractor will minimize the amount of time that access to a property is disrupted. Adjacent property owners will be notified of construction schedules, and a traffic management plan shall be developed that provides for temporary access to properties. For highly sensitive land uses, such as hospitals, schools, and emergency services, access plans will be coordinate with the facility owner or administrator, and the local police departments.

HUMAN HEALTH AND SAFETY

Mitigation 3.10.2 – Construction and Operations Could Create Safety Risks

Safety concerns regarding workers and the general public during construction would be addressed by compliance with Occupational Health and Safety Administration (OSHA) regulations. OSHA regulations would also address worker safety issues during the ongoing operation of the DSRSD plant and on-site irrigation systems.

Mitigation 3.10.3 – Exposure to Contaminated Soil During Construction

Site safety plans shall be prepared for construction crews that addresses the potential for encountering hazardous materials during trenching and well augering as well as a protocol for employing personal protective equipment. On-site screening of auger spoils with a photoionization detector will be conducted while boring ASR wells F1 and F2. If screening indicates the presence of contamined soils, additional worker safety measures would be implemented. Auger spoils would need to be separated and disposed of or treated separately, in accordance with hazardous waste laws.

AIR QUALITY

Mitigation 3.13.1 – Project Construction Could Affect Air Quality

The following specific dust control measures recommended by BAAQMD would be implemented:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water three times daily, or apply soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (preferably with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
- Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply soil binders to inactive construction areas.

- Enclose, cover, water twice daily or apply soil binders to exposed stockpiles.
- Limit traffic on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.
- Use alternative fueled construction equipment, if possible.
- Minimize idling time (e.g., 10-minute maximum).
- Maintain properly tuned equipment.
- Limit the hours of operation on heavy-duty equipment and/or the amount of equipment in use.