

**Orinda Water Treatment Plant Disinfection Improvements Project  
Community Meeting #1 (August 26, 2019)  
Questions and Answers**

**Construction Duration & Hours**

**1) Why would the Project take approximately four years to construct?**

Project construction will involve a multitude of construction activities including, but not limited to, tree removal, utility relocation, demolition, soil excavation and concrete pours for the multi-level below-ground and above-ground portions of the ultraviolet (UV)/chlorine contact basins (CCB)/Maintenance and UV Electrical Building (MAUVE) facility, installation of two new electrical buildings, the new generator building and associated fuel storage, the new grounds maintenance building, below-ground installation of large-diameter pipelines, fencing installation and landscaping, and startup testing for each new facility, which are all included in the estimated construction duration. The total construction duration includes periods of time where there is no significant construction activity at the site (for example, when concrete is curing or startup testing), and also includes winter time periods when the Orinda Water Treatment Plant (ORWTP) will be taken off-line to connect the Project components to the existing treatment infrastructure.

**2) What is the duration of the heavy/major construction activities for the Project?**

The duration of major construction activities is currently being developed and will be presented in the Project Description section of the Draft Supplemental Environmental Impact Report (Draft SEIR).

**3) What time will trucks and other construction vehicles arrive?**

Construction hours will be addressed in the Project Description section of the Draft SEIR.

**Orinda Water Treatment Plant (ORWTP) Staffing and Operations**

**1) How many people work at the ORWTP?**

Currently, there are approximately 23 EBMUD staff that report for work at the ORWTP during the weekdays (daytime hours of 7:00 a.m. to 5:00 p.m.). On weekends and during the nighttime, one water treatment plant operator works at the ORWTP.

**2) Will the ORWTP become a busier site once the Project is built?**

Once complete, the Project will not require additional staffing at the ORWTP site. Existing mechanical, electrical and grounds maintenance staff, and existing water treatment plant operators, will serve the new facilities.

**3) Where do existing workers at the ORWTP currently park their vehicles (work and personal)?**

Workers at the ORWTP park vehicles and equipment in the parking spaces located throughout the ORWTP site. Workers also park vehicles and equipment around the perimeter of the EBMUD sedimentation basins located adjacent to Manzanita Drive when overflow parking is needed.

**Aesthetics and Architecture**

**1) Will the existing architecture (e.g., tile roofing) at the site be used for the new buildings?**

The MAUVE building architecture will match the existing architecture with tile roofing at the site. Construction for the smaller buildings will be pre-fabricated buildings and match the architecture of existing pre-fabricated buildings on the site.

**2) Based on the visual simulations, there is not much change to views from the Project. Is most of the change underground?**

Much of the Project involves construction of the UV disinfection system and chlorine contact basin which are underground facilities below the MAUVE building. Slide 13 from the August 26, 2019 presentation located on the Project website shows the underground portion of the structure relative to the above ground building.

**Project Cost**

**1) What is the Project cost?**

The current estimate of construction costs range from \$100 M to \$135 M.

**South Standby Generator and Fuel Tanks**

**1) What is the purpose of the generator and fuel tanks?**

In the event of a power outage, the fuel tanks will service the emergency generator which would provide emergency power for the ORWTP and the Los Altos Pumping Plant, a critical pumping plant located at the ORWTP that sends water to Orinda, Moraga, and Lafayette.

**2) Will the fuel tanks be buried?**

The fuel tanks will not be buried. Best practice is to build diesel storage tanks above ground to protect the groundwater and nearby habitats from accidental underground leaks where leak detection is challenging.

**3) The fuel tanks for the generator are adjacent to a wildfire evacuation route. Have you spoken with the Moraga-Orinda Fire District (MOFD) about the placement of fuel tanks?**

Staff has not spoken with MOFD about the placement of the fuel tanks. The aboveground tanks would be constructed using concrete secondary containment, and insulated, double-walled, concrete reinforced fire-rated tanks. The tanks would be separated from any combustible material as required by California Fire Code and the Local Fire Marshal.

**Environmental Documentation**

**1) Please clarify the Supplemental EIR process.**

In California, any project undertaken by a private or public agency is subject to the California Environmental Quality Act (CEQA). CEQA requires state and local agencies to evaluate and disclose the environmental implications of actions, or projects. An Environmental Impact Report (EIR) is a document which informs the public agency decision-makers and the general public of the significant environmental effects of a project.

EBMUD is implementing a planned system of improvements as part of its Water Treatment and Transmission Improvements Program (WTTIP). The WTTIP includes new facilities and upgrades to existing facilities primarily in the cities of Lafayette, Moraga, Orinda, and Walnut Creek. The improvements are needed to address systemwide water treatment and distribution needs to ensure a reliable water supply for current and future customers.

The environmental impacts of the WTTIP were evaluated in the WTTIP EIR which was certified by the EBMUD Board of Directors in December 2006. The WTTIP EIR evaluated some improvements at a project level, and some improvements, for which sufficient design details were not available, were evaluated at a program level. The installation of UV disinfection facilities and a CCB were evaluated programmatically in the WTTIP EIR.

Since preparation of the WTTIP EIR, the specific details of the design for improvements at the ORWTP, which were not available when the WTTIP EIR was prepared, have been developed. Based on the proposed design of the Project, EBMUD determined that the Project would not have the potential to cause impacts that were not examined in the WTTIP EIR. Thus, a project-specific Draft SEIR is being prepared to address the current Project.

## **2) How do you select environmental consultants?**

A Request for Proposal (RFP) on a project is sent to a broad list of environmental consulting firms. Following review of the proposals, some of the environmental consultants are interviewed. Based on the proposal and interview, EBMUD selects the environmental consultant for the Project. For the Project, the environmental consultant (Environmental Science Associates, ESA) is a sub-consultant to the Project engineering design firm (Carollo Engineers). The engineering design firm was selected using the RFP process.

