

**Orinda Water Treatment Plant Disinfection Improvements Project
Community Meeting #3 (May 13, 2020)
Questions and Answers**

Construction Duration

- **The construction duration of 4.5 years is very long—can this be shortened?**

The Orinda Water Treatment Plant (WTP) is EBMUD’s largest water treatment plant and would continue normal operations during construction of the Orinda WTP Disinfection Improvements Project (Project). The current construction schedule is designed to be as short as possible given the extent and complexity of the work required to complete the Project and the on-going operational activities at the Orinda WTP. The approximate 4.5-year construction period also includes periods of time where very little construction activity would occur at the Orinda WTP, such as concrete curing and facilities’ testing and start-up times.

The construction duration is affected by the available space to place and transport materials, equipment and construction vehicles at the Orinda WTP site. For example, due to site space constraints for continued operation of the Orinda WTP, construction access to the site of the Project Maintenance and Ultraviolet (UV) Electrical Building/UV Structure/Chlorine Contact Basin (MAUVE/UV/CCB structure), would be a one-way in-and-out route through the site, therefore construction trucks could only access the MAUVE/UV/CCB structure work area in single file order via the one-lane access road through the Orinda WTP. Temporary relocation of EBMUD grounds maintenance staff to the area north of the North Orinda Sports Field parking area and the use of offsite construction staging areas, such as the area east of Manzanita Road Bridge, improves on-site construction efficiencies by maximizing the space that is available at the Orinda WTP for equipment and materials that are immediately needed for on-site construction activities.

- **How long will total active demolition, building, and concrete pouring occur?**

The demolition work is estimated to have active construction traffic lasting approximately one month. Project “building” phases would occur throughout the 4.5 years and includes construction of the MAUVE/UV/CCB structure and smaller buildings. The major construction activity phases include the excavation and concrete work for the UV/CCB structure. The UV/CCB structure excavation phase would see active construction for approximately 12 months; the UV/CCB concrete work phase would see active construction for approximately 8 months. The duration of active construction truck traffic is dependent on the frequency of construction truck round trips per hour coming and going to and from the Orinda WTP. In other words, minimizing construction truck traffic intensity lengthens construction durations. The active construction periods described here are estimates only and are subject to change depending on Contractor methods.

- **Will EBMUD provide water at no cost to residents in the vicinity of the Project to compensate for Project construction impacts?**

Providing water service at no charge to some EBMUD customers is not consistent with EBMUD's mission of exercising responsible financial management, nor would it be allowed because providing monetary compensation would be considered a gift of public funds. The analysis completed to date for the Supplemental Environmental Impact Report (EIR) indicates that any and all potential environmental impacts from Project construction could be mitigated to less-than-significant levels by Project mitigation measures. EBMUD is committed to providing the highest level of services while exercising responsible financial management and keeping rates fair and reasonable as we undertake the vital work needed to maintain and rebuild our community's water system. To maintain reliable, high quality water supplies, EBMUD carries out many multiple-year construction projects, upgrading water treatment plants, distribution tanks, pump stations, and pipelines throughout urban and suburban portions of the EBMUD service area.

Area East of Manzanita Drive Bridge

- **Would EBMUD consider removing the area east of Manzanita Road Bridge as a staging area for the Project?**

Construction areas are severely constrained for space at the Orinda WTP for construction office space and worker parking and the area is needed to be available to the Contractor; use would not include active construction and would be limited to construction trailers and limited passenger vehicle parking.

- **Which part of the area east of the Manzanita Road Bridge will be used during construction? How many and what size trailers would be parked here? How many vehicles and what types of vehicles will be parked there? When it rains, stormwater from Acacia Drive runs across this area to the creek, creating very muddy conditions. What will EBMUD do to restore this area after construction?**

The area east of the Manzanita Drive Bridge would be limited to two construction trailers (approximately 20 feet x 8 feet) and 5 parked passenger vehicles to provide additional work space for the Contractor. Temporary, eight-foot high chain-link construction security fencing would be installed around the staging area. The photo below shows the approximate area that would be allowed for Contractor use, and the arrow shows the trio of trees that delineates the extent of the area at approximately 100 feet up Acacia Drive from Manzanita Drive. During rain events, the stormwater from Acacia Drive flows to San Pablo Creek beyond the trio of trees and thus beyond the extent of the proposed staging area east of Manzanita Drive Bridge. After the Project is completed, the area would be restored to pre-construction conditions.



Roadway Pavement

- **Will EBMUD be responsible for re-paving the roadways, including Camino Pablo?**

Major arterials, such as Camino Pablo, and collector streets were designed and constructed to handle a mix of vehicle types, including heavy trucks. The traffic analysis completed for the Supplemental EIR found that with the Project construction traffic, traffic on Camino Pablo would not substantially increase (less than 1 percent) from Project construction, but that the addition of temporary construction traffic on Manzanita Drive between Camino Pablo and the north gate entrance to the Orinda WTP would increase by about 18 percent. Since pavement conditions on this section of Manzanita Drive may be potentially impacted by increased construction traffic, EBMUD is planning to implement a mitigation measure to mitigate potential impacts on pavement conditions on Manzanita Drive. The pavement monitoring mitigation measure would require video documentation of pre- and post-Project roadway conditions on this section of Manzanita Drive, a residential roadway that would be used to transport construction-related equipment and materials to the Project site and staging areas. The mitigation measure would require that pavement damaged by Project construction traffic on Manzanita Drive be structurally repaired to pre-Project conditions, at the end of the Project.

