SECTION 2.0

ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** DERWA Tank R-200, Recycled Water Program

2. **Lead Agency Name and Address:** Dublin San Ramon Services District • East Bay Municipal Utility District Recycled Water Authority (DERWA)
   7051 Dublin Boulevard
   Dublin, CA 94568

3. **Contact Person and Phone Number:** Robert Baker DERWA Authority Manager
   925-875-2230

4. **Project Location:** San Ramon, California
   Contra Costa County

5. **Project Sponsor's Name and Address:** See No. 2, Lead Agency, above.

6. **General Plan Designation:** Open Space

7. **Zoning:** Open Space

8. **Description of Project:** DERWA is proposing to construct the Pressure Zone 2 facilities. Proposed facilities consist of a four and one-half million gallon recycled water tank and a 2,700-foot-long pipeline to connect the reservoir to DERWA's existing recycled water transmission pipeline along Dougherty Road.

9. **Surrounding Land Uses and Setting.** Land uses surrounding the project site are open space, with residential development to the north and south.

10. **Other public agencies whose approval may be required:**
    - City of San Ramon (Encroachment Permit)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology / Soils
☒ Hazards & Hazardous Materials	☒ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☒ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☒ Transportation / Traffic
☐ Utilities / Service Systems	☒ Mandatory Findings of Significance	

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

POTENTIAL ENVIRONMENTAL IMPACTS:

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Discussion

a,b,c) **Setting**

The reservoir site is located in the Gale Ranch area, within the city limits of San Ramon, 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 ¾ mile north of Bollinger Canyon Road (see **Figure 5 – 7**)[1]. The visual characteristics of the site vicinity are rolling, grass-covered hillsides on the outskirts of urbanized areas. Vegetative growth at the site is limited to grass and shrubs. With the exception of a barbed wire fence along the northern perimeter, the site consists of undisturbed grass-covered grazing lands and is visually continuous with the surrounding hillside.

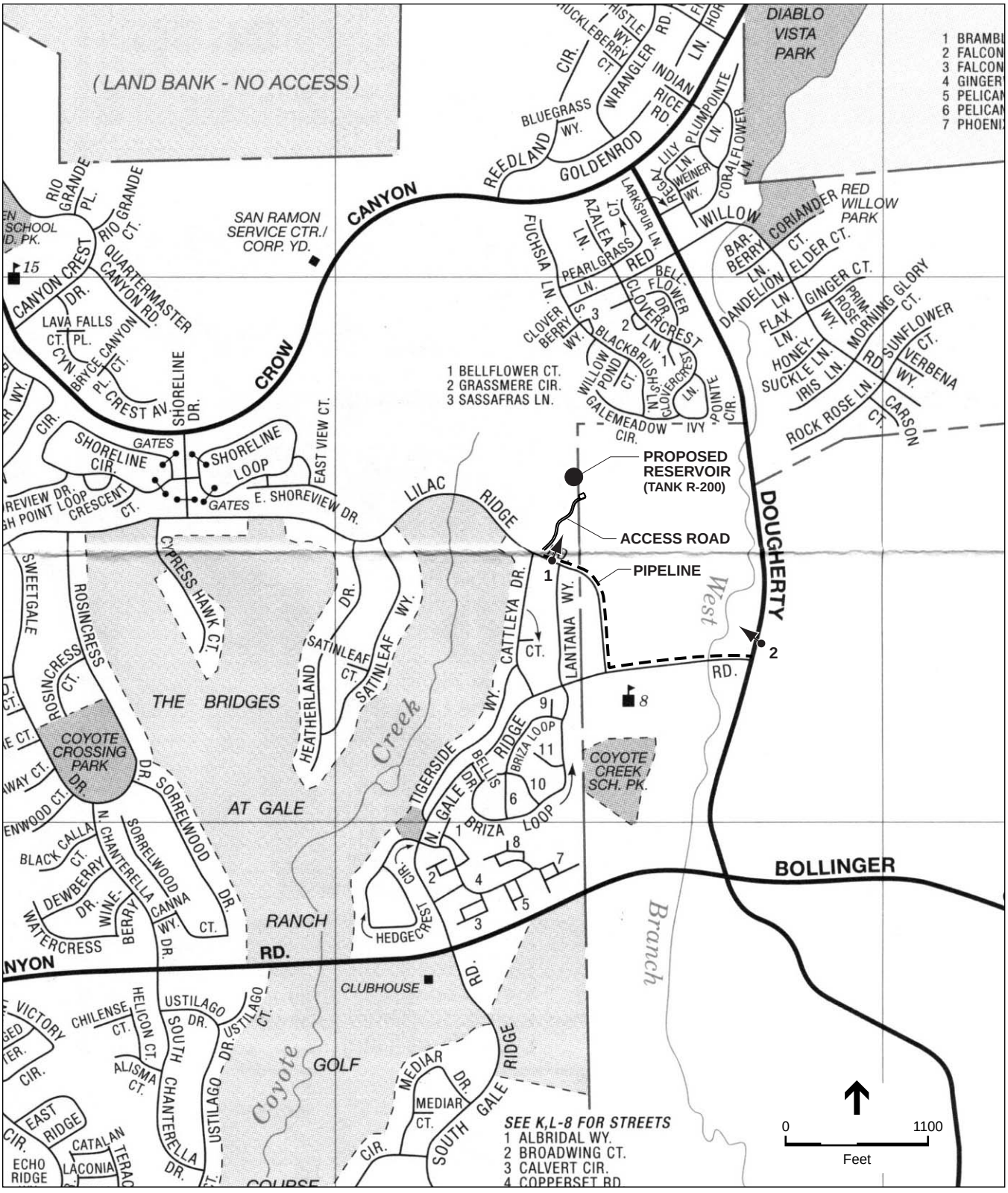
The reservoir site is visible from Lilac Ridge Road and Dougherty Road. DERWA is proposing to completely bury the tank; thus, the tank would not be visible from either of these two roadways. Stairs will be installed on the exposed slope between the valve pit and the top of the reservoir. A three-foot high antenna would be located near the top of the stairs.