## **Community Outreach**

### **1) Would EBMUD present this Project to parents at Wagner Ranch Elementary School?**

**Consider presenting in the morning, after drop off.**

Yes, EBMUD would be happy to provide this presentation at Wagner Ranch Elementary School. EBMUD is planning two meetings in early 2020 to be held at Wagner Ranch Elementary School, one in the evening and one during the day after school drop-off activity.

### **2) EBMUD should consider working with community members on developing project environmental mitigations. Project notifications should be sent to a broader audience to have a broader community conversation about traffic. Also, EBMUD should change meeting times and have more workshops.**

Public outreach will be expanded for future outreach efforts, including geographic outreach area and meeting times. EBMUD is planning two public meetings at Wagner Ranch Elementary in early 2020 and will reach out to community groups. EBMUD is posting notices on Orinda Outlook, Nextdoor, and EBMUD's Project website. Mailings are sent out to residents in the Project vicinity and those most likely to be impacted by Project construction activities. Residents are welcome to extend the invite to other community stakeholders who may be interested in learning more about the Project. The Supplemental EIR process includes a public review period of 45 days for receipt of formal comments after release of the Draft SEIR which is anticipated to be in spring 2020. Comments on the Draft SEIR can be submitted via email, paper letter, phone, and in person during public meetings.

## **Working with City of Orinda and Orinda Police Department**

### **1) Do you work with the City of Orinda (City) on your projects, including this project? Will the Orinda Police Department (OPD) be involved?**

Yes, EBMUD regularly meets with City staff to discuss on-going EBMUD projects. EBMUD staff met with City planning staff in December 2018 on this project. When required, EBMUD submits traffic control plans for City review as part of the City encroachment permit process. EBMUD does not typically work with law enforcement agencies on projects.

## **Environmental Resource Impacts**

### **1) Traffic**

- **Traffic conditions have changed since 2006 when the Water Treatment and Transmission Improvements Program (WTTIP) EIR was prepared. Will a new traffic conditions analysis be conducted?**
- **What does a traffic analysis entail? The traffic analysis should not just consider construction trucks, but should also consider Miner Road to Wildcat Canyon. There will be huge impacts to the school from the Project. The traffic analysis should also consider worker traffic during Project construction and operations.**
- **Concerned about safety for pedestrians (especially children) walking past the driveway at the North Orinda Sports Field staging area.**

A new traffic count and traffic analysis will be conducted for the Draft SEIR that includes analysis of pedestrian, bicycle, and vehicle traffic on potentially impacted intersections and roadway segments.

- **How many cubic yards of excavated soil will need to be trucked to or from the site?**

Excavation and fill quantities are being developed, along with the required truck trips, and will be included in the Draft SEIR.

- **Roads will be difficult to navigate with the heavy construction traffic. Need to evaluate cumulative traffic impacts.**
- **Projects often start as early as 6 AM which can wake up people. How many construction workers will be showing up? How early will they be arriving, including when they are showing up prior starting construction to stand around talking before they can start construction equipment?**
- **To minimize the duration of impacts on traffic, as well as other temporary construction –related impacts, consider increasing construction activity to reduce the overall construction duration.**

- **The staging area east of the Manzanita Drive Bridge is in a residential area. Consider not using this site for construction staging as there will be noise and other impacts to the residents.**
- **After the trench soils project, the roadway on Camino Pablo is crumbling. What is the plan during and after the Project to repair potholes and maintain the roads?**

The potential impacts of Project traffic (including work hour restrictions, durations, and staging areas) are currently unknown and will be analyzed and addressed in the Draft SEIR.

## **2) San Pablo Creek**

- **Can you describe impacts from the Project to the San Pablo Creek habitat and riparian area? What is the building's setback from top of bank?**
- **Look for opportunities to improve San Pablo Creek.**

The potential impacts of the Project on San Pablo Creek are currently unknown and will be analyzed and addressed in the Draft SEIR.

## **3) Air quality, odor, noise**

- **Will the Project result in air quality, odor, or noise issues? Concerned about noise inside of buildings traveling.**

The potential impacts of the Project on air quality, odors, and noise are currently unknown and will be analyzed and addressed in the Draft SEIR.

## **4) Cultural Resources**

- **Impacts to cultural resources should be considered. There is a Native American burial ground at the golf course.**

The potential impacts of the Project on cultural resources are currently unknown and will be analyzed and addressed in the Draft SEIR.

## **Cumulative Impacts**

- 1) EBMUD is planning multiple construction projects in the vicinity of the ORWTP in the coming years. I am concerned that all of these projects will have overlapping impacts.**
- 2) There are regional issues in regards to traffic (i.e., along Camino Pablo and in the El Toyonal neighborhood). The Project is an opportunity for EBMUD to work with the City of Orinda and the community to address these issues. The Project should consider implementation of shuttle buses, safer walking routes to school, including development of a walking path in the El Toyonal neighborhood where there is no school bus service.**
- 3) Traffic will be difficult to navigate during heavy construction. EBMUD needs to examine work start hours and explore alternate ways to alleviate traffic impacts. EBMUD needs to**

**evaluate the cumulative effects of traffic carefully. The City of Orinda should be part of the discussion.**

A traffic count and traffic analysis will be conducted for the Draft SEIR that will include analysis of existing, Project, and cumulative Project conditions. Potential cumulative impacts to all resource areas (e.g., noise, air quality, traffic) of EBMUD projects, as well as non-EBMUD planned projects, if any, will be addressed in the Draft SEIR.