

FINAL SUPPLEMENTAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

for the

CORONA ROAD SEWER EXTENSION PROJECT

Prepared for:



Carmel Area Wastewater District

3945 Rio Road

Carmel, CA 93923

Prepared by:



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March 23, 2023

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CHAPTER 1. INTRODUCTION

BACKGROUND

The Carmel Area Wastewater District (District) circulated a Draft Supplemental Initial Study/Mitigated Negative Declaration (IS/MND) for the Corona Road Sewer Extension Project (proposed project). The District has determined that the proposed project will not have a significant effect on the environment. The District will therefore consider adoption of a Mitigated Negative Declaration for the proposed project at the scheduled Board hearing on March 30, 2023.

PROJECT DESCRIPTION:

The proposed project involves formation of a new assessment district and construction of a wastewater service extension to the Corona Road area of Carmel Highlands. The new assessment district would consist of property owners located in the service area of the new pipeline proposed by the project. The assessment district would collect charges from customers in the project area solely to fund the capital costs associated with the proposed extension of wastewater service to the area. The proposed project is also seeking funds in the form of a construction loan from the State Water Resources Control Board (SWRCB) State Revolving Fund (SRF). The SRF loan would cover upfront costs associated with the implementation of the proposed project and would be repaid using charges collected by the assessment district.

The proposed project includes the installation of a new sanitary sewer transmission pipeline and an associated pump station. The proposed sanitary sewer collection system will consist of four (4) separate gravity mains made of Polyvinyl Chloride (PVC) pipe. The longest main will be approximately 3,500 feet in length, beginning at the east side of SR 1, north of the intersection of Corona Road and SR 1, and will extend south along the east side of SR 1, and then east and upward along Corona Road. Another branch of the gravity main in Corona Way will extend approximately 600 feet north and upward from Corona Road. The third branch of the gravity main will be approximately 300 feet in length and will be constructed along the east side of SR 1 northerly and upward. The installation of the three (3) separate gravity mains would result in the installation of 4,400 feet of new pipeline. The final gravity main would be installed beneath Highway 1 and would connect to a new pump station located on the west side of Highway 1, as described below. Pipeline will be installed in the disturbed right-of-way and roadway throughout the entirety of the alignment. No trees would be removed as a result of installation of the pipeline. All pipeline would be installed via trenching in paved areas. The proposed design includes 24 manholes and three (3) clean-outs.

Lateral connections from the proposed pipeline alignment to private parcels along the alignment would be installed under a future phase of the proposed project upon application by individual property owners for abandonment of their septic system and hook up to the extended CAWD sanitary sewer system. This future phase of the proposed project is not analyzed in this environmental document and would be subject to the appropriate level of environmental review under CEQA at the time these improvements are proposed.

Staging areas for the proposed project would be located at the District's existing wastewater treatment plant and the pump station site, with an additional equipment laydown area located on APN 241-052-001 (74 Corona Road).

The proposed project would extend potential future wastewater collection service to the following APNs.

- 241-011-002
- 241-012-018
- 241-031-005
- 241-031-007
- 241-031-008
- 241-031-010
- 241-031-012
- 241-031-013
- 241-031-018
- 241-031-020
- 241-031-021
- 241-031-022
- 241-031-023
- 241-031-024
- 241-051-002
- 241-051-003
- 241-051-005
- 241-051-006
- 241-051-007
- 241-051-009
- 241-051-010
- 241-051-011
- 241-051-012
- 241-051-013
- 241-051-014
- 241-051-015
- 241-051-016
- 241-051-017
- 241-051-018
- 241-051-019
- 241-051-020
- 241-051-021
- 241-051-022
- 241-051-024
- 241-051-025
- 241-051-027
- 241-051-028
- 241-052-001
- 241-052-002
- 241-052-003
- 241-052-004
- 241-052-005
- 241-052-006
- 241-052-007
- 241-061-001
- 241-061-002
- 241-061-004
- 241-061-005
- 241-061-011
- 241-061-014
- 241-061-015
- 241-071-004
- 241-071-005
- 241-071-006
- 241-072-002
- 241-072-003