Impacts

Temporary Construction Impacts

Construction activities (excavation, grading, haul road, open trenches, machinery and vehicle storage) would have a temporary, adverse effect on the visual quality at the reservoir site and along

[1] To show the difference between the 'before' photo and the visual simulation, a different color was selected for the changed area. When the area is replanted, the vegetation will be similar to existing vegetation and would blend in.



DERWA Tank R-200 / 990067 ■

SOURCE: The Thomas Guide - Contra Costa County, 2003; Environmental Science Associates

Figure 5

Vantage Point Location Map

Viewpoint 1: Area of Proposed Access Road from Lilac Ridge Road - Looking North

Viewpoint 1: Visual Simulation of Proposed Access Road from Lilac Ridge Road - Looking North

Derwa Tank R-200 / 990067 ■

SOURCE: Environmental Science Associates

Figure 6

Existing View and Corresponding Simulation

Viewpoint 2: Proposed Reservoir Site from Dougherty Road - Looking West

Viewpoint 2: Visual Simulation of Proposed Proposed Reservoir Site from Dougherty Road - Looking West

SOURCE: Environmental Science Associates

Derwa Tank R-200 / 990067

Figure 7

Existing View and Corresponding Simulation

the pipeline route during construction. Stockpiling up to 105,000 cubic yards of dirt would occur on an adjoining parcel, which is located at a lower elevation, and is proposed for development. Due to the limited duration of construction activities, potential visual impacts due to construction activities are considered less than significant. DERWA would replant areas disturbed by earthwork, reducing the potential for short-term construction impacts to become long-term visual impacts (see **Measure AQ-1, bullet 12** and **Measure WQ-1**).

Proposed Tank

The proposed DERWA Tank R-200 would be a below-ground cylindrical concrete tank, approximately 39 feet tall with a diameter of 150 feet. It would have floor and high water elevations of 700 and 734.5 feet above mean sea level (msl), respectively. The proposed tank would not be visible from nearby roads (see **Figures 5 - 7**).

The project site may be within a Major Ridgeline Protection Zone and Ridgelines Altered by Grading within the Dougherty Valley Specific Plan Area (City of San Ramon, 2001), but is not on the crest of a major or minor ridge (see **Figure 3**). Given the scale of the Ridgelines, Viewsheds, and Resource Conservation Zone map (City of San Ramon, 2001), it is not possible to definitely determine whether the tank is located in this area. However, for the purposes of this analysis, it is assumed the tank is located within a Major Ridgeline Protection Zone.

The City of San Ramon adopted policies to protect hills and ridges, while providing for compatible development. For example, structures that are proposed within 1,000 feet of a major ridge must have a building pad that is graded and a building designed so that the structure maintains a low profile appearance and conforms to the natural grade of the hillside. The access road up to Tank R-200 has a maximum slope of approximately 15 percent. A portion of the access road would be visible from Lilac Ridge Road (see **Figure 6**). The project site will be excavated and the proposed tank buried so it will not intrude into the views of the surrounding hills (see **Figure 6 and 7**). In accordance with SRVRWP design and operating requirements, the reservoir tank must have floor and high water elevations of 700 and 734.5 feet, respectively, in order to deliver recycled water at a pressure suitable for customer use. The existing elevation of the siting area for the proposed tank ranges from approximately 760 and 770 feet msl. The highest point of the ridgeline (approximately 150 feet west of the proposed Tank R-200) is 810 feet msl.

In summary, the proposed tank, which would be buried completely underground, would not have a significant impact on the visual character of, and views from, the surrounding area. The limited view of the access road is not considered to significantly affect the existing visual quality of the area.

d) Exterior lighting will not be installed at the tank site; therefore, there would be no impact.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
II. AGRICULTURE RESOURCES -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Discussion

a) Implementation of the proposed project would not affect land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

b,c) The site of the proposed reservoir is designated open space by the San Ramon General Plan. The proposed reservoir site consists of grassland and is currently not in active use. The proposed project does not conflict with existing zoning for agricultural use nor does it conflict with any existing Williamson Act contracts. According to the City of San Ramon Zoning Ordinance, public utility facilities are permitted on approval of a use permit on lands designated as open space. Because the Tank R-200 project is expressly and solely for the storage and transmission of water, the project is exempt from local zoning and building ordinances pursuant to California Government Code Section 53091 et seq. DERWA is not required to submit a development application to the City.

Mitigation Measures

None required or recommended.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
III. AIR QUALITY -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Discussion

a,c) The project site is located within the Diablo and San Ramon Valleys, a subregion within the nine-county San Francisco Bay Area Air Basin (Air Basin). The entire Air Basin is designated as "nonattainment" with respect to the state and national standards for ozone, and with respect to the state PM-10 standard (California Air Resources Board [CARB], 2000). Air quality plans have been adopted that outline measures to achieve attainment status for these pollutants.

The Air Basin falls under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), the regional agency empowered to regulate air pollutant emissions from stationary sources in the Bay Area. BAAQMD regulates air quality through its permit authority over most types of stationary emission sources and through its planning and review activities.

