

## Sample Summary for Electronic Document Submittal

15 copies of this document may be included when a Lead Agency is submitting electronic copies of environmental impact reports, negative declarations, mitigated negative declarations, or notices of preparation to the SCH. The SCH will still accept other summaries, such as an EIR summary prepared pursuant to CEQA Guidelines Section 15123, attached to the electronic copies of the document.

SCH # 2016111031

Lead Agency: Orange County Sanitation District

Project Title: Bay Bridge Pump Station and Force Mains Replacement Project

Project Location: Newport Beach

Orange County

*City*

*County*

Please provide a Project Description (Proposed Actions, location, and/or consequences).

The proposed project would replace the Bay Bridge Pump Station and associated force mains. The project would bring the pump station facility and force mains to current design and reliability standards to ensure continuous service for the Newport Coast service area. The primary project components consist of: 1) pump station improvements; 2) Newport Bay Channel crossing force main improvements, and 3) West Coast Highway crossing force main improvements. The proposed project would include construction of new pump station facilities including pump station, generator, and odor control facilities within the northeastern portion of an existing recreational vehicle (RV) storage facility. The new pump station would be approximately 10,000 square feet in site area. In addition, the new pump station would require the replacement of several portions of the existing OCS D gravity sewer system, which would be constructed to convey wastewater to the new pump station wet well. The existing Bay Bridge Pump Station would be demolished after construction of the new pump station. The proposed project would include the construction of dual force mains (up to 32 inches in diameter) to connect the proposed new pump station to the existing OCS D force main system west of the Newport Bay Channel. Part of the proposed force main alignment would require a crossing of the Newport Bay Channel, which could be constructed via trenchless methods or dredging. After crossing the Newport Bay Channel, the force main alignment would connect to the existing OCS D force main system in West Coast highway. Multiple alignment options are being considered, including through in Castaways Park and then south to the existing OCS D force main system, as well as an alignment near the existing OCS D easement, south of Bay Bridge, then north to the existing OCS D force main system. The project would connect to an existing OCS D valve vault south of West Coast Highway or would connect to the existing force mains within the Dover Drive/West Coast Highway intersection.

Please identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

For aesthetics/light and glare, mitigation measures regarding siting/staging of construction areas and use of opaque fencing materials (AES-1), consistency with the Back Bay Landing PCDP regulations (AES-2 and AES-4), as well as directional lighting techniques through a construction safety lighting plan (AES-3) would be required. Mitigation Measures AQ-1 and AQ-2 would ensure compliance with regulatory requirements to reduce fugitive dust emissions and prevention of graded material spilling onto public streets and roads. Mitigation Measure BIO-1 would reduce potential impacts to nesting birds to less than significant levels. Also, potential dredging operations in the Newport Bay Channel could also impact biological resources and may result in noise impacts. Implementation of Mitigation Measures BIO-2, BIO-3, HWQ-4, and NOI-3 would reduce impacts from dredging to less than significant levels. Potential impacts to unknown cultural, tribal cultural, and paleontological resources would be reduced to less than significant levels with implementation of Mitigation Measures CUL-1 and GEO-1 during site disturbance activities. Also, potential disturbance of hazardous building materials would be reduced to less than significant levels with implementation of Mitigation Measures HAZ-1 through HAZ-3, and unknown/suspect materials during grading with compliance with HAZ-4. In addition to HWQ-4 above, compliance with Mitigation Measures HWQ-1 through HWQ-3 would ensure regulatory permit requirements with the SWRCB are met. Potential noise impacts from construction equipment would be reduced with implementation of NOI-1 and NOI-2, as well as NOI-3 discussed above. Last, potential traffic/circulation impacts from construction, including lane, closures would be reduced with implementation of Mitigation Measure TRA-1. Upon implementation of recommended mitigation measures, all impacts would be reduced to less than significant levels; no significant and unavoidable impacts were found.

If applicable, please describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Issues raised during the NOP process and first circulation of the Draft EIR included the following:

- Aesthetic impacts and alterations to existing visual character and quality of the project site and in the project area (refer to Section 5.1, Aesthetics, Light and Glare, of the Draft REIR);
- Impacts related to air quality (refer to Section 5.2, Air Quality, of the Draft REIR);
- Odor impacts associated with project operations in the vicinity of the site (refer to Section 5.2, Air Quality, of the Draft REIR);
- Impacts to cultural resources (refer to Section 5.4, Cultural Resources, of the Draft REIR);
- Impacts to archaeological resources (refer to Section 5.4, Cultural Resources, of the Draft REIR);
- Impacts to tribal cultural resources (refer to Section 5.12, Tribal Cultural Resources, of the Draft REIR);
- Impacts related to hazardous materials in the project vicinity (refer to Section 5.7, Hazards and Hazardous Materials, of the Draft REIR);
- Impacts related to land use and planning on-site (refer to Section 5.9, Land Use and Relevant Planning, of the Draft REIR);
- Consistency with local and regional planning documentation, goals, and policies (refer to Section 5.9, Land Use and Relevant Planning, of the Draft REIR);
- Noise created by project operations in the vicinity of the site (refer to Section 5.10, Noise, of the Draft REIR);
- Traffic circulation and access impacts to local and regional roadway facilities (refer to Section 5.11, Transportation and Traffic, of the Draft REIR); and
- Impacts to potential sensitive biological resources on-site (refer to Section 5.3, Biological Resources, of the Draft REIR).

Please provide a list of the responsible or trustee agencies for the project.

The applicable agency approvals and related environmental review/consultation requirements associated with the project may include the following, among others. It is not anticipated that any other agencies would require use of the EIR in their decision making process.

- CEQA Clearance – OCSD;
- Limited Term Permit – City of Newport Beach;
- Encroachment Permits – City of Newport Beach and Caltrans;
- Permanent/Temporary Easements – City of Newport Beach, Bayside Village Marina, LLC, and Bay Shores Community Association;
- Traffic Control Plan Approval – City of Newport Beach and Caltrans;
- Coastal Development Permit – California Coastal Commission and City of Newport Beach (as required under the California Coastal Act, Public Resources Code Division 20);
  - California State Lands Commission – Consultation regarding implementation of Newport Bay Channel force main crossing;
  - California Department of Fish and Wildlife – Consultation regarding implementation of Newport Bay Channel force main crossing;
- National Marine Fisheries Service – Dredging/shoring construction activities;
- Section 404 Permit – Army Corps of Engineers (required for dredging/shoring construction activities);
- Section 401 Permit – Santa Ana Regional Water Quality Control Board (required for dredging/shoring construction activities); and
- General Construction Permit – Santa Ana Regional Water Quality Control Board (as required under National Pollutant Discharge Elimination System [NPDES] General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ [as amended by 2010-0014-DWQ and 2012-006-DWQ], NPDES Number CAS000002).

Governor's Office of Planning & Research

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