Public Outreach

For the May 13, 2020 community meeting, EBMUD mailed postcards to over 1,000 homes within the Project area. EBMUD also posted meeting notifications to Nextdoor which reached almost 400 residents, notified the City of Orinda Planning Director, Public Works Director, and City Manager, and coordinated with the principal of Wagner Ranch Elementary School to include notification in the weekly news bulletin sent to all school families. EBMUD will not be holding a second virtual meeting

to address these same topics, as there is a link to a prerecorded presentation available on the Project website (www.ebmud.com/orwtpimprovements), and residents can submit comments and questions at any time.

EBMUD will be providing a short update on all EBMUD projects in Orinda to the Orinda City Council on June 16, 2020. Also, there will be a community meeting for public comments on the Draft Supplemental EIR in August during the public review period after it is released in July 2020. Similar to the past community outreach, postcard mailers and Nextdoor notifications will be mailed and posted to notify the community of the release of the Draft Supplemental EIR and before the August community meeting on the Draft Supplemental EIR.

- **Please consider live, outdoor meetings for future meetings if gathering is still too restrictive, rather than virtual meetings.**

The community meeting was held virtually per the current shelter-in-place order and social distancing guidelines for the Bay Area and per the EBMUD COVID-19 emergency response guidelines. EBMUD is tracking the COVID-19 pandemic and shelter-in-place requirements closely and will be tailoring outreach and meeting opportunities according to county and State guidance. EBMUD will have in-person meetings again once it is safe to do so, but given the current and expected restrictions on public gatherings, it is likely public meetings will be using a virtual platform for the foreseeable future.

Project Construction Noise

- **Will concrete delivery trucks be allowed to arrive on local roadways before 6 a.m.? What noise will residents experience at or before 6 a.m. for concrete deliveries?**

Concrete delivery trucks would be allowed into the Orinda WTP no earlier than 6 a.m., and would not be allowed to queue up or idle on City of Orinda roadways before 6 a.m.. Language would be included in the Project specifications to the Contractor to enforce this requirement. The approximately 8 concrete delivery truck round trips per hour added to the approximately 1,200 existing vehicles on Camino Pablo between Bear Creek Road and Santa Maria Way at 6 a.m. would not cause a substantial increase in ambient noise, as these concrete trucks are estimated to increase existing traffic noise levels by approximately 0.5 A-weighted decibels (dBA)¹.

- **Back-up beepers are highly annoying sources of noise for neighbors. There are alternatives. Can EBMUD consider having spotters for vehicle back-up safety or require white noise back-up beepers instead?**

EBMUD is investigating the use of white noise alternatives (“smart” back-up alarms) to traditional “beeping” back-up alarms, and has determined that smart back-up alarms meet current Cal OSHA requirements and that EBMUD vehicles can be retrofitted with this alternative. EBMUD began researching the use of the alarm alternatives prior to the COVID-19 pandemic but work restrictions

¹ A-weighted **decibels**, abbreviated **dBA**, or **dBa**, or dB(a), are an expression of the relative loudness of sounds in air as perceived by the human ear.

and shifting emergency response priorities put that effort on hold. EBMUD is planning to start a pilot project mid-summer 2020 to determine the suitability of the devices for use on EBMUD vehicles. The future of the smart white noise back-up alarms for EBMUD vehicles will be determined as a result of feedback from the pilot and feasibility studies.

Regarding the issue of requiring contractors and subcontractors to install white noise back-up alarms, EBMUD uses contractors and subcontractors for a variety of services on projects. Given that beeping back-up alarms are the current industry standard, it would be difficult to require contractors and subcontractors to use white noise alarms on EBMUD projects.

Regarding the use of spotters in lieu of beeping back-up alarms, EBMUD has determined that disabling existing EBMUD beeping back-up alarms and requiring that contractors disable existing alarms would be an unsafe alternative.

Project Landscaping

- **Can the Project landscaping be done at the beginning of the Project to allow more vegetation growth to occur by the time the Project is completed?**

Yes, Project landscaping would be installed at the beginning of Project construction, likely in parallel with other early Project construction activities such as site mobilization and demolition.

Project Lighting

- **What kind of lighting will be installed? Will neighbors above the Orinda WTP see any glare during construction and after the Project?**

Existing site lighting would be maintained, and the Project would install additional lighting above entries to the new facilities and approximately 12 new light poles throughout the Orinda WTP. The new light poles would match the height and general appearance of the existing light poles (approximately 22 feet high). All light poles would have shielded light fixtures that would direct light downwards to minimize light trespass and glare. New building and pole-mounted lights would be on at low levels at nighttime, but would brighten temporarily with motion. When lighting is needed for construction purposes, shielded lighting would be used to reduce the potential for light trespass onto neighboring properties.