Air pollutant emissions that would result from the implementation of the proposed project would be limited to construction phase emissions. Long-term emissions would be associated with worker vehicle trips to and from the site, which would be infrequent in nature and limited to maintenance of project facilities; emissions related to these trips would be negligible.

b,d) Project construction would generate fugitive dust[2] (including particulate matter less than 10 microns in size or PM-10) and other criteria air pollutants, primarily through excavation and stockpiling activities, construction equipment exhaust and haul truck trips, and related construction worker commute trips. The nearest sensitive receptors are residences approximately 600 feet south of the tank and stockpile area, while the terminus of the access road is across the street. These residences could be potentially affected by construction dust associated with tank excavation and installation, stockpiling soil, grading of access road, and pipeline installation. Pipeline installation would entail open trench construction that would connect the proposed tank to the recycled water transmission main in Dougherty Road to the east. Residences would be located as close as 30 feet from pipeline construction.

Construction of the project is anticipated to commence late 2003, with overall construction occurring over one year. During this period, project construction could generate substantial amounts of fugitive dust. Fugitive dust emissions would vary from day to day depending on the level and type of construction activity, silt content of the excavated soil, and the prevailing weather. A large portion of the total construction dust emissions would result from equipment and motor vehicle traffic over the project site. Other sources of fugitive dust during construction would include excavation, earth movement, grading, and wind erosion from exposed surfaces. The BAAQMD recommends that determination of significance with respect to construction impacts be based not on quantification of emissions and comparison to thresholds, but upon inclusion of feasible control measures for PM-10. **Measure AQ-1** provides for the preparation of a dust abatement program to reduce PM-10 generation to a less-than-significant level.

BAAQMD CEQA Guidelines recognize that construction equipment emits ozone precursors, but indicate that such emissions are included in the emission inventory that provides the basis for regional air quality plans, and that construction emissions are not expected to impede attainment of ozone standards in the Bay Area (BAAQMD, 1999).

e) BAAQMD Regulation 7 contains limitations and standards for discharges of odorous substances. The proposed project is limited to recycled water storage and pipeline facilities and would not increase the overall volume of sewage treatment and sludge handling. Therefore, no increase in the frequency and/or intensity of wastewater treatment plant-generated off-site odors would be expected. No additional design measures for odor containment and/or control for the existing and proposed new facilities will be required.

Mitigation Measures

The following mitigation measure was included by the DERWA Board as part of conditions of approval for adoption of the SRVRWP Programmatic EIR. (The measure has been modified to match current BAAQMD guidelines for dust control.)

2 "Fugitive" emissions generally refer to those emissions that are released to the atmosphere by some means other than through a stack or tailpipe.

Measure AQ-1 (3.13.1): The construction contractor shall implement a dust abatement program, which may include the following elements:

- Water all active construction areas at least twice daily, depending on type of operation, and wind exposure;
- Designate a person or persons to oversee the implementation of a comprehensive dust control program and to increase watering, as necessary;
- Construction grading activity should be discontinued in high wind conditions that cause excessive neighborhood dust problems, based on the opinion of the construction inspector;
- Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer) in accordance with Section 23114 of the California Vehicle Code during transit to and from the site;
- Pave, apply water three times daily, or apply non-toxic soil stabilizers (e.g., latex acrylic copolymer) on all unpaved access roads, parking areas, and staging areas at construction sites, and cover inactive storage piles;
- 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 of heavy-duty equipment and/or the amount of equipment used.

Implementation of this mitigation measure would reduce potentially significant air quality impacts to less-than-significant levels.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

a-f) Plant cover at the tank is California annual (non-native) grassland, which is mowed in 30-foot wide swaths between the saddle and the base of the hills. Otherwise the site supports grasses and forbs 2-4 feet high. There are no special-status wildlife species issues at the tank site, although a pair of foraging black-shouldered kites (*Elanus caeruleus*) were seen perching on the barbed wire fence which bounds the northern portion of the site. These birds are probably more closely dependent for

breeding on the ponds near the junction of Gale Ridge Road and Dougherty Road, and were foraging in the area. Reduction in foraging habitat would not constitute a significant impact -- only the nest sites of this species are considered "rare" by the California Department of Fish and Game.

Grasslands of this type support burrowing owl (*Speotyto cunicularia* – a State Species of Special Concern and a Federal Species of Concern) but the current height of grasses and lack of small burrowing mammal activity preclude the current use of the site by burrowing owls.

The site is unlikely to support special status plant species.

Tank construction, with associated noise and dust, would displace resident wildlife to a degree, but no special status species, sensitive natural communities, wetlands, or movement corridors would be significantly impacted, and there are no conflicts with local or regional conservation plans.

The pipeline will be installed within the new access road and within the existing public right-of-way along Lilac Ridge Road and North Gale Ridge Road, to Dougherty Road. At the crossing of the West Branch of Alamo Creek the pipeline would be installed within the roadway and therefore would not impact the creek. Pipeline construction impacts are considered to be less than significant.

The area for the haul route was also surveyed and there were no sensitive biological resources. 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.

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.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleonotological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion

a) There are no historic structures at the project site.

b,d) An archaeological survey of the Shapell property was conducted in 1987 (Gale Ranch EIR, p. 16-1). Although no historic or archaeological resources were identified within the boundaries of the development area, the study identified one ranch/residential complex of potential historic significance southeast of the development area near the West Branch of Alamo Creek. Previous cultural resource studies cited in the Gale Ranch EIR (p. 16-1) indicate the sedimentation in the area may indicate buried sites, especially near watercourses. 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:

> **Mitigation 3.11.2**--Construction of Program Facilities Could Affect 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."

In accordance with **Mitigation 3.11.2**, a site reconnaissance was conducted by William Self Associates on January 30, 2003 (William Self Associates, 2003). Ground visibility was poor due to heavy groundcover; however, no evidence of prehistoric or historic cultural resources were observed within the project area. The likelihood of encountering cultural resources within the

project area is low. A possibility still exists of cultural resources becoming visible once vegetation is removed or during excavation.

c) There are no known paleontological resources at the site.

Mitigation Measures

Implementation of the following mitigation measures would reduce the potential for disturbance of cultural resources to a less-than-significant level.

Measure CR-1: DERWA will retain a qualified archaeologist either to monitor excavation at the site or to provide training to construction staff, prior to the start of construction, in the recognition of potential artifacts.

Measure CR-2: 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.

Implementation of these mitigation measures would reduce potentially significant cultural resources impacts to less-than-significant levels.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VI. GEOLOGY AND SOILS (cont.) -- Would the project				
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion

a-i-iv) Surface fault rupture potential is considered highest on faults that have exhibited displacement within the last 11,000 years. These faults are considered active by the California Geological Survey and in accordance with the Alquist-Priolo Earthquake Fault Zoning Act of 1972. These active faults are assigned Fault Rupture Hazard Zones (FRHZ) at set distances from the active fault trace. The intent of these zones is to prohibit the location of most structures for human occupancy across active fault traces. However, the designated Fault-Rupture Hazard Zones do not necessarily indicate the furthest lateral extent of the potential fault rupture. The proposed project site is located approximately 2.8 miles east of the FRHZ for the active Calaveras fault and 1.5 miles north of the FRHZ for an active portion of the Pleasanton fault. The Mt. Diablo blind thrust fault is a newly recognized earthquake source for the San Francisco Bay Region. It has been mapped on the western base of Mount Diablo on the east side of the San Ramon Valley. The USGS Working Group on California Earthquake Probabilities (WG99) recommended that this particular thrust fault be considered in their seismic probability calculations. This fault is considered a "blind thrust" because it does not exhibit a surficial expression of displacement. The Mount Diablo Thrust fault, slips at a long-term rate of about 3 mm/yr. This fault has not been zoned as an active fault under the Alquist-Priolo Act. Because the proposed project site is not within, or immediately adjacent to, an active fault trace designated under the Alquist-Priolo Earthquake Fault Zoning Act, the potential for surface fault rupture to occur at the site is relatively low. Standard design measures are included in the project description (see **Section 1.3 Project Description**).

b) Construction activities involving soil disturbance, such as excavation, stockpiling, and grading, could result in increased erosion and sedimentation to surface waters. Erosion is likely with earthmoving activities associated with the project. Implementation of standard engineering erosion-control techniques (see **Measure WQ-1,** in Section VIII, Hydrology and Water Quality) would reduce potential impacts to water quality to less-than-significant levels.

c,d) The soils underlying the project site consist of one to four feet of topsoil. According to the Natural Resources Conservation Service (NRCS), the topsoils in the vicinity of the proposed reservoir and pipeline facilities are well-drained Diablo clay. Underlying the topsoil are soft Tertiary-age (23 million years old) sedimentary rocks of the Orinda Formation. For this analysis, the geotechnical investigation prepared for the DERWA Tank R-200 was evaluated (EBMUD, 2002). This investigation concluded that the site should provide an adequate foundation for a large capacity water tank. Neither the Diablo Clay nor the underlying Orinda bedrock is considered expansive, but they do have a moderate consolidation potential, which would require standard earthwork operations and/or proper foundation design (see **Section 1.3 Project Description**). The Orinda Formation has exhibited susceptibility to landsliding and slope failure in other locales in Contra Costa County.

e) No septic tanks are proposed for the project; therefore, no impacts are anticipated.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VII. HAZARDS AND HAZARDOUS MATERIALS (cont.) -- Would the project:				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion

a,b) No chemicals associated with recycled water treatment would be stored on site. Construction activities would involve the use of certain potentially hazardous materials such as paints, fuels, oils, and solvents. These materials generally would be used for excavation equipment, generators, and other construction equipment, and would be contained within vessels engineered for safe storage. Spills during onsite fueling of equipment or an upset condition (e.g., puncture of a fuel tank through operator error or slope instability) could result in a release of fuel or oils into the environment. Spills would most likely sink into the ground.

Storage of large quantities of these materials at the construction site is not anticipated; however, the uncontrolled release of these materials would be a potentially significant impact. **Measure HM-1** requires that a Substance Control Program (Program) be developed and given to all contractors working on the project, and would reduce impacts from hazardous materials release to less-than-significant levels. The purpose of the Program is to provide on-site construction personnel, environmental compliance monitors, and regulatory agencies with a detailed description of hazardous materials management, spill prevention, and spill response/cleanup measures associated with the construction of project elements.

c) Coyote Creek Elementary School is located approximately one-half mile from the proposed recycled water storage tank site on North Gale Ridge Road. Tank R-200 is a recycled water storage

facility and would not emit any hazardous materials. Regarding hazardous materials used during construction, refer to item b), above.

d) The project site is not listed in the "Cortese List", a hazardous waste and substances sites list, prepared by the California Department of Toxic Substances Control, pursuant to Government Code Section 65962.5.

DERWA shall require contractors to prepare a Hazardous Materials Management/Spill Prevention Plan, with specific provisions to protect both workers and the public (see **Measure HM-2**). Implementation of this measure, if contamination is encountered, would reduce potential impacts to less-than-significant levels.

e,f) There are no airports located within two miles of the project site.

g) Routine operation of the reservoir and pipeline facilities would not be expected to interfere with an emergency response plan or emergency evacuation plan. Please also refer to Section XV, Transportation/Traffic, for a discussion of emergency access during construction.

h) Although the proposed reservoir and pipeline facilities would be located in and adjacent to rangeland areas (grazing/grassland), these are not habitable structures and therefore would not expose people to wildfire risks. No impacts are anticipated.

Mitigation Measures

The following mitigation measures were included by the DERWA Board as part of conditions of approval for adoption of the SRVRWP Programmatic EIR.

Measure HM-1 (3.2.5): Substance Control Program. 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 to 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.

Measure HM-2 (3.10.3): Hazardous Materials Management/Spill Prevention Plan. A Hazardous Materials Management/Spill Prevention Plan shall be prepared for construction crews that address the potential for encountering hazardous materials during trenching as well as a protocol for employing personal protective equipment.

Implementation of these measures would reduce potential impacts to less-than-significant levels.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion of siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation of seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion

a) Construction. Without mitigation, earthmoving activities associated with recycled water reservoir and pipeline construction could contribute to soil erosion and a subsequent degradation in water quality. Implementation of standard erosion control techniques during project construction activities (see **Measure WQ-1**) would reduce potential water quality impacts to less-than-significant levels. A formal Storm Water Pollution Prevention Plan (SWPPP) is not required for this project; a SWPPP is required for projects causing disturbance of five acres or more. However, implementation of Best Management Practices (BMPs) for erosion control, as required by **Measure WQ-1**, would avoid potential erosion and sedimentation to storm drains and receiving waters.

Operation. The recycled water would be used for non-potable uses only, such as landscape irrigation. The 1996 EIR analyzed impacts of DERWA's SRVRWP on water quality, with regard to water quality standards or waste discharge requirements. Use of recycled water would meet Title 22 treatment requirements for unrestricted use. Adherence of the proposed project to all appropriate Title 22 requirements (**Measure WQ-2**) would assure that potential impacts to water quality or public health would be reduced to less-than-significant levels.

b) The project would not use groundwater, and would increase the amount of impervious surface in the area by a small amount (approximately 0.5 acre). Therefore, the project would have minimal impact on groundwater recharge.

c,d,e) The proposed recycled water tank would convert approximately 0.5 acre of grassland to impervious surface. Project implementation would not affect any designated Wild and Scenic River waterways. The pipeline will be installed within paved roadways. Therefore, the installation of the proposed storage and distribution facilities would not substantially alter the existing drainage patterns in the project vicinity because of the relatively small amount of impermeable surfaces that would be installed as a result of project implementation and the restoration of disturbed landscape areas. Storm drainage conditions would not be expected to change, with drainage routed to local storm drainage facilities within developed areas or to natural drainage channels within undeveloped areas. The proposed project would thus have no impact on downstream flood conditions.

f) Please refer to Sections VI.b and VIII.a, above.

g,h) The project does not propose homes or other habitable structures within the 100-year flood boundary. The project does not include any new structures that would impede or redirect flood flows.

i) Tank R-200 would be designed to the latest standards (see **1.3 Project Description**) and would not expose people to significant risk of flooding as a result of seismic activity.

j) The project area is not subject to seiches, tsunamis, or mudflows, and no impacts are anticipated.

Mitigation Measures

Measure WQ-1: Best Management Practices shall be implemented to minimize potential water quality impacts during construction.

The District shall require contractors to implement Best Management Practices (BMPs) for construction activities as specified by the California Storm Water Best Management Practices Handbook (Stormwater Quality Task Force, 1993) and/or the Manual of Standards for Erosion and Sediment Control Measures (ABAG, 1995). The BMPs include measures guiding the management and operation of construction sites to control and minimize the potential contribution of pollutants to storm runoff from these areas. These measures address procedures for controlling erosion and sedimentation and managing all aspects of the construction process to ensure control of potential water pollution sources. Erosion and sedimentation control practices typically include:

- installation of silt fencing and/or straw wattle;
- soils stabilization;
- revegetation; and
- runoff control to limit increases in sediment in storm water runoff (e.g., straw bales, silt fences, check dams, geofabrics, drainage swales, and sand bag dikes).

The following mitigation measures were included by the DERWA Board as part of conditions of approval for adoption of the SRVRWP Programmatic EIR.

Measure WQ-2 (3.10.1): Recycled water would not be used as a potable water supply, nor would it be used to directly recharge potable groundwater supplies. The recycled water produced by the DSRSD would meet the stringent Title 22 treatment requirements for unrestricted use. This level of treatment has proven to be, through both independent study and the test of time, fully protective of human health with regard to microbial pathogens. Because of the extensive level of treatment required, the water can be safely used for landscape irrigation, water contact sports, and the irrigation of food crops.

Measure WQ-3 (3.9.3): All areas along the proposed alignment disturbed by construction would be reseeded as soon as possible after construction (but before Fall rains) with a grass and forb mixture to reduce erosion hazards. The goal of this reseeding effort is to provide for erosion control and not to recreate a native grassland community; therefore, hydromulching with a non-native grass and form mix would be appropriate. If landscaped vegetation is removed along existing roads or residences, it shall be replaced in kind at a 1:1 ratio with appropriate landscaping species. All ground disturbed around the tank site shall also be reseeded as soon as possible (but before Fall rains) with a seed and forb mix as determined appropriate on a site-specific basis by qualified revegetation and/or erosion control specialist. Removal or disturbance of native vegetation will be avoided and minimized wherever possible. If landscaped species are removed, they shall be replaced at a 1:1 ratio with plant species typical of landscaped areas that are appropriate to the climatic and aesthetic site conditions.

Implementation of these measures would reduce potential impacts to water quality to less-than-significant levels.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
IX. LAND USE AND PLANNING -- Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a) The proposed project would construct a recycled water reservoir in the City of San Ramon and install pipelines within the City. The proposed facilities would be constructed near a residential golf community, however the proposed tank would be approximately 600 feet from these residences and would be built underground between two undeveloped hills. Therefore, the project would not result in a disruption, physical division, or isolation of existing residential areas, and no impacts would occur.

b) Refer to discussion under I., Aesthetics, for a discussion of project consistency with policies related to visual quality.

It was determined in the 1996 EIR that once the project is completed, none of the Program facilities would be incompatible with current or planned land uses of areas in the vicinity of those facilities. In addition, recycled water would replace other potable and nonpotable water sources used for landscape irrigation at various water use sites, but would not require a change in land use or restriction to current use at any of the sites. Short-term, construction-related disruption to land uses within the vicinity of future facilities would occur as the components of these projects, primarily the pipeline, are constructed. Specific environmental impacts, such as dust, noise, and traffic impacts, would be mitigable and would not alter or substantially disrupt existing land uses. Once the project is completed, Program facilities would not disrupt or alter current or planned uses in the study area, and no mitigation is required. For these reasons, the proposed DERWA Tank R-200 project would not result in long-term land use impacts, and no mitigation is required.

c) There is no habitat conservation plan in effect in the project vicinity. Please see Section IV.f.

Mitigation Measures

None required or recommended.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

a,b) The California Division of Mines and Geology (CDMG) has classified lands within the San Francisco-Monterey Bay region into Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975 (Stinson et al., 1983). The CDMG classified urbanizing lands within the South San Francisco Bay Production-Consumption Region according to the presence or absence of significant sand, gravel, or stone deposits that are suitable as sources of aggregate. Areas classified as MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little or no likelihood exists for their presence. MRZ-2 areas are those where adequate information indicates that significant deposits are present. Areas classified as MRZ-3 contain mineral deposits, but their significance cannot be evaluated from available data. Areas are classified as MRZ-4 where available information is inadequate for assignment to any other MRZ category.

The project site is classified as MRZ-4 where available information is inadequate for assignment to any other MRZ category.

There are no known mineral resources located in the project vicinity and no impact is anticipated from project construction or operation.

Mitigation Measures

None required or recommended.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XI. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

a,b,d) Project construction would result in intermittent, elevated noise levels at nearby noise-sensitive residential areas. Construction of the project is anticipated to commence in late 2003, with construction occurring intermittently over one year. Construction activities would involve excavation, grading, earth movement, and vehicle travel to and from the project site. Construction-related material haul trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used.

The proposed tank would be constructed by conventional methods. During construction, concrete for the foundation, floor slab, tank wall and roof slab would be delivered to the site by ready-mix trucks; backhoes and bulldozers would be used for earthmoving; 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 welding machines, air compressors, and various air- and electric-powered hand tools.

During tank construction, the above-described construction equipment would generate noise in the range of 68 to 96 dBA at 50 feet without mitigation (U.S. EPA, 1971), depending on type of equipment in use at a given time. Assuming an attenuation rate (lessening) of 6 dBA per doubling of distance, noise at the nearest residences could be as high as 70 dBA during tank installation activities.

Pipeline installation would use standard open-cut trenching techniques. Pipeline installation could occur as close as 30 feet from the nearest residences. At this distance, the noisiest construction equipment could be as high as 100 dBA without mitigation. Noise at these levels would be significantly above current levels, but would be temporary and relatively short in duration. The pace of construction would move noise sources on a daily basis as portions of the pipeline are completed. Construction of the pipeline would occur at an average rate of 150 feet per day.

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. Contra Costa County does not have a noise ordinance in place, but has policies related to construction that are contained in the Noise Element of the General Plan (Contra Costa County, 1996). General Plan Policy 11-8 states that "construction activities shall be concentrated during the hours of the day that are not noise-sensitive for adjacent land uses and should be commissioned to occur during normal work hours of the day to provide relative quiet during the more sensitive evening and early morning periods." The County also has standard conditions of approval that it implements through its permitting process, and they include hourly limitations on construction activities and equipment operation.

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 noise sources (City of San Ramon, 1995). Some form of noise mitigation is required for all projects that have noise exposure greater than "normally acceptable levels," which include up to 60 Ldn in residential areas and around noise-sensitive receptors, such as churches, schools, and hospitals, and up to 70 Ldn for playgrounds and neighborhood parks. The San Ramon Noise Ordinance does not specify construction noise limits, but restricts the operation of construction equipment to the hours between 7:30 a.m. and 7:00 p.m. on weekdays as well as between 9:00 a.m. and 6:00 p.m. on weekends. No construction is allowed on holidays.

Overall project construction would temporarily increase ambient noise levels. The increase in ambient noise levels would have a temporary impact on nearby noise-sensitive residential areas. Without mitigation, the temporary and intermittent noise levels from construction activities would constitute a significant impact. Implementation of **Measures N-1** through **N-4** would reduce potential noise impacts associated with construction activities to less-than-significant levels. These measures include limitation of construction hours and the use of controls on construction equipment.

c) The operation of the proposed recycled water storage and distribution facilities would not involve noise-generating equipment, and therefore would not cause a substantial permanent increase in ambient noise levels. Thus, the operational impact on ambient noise levels is considered less than significant.

e,f) The proposed project is not located within an airport or a private airstrip. Therefore, there are no impacts associated to exposing workers with excessive noise levels from airport activities.

Mitigation Measures

The following mitigation measure was included by the DERWA Board as part of conditions of approval for adoption of the SRVRWP Programmatic EIR. The measures below are consistent with and implement this measure.

> **Measure N-1 (3.7.1):** 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 manufacturer of the equipment. In addition, idling equipment would be shut off and temporary or portable acoustic barriers would be installed around stationary noise receptors that are located in proximity to potentially sensitive noise receptors.
>
> **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. Construction activities shall be prohibited on holidays.
>
> **Measure N-3:** To the extent feasible, construction contractors shall locate fixed construction equipment such as compressors and generators as far as possible from noise-sensitive receptors. Contractors shall shroud or shield all impact tools, and muffle or shield all intakes and exhaust ports on power construction equipment. Construction vehicles should be properly maintained and equipped with exhaust mufflers that meet state standards.
>
> **Measure N-4:** Impact tools (e.g., jack hammers and pavement breakers) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used such as drilling rather than impact equipment whenever feasible.

These measures would reduce potentially significant construction noise impacts to less-than-significant levels.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a) The DERWA Tank R-200 project will serve Pressure Zone 2 of DERWA's SRVRWP. The complete DERWA system will provide an ultimate annual average capacity of approximately 5.7 million gallons per day. The potential growth-inducing aspects of the project have been addressed in Section 4.1 of the 1996 EIR, which is incorporated herein by reference and summarized below.

The 1996 EIR described potential growth-inducing effects of the SRVRWP. Although the SRVRWP could "free up" some of the potable water supply originally applied to landscape irrigation, this availability has already been accounted for in the water supply planning documents of both EBMUD and DSRSD. SRVRWP facilities would only be built in association with projects approved for development through the planning and environmental review process. Finally, although water recycling programs can be perceived as being growth inducing because wastewater is diverted from disposal points to reuse, the DERWA SRVRWP will not be designed, permitted, or operated to allow for increase wastewater disposal capacity. Therefore, the DERWA SRVRWP, including the proposed facilities, will not have significant growth-inducing effects and no mitigation is required.

b,c) The proposed project would not displace existing housing; therefore, this project would not necessitate the construction of replacement housing elsewhere.

Mitigation Measures

None required or recommended.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XIII. PUBLIC SERVICES --				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Discussion

a) The 1996 EIR addressed the project's potential to induce growth, and the secondary effects of growth (including increased demands on public services). The 1996 EIR determined that growth within the DERWA service area would indirectly increase demands for public services. In order to mitigate the potential impact, the 1996 EIR and the subsequent Statement of Findings recommended that future new development occurring in the service area should be evaluated on a case by case basis for effects on public services, and additional new development impact fees and formation of assessment districts or other conditions should be considered where service agencies are unable to maintain level of service through existing methods of financing. However, full mitigation of these impacts are under the control of agencies other than DERWA.

Mitigation Measures

None required or recommended.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XIV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a,b) The project would not affect demand on parks or other recreational facilities, nor does it require construction or expansion of recreational facilities.

The project site is located in the Gale Ranch area in the City of San Ramon. Residential development exists north and south of the project site. As part of the Dougherty Valley Specific Plan, a trail plan has been developed, with the purpose of linking subdivision areas to urban areas of San Ramon. The trail plan was approved in November, 2001. The plan identifies hiking/biking trails throughout the Dougherty Hills (Simonson, 2001; Moreira, 2001). A 10-foot wide earthen trail is proposed for the top of the Dougherty Hills ridgeline, to the south of the proposed Tank R-200 site. The closest section of this trail would be approximately 60 feet away on the ridgeline adjacent to the reservoir.

Mitigation Measures

None required or recommended.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XV. TRANSPORTATION / TRAFFIC -- Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XV. TRANSPORTATION / TRAFFIC – (cont.) Would the project:				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Result in inadequate parking capacity?	☐	☐	☒	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Discussion

a,b) The proposed pipeline alignment from the tank to the DERWA recycled water transmission main in Dougherty Road traverses open space and public roads. Pipeline construction would encroach into public rights-of-way along Lilac Ridge Road and North Gale Ridge Road. Lilac Ridge Road, a two-lane road, would have alternating one-way traffic past the pipeline construction zone. Within North Gale Ridge Road, a four-lane roadway, one traffic lane would be closed during pipeline trenching. Prior to pipeline construction, DERWA will obtain an encroachment permit from the City of San Ramon. DERWA will require that contractors restore paved areas disturbed by pipeline construction to pre-project structural conditions.

Construction activities that would generate traffic include trucks hauling equipment and materials to and from the project site and pipeline alignments, equipment brought to the site for excavation and grading, and the daily arrival and departure of construction workers. Initial excavation of the Tank R-200 would be conducted by Shapell. Of the up to 105,000 cubic yards of soil excavated for the tank pad, an estimated 75,000 cubic yards would be reused on the tank site for burying the tank. The stockpiling of excavated material would occur on an adjacent site proposed for construction of a new school, approximately 500 feet east of the Lantana Way/Lilac Ridge Road intersection, which would be accessed via a temporary haul road directly from Tank R-200. Use of this

temporary haul road would avoid the use of Lilac Ridge Road for transport of soil between the two sites. The balance of excavated material (30,000 cy) would be spread and compacted by Shapell at the school site for building pads. As described in Section 1.4, the amount of off-haul to which the Tank R-200 project could directly or indirectly contribute is not known, and could range from zero to 30,000 cy. The off-hauling would occur during the summer, over an estimated two-month period (40 work days). This analysis uses the very conservative assumption that the peak number of truck trips associated with the tank is up to 75 round-trip truck trips per day (equal to off-hauling the entire 30,000 cy of soil over two months).

Pipeline construction is estimated to proceed at about 150 feet per day. Earthwork associated with pipeline construction in public streets would generate an estimated 43 one-way truck trips (21.5 round-trips) per day, based on the following assumptions:

- Trench width: 3 feet
- Trench depth: 7 feet
- Cut quantity: 117 cubic yards per day (no reuse assumed)
- Backfill quantity: 100 cubic yards

Construction phasing has not yet been determined; however, pipeline construction would not overlap with peak truck trips (potential off-hauling of soils) for tank site development. Consequently, peak truck trips associated with the project ranges from about 21.5 round-trip truck trips per day, equal to about three trucks per hour (if no off-hauling of soils excavated from the tank site is required) to 75 round-trip truck trips per day, equal to 9.4 trucks per hour (if the maximum possible amount of soils directly or indirectly attributable to tank site development is off-hauled).

Construction workers would be commuting to and from the project sites, most likely in personal automobiles or small trucks. An estimated 20 workers would be expected to commute to and from the storage tank site on a daily basis, while construction crews of 10 workers would be expected for pipeline construction (see Item f, below).

Based on the existing roadway network serving the project area, project trucks and construction workers traveling to and from the project site would use a combination of highways (Interstate 680), City streets (Lilac Ridge Road, North Gale Ridge Road), and County routes (Dougherty Road) to reach other local points and/or regional locations.

Construction-generated traffic would be temporary and therefore would not result in any long-term degradation in operating conditions or level of service on any project roadways. The primary off-site impacts from the movement of construction trucks include short-term and intermittent lessening of roadway capacities due to slower movements of the trucks and larger turning radii of the trucks compared to passenger vehicles. The temporary increase in traffic is considered insignificant in relation to the existing traffic load and capacity of the street system, since truck and worker vehicle trips would be dispersed throughout the day. The implementation of **Measure T-1**, preparation of a Traffic Control Plan, would further reduce potential traffic impacts to local roadways.

c) The proposed project would not affect air traffic patterns, and therefore no impact would occur.

d,e) Construction activities at the reservoir site would not obstruct emergency access; however, installation of the proposed pipeline in Lilac Ridge Road and North Gale Ridge Road could result in delays to emergency vehicles. Pipeline installation along these roads is expected to last two weeks. Implementation of **Measure T-1**, below, would ensure that this impact would be reduced to a less-than-significant level.

f) Project engineers propose to store equipment and trucks, and to provide parking for construction worker vehicles on the tank site. Preparation of a Traffic Control Plan (see **Measure T-1**) would include the development of a Construction Parking Plan to ensure that construction workers would park only in designated areas. Therefore, no long-term displacement of on-street parking would occur in the vicinity of the construction site.

g) All adverse impacts to transportation would be temporary, and would not affect any adopted policies, plans, or programs. Public transit is limited in and around San Ramon and no adverse effects would be expected.

Mitigation Measures

Measure T-1: DERWA shall arrange for the preparation of a detailed Traffic Control Plan (TCP) to be prepared by a licensed traffic engineer. The TCP shall be prepared in accordance with professional traffic engineering standards to show specific methods for maintaining traffic flows on roadways directly affected by project construction, and shall include, at a minimum, the following elements:

- Haul routes minimizing truck traffic on local roadways shall be used to the extent possible.
- The TCP shall arrange for safe detours for pedestrians and bicyclists at all construction sites. The contractor shall install appropriate barriers or fencing around construction zones and put up signage showing detours to ensure the safety of pedestrians and bicyclists.
- Where feasible, alternate one-way traffic flow past the pipeline construction zone shall be maintained at pipeline installation sites.
- The contractor shall be required to maintain access to driveways and side streets with alternate routes or steel plates across open trenches, when feasible.
- Access for emergency vehicles shall be provided at all times.
- Construction trenches in streets shall not be left open after work hours.
- The TCP shall develop a Construction Parking Plan that includes an estimate of the number of workers that will be present on the site during various phases of construction and indicates where sufficient off-street parking will be provided.
- Conduct a pre-construction survey to document road conditions on all construction routes to the project site. All construction traffic will be required to be within the legal posted road limits. If roads are damaged by excessive construction loads then they will be repaired to a structural condition equal to that which existed prior to construction activity.

Implementation of these measures would reduce potential impacts to less-than-significant levels.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

a) The project is limited to construction and operation of recycled water storage and distribution facilities.

b,e) The proposed project consists of construction and operation of recycled water storage and distribution facilities, and would have a beneficial effect on water supplies.

c) The proposed reservoir would not increase the need for additional off-site storm water drainage facilities. Ground cover above distribution pipelines would also be replaced to prior existing conditions.

d) The proposed project does not require water entitlements. The proposed recycled water source is the Pleasanton Wastewater Treatment Plant.

f) Solid waste generation would be limited to construction activities, and would not affect available solid waste disposal capacity in the region. No long-term solid waste generation would be associated with the proposed project.

h) The contractor would be required to comply with all pertinent regulations regarding the disposal of solid waste generated by construction activities.

Mitigation Measures

None required or recommended.

	Potentially Significant Impact	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a-c) The proposed project would have environmental impacts that would adversely affect human beings. These impacts are identified in this Initial Study. Human beings primarily would be affected by increased noise levels and traffic congestion during construction. However, the mitigation measures identified in this Initial Study would reduce these impacts to less-than-significant levels.

No significant cumulative impacts would be expected. Cumulative impacts resulting from buildout under the DERWA SRVRWP have been addressed in the corresponding EIR (DERWA, 1996).

SECTION 3.0
REPORT PREPARATION

3.1 LEAD AGENCY

The Dublin San Ramon Services District • East Bay Municipal Utility District Recycled Water Authority (DERWA) is the lead agency under CEQA for the preparation of the DERWA Tank R-200 Project.

Staff Member	Role
Robert Baker	DERWA Authority Manager
David Lee	EBMUD Design Manager
Lori Steere	Public Outreach Coordinator

3.2 PROJECT COORDINATOR

DERWA retained ESA to prepare this Initial Study/Mitigated Negative Declaration. Project engineering and visual simulations were provided by Camp Dresser & McKee, Inc.

ESA

Staff Member	Role
Jill Hamilton/Vick Germany, AICP	Project Managers
Marie Galvin	Aesthetics Analysis
Mary Laux	Land Use, Geology/Soils, Public Services and Utilities Analyses
Tom Roberts	Biological Resources Analysis
Arnold Gerstell	Biological Resources Analysis
Marie Galvin	Air Quality and Noise Analyses
Lisa Crossett	Graphics
Perry Jung/Linda Uehara	Graphics

WILLIAM SELF ASSOCIATES

Staff Member	Role
William Self	Principal
Leigh Martin	Archaeologist

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