A pump station is proposed within the northeastern portion of the “Rodgers' property” located at 29152 Highway 1 (APN 241-061-015) on the west side of SR 1 and has been sited so as to avoid tree removal and other impacts to existing trees. The pump station would be located on a 468 square foot easement and will be housed beneath two concrete slabs measuring approximately 100 square feet in total. The pump station will be constructed with pre-cast concrete sections and placed entirely underground, with the concrete slab laid on top, except for the Pacific Gas & Electric Company's (PG&E's) electrical service facilities, a vent pipe, and the pump station control panel. Electrical power will be furnished via a new service from PG&E. The pump station would have the capacity to pump up to 0.01 million-gallons-per-day (MGD) of wastewater and a projected flow of 0.006 MGD. The pump station will receive raw sewage from the gravity collection mains as described above and will have a wet well with a capacity of 3,000 gallons to temporarily store the raw sewage from the collection system in the times between pump operations and during power outages. The pump station would include a connection for a backup generator; however no backup generators would be installed permanently at the site. The pump station will discharge into the existing 4-inch sanitary sewer force main in SR 1 at a discharge rate of approximately 50 gallons per minute. The existing 4-inch force main in SR 1 was evaluated by the project engineers and determined to be capable of transmitting the sewage introduced as a result of the proposed project.

A 600 square foot construction staging area for the pump station would be located off-site at CAWD's treatment plant. A 360 square foot construction easement/staging area for the pump station would be located immediately west of the pump station site. A new 10-foot wide access easement is also proposed at the mouth of the private road on the west side of Corona Road to ensure safe access to the pump station and to residents. In addition, a construction laydown area for pipeline installation and small construction equipment parking would also be established at 74 Corona Road (APN 241-052-001).

PUBLIC REVIEW PERIOD:

The 20-day public review period for the Draft Supplemental Initial Study/Mitigated Negative Declaration commenced on March 3, 2023 and ended on March 22, 2023.

COMMENTS RECEIVED:

The following lists the comment letter received on the Draft Supplemental IS/MND to date. The comments are summarized, and responses are provided in the **Comments and Responses** section of this Final Supplemental IS/MND:

1. *California Department of Transportation*

A reproduction of the letter referenced above are included as **Attachment A** to this Final IS.

CHAPTER 2. COMMENTS AND RESPONSES

LETTER 1: CHRIS BJORNSTAD, ASSOCIATE TRANSPORTATION PLANNER, CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) DISTRICT 5

Comment 1-1: Please be aware that if any future work is completed in the State’s right-of-way it will require an encroachment permit from Caltrans and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: <https://dot.ca.gov/caltrans-near-me/district-5/district-5-programs/d5-encroachment-permits>.

Response 1-1: Comment is noted. The need for an Encroachment Permit for work within the State’s right-of-way was noted on page 16 of the Draft IS/MND. The District will coordinate with Caltrans to acquire an Encroachment Permit for work within the State’s right-of-way. No text changes to the Draft IS/MND are required as a result of this comment.

Comment 1-2: All future work in, on, under, over, or affecting State highway right-of-way is subject to a Caltrans encroachment permit. Depending on the complexity of the project improvements requiring an encroachment permit, Caltrans oversight may be the more appropriate avenue for project review and approval by Caltrans. The District Permit Engineer has been granted authority by Caltrans to make this decision. Please consult with the District Permit Engineer to determine the most appropriate Caltrans project permitting system.

Response 1-2: Comment noted. The need for an Encroachment Permit for work within the State’s right-of-way was noted on page 16 of the Draft IS/MND. The District will coordinate with Caltrans’s District Permit Engineer to acquire an Encroachment Permit for work within the State’s right-of-way. No text changes to the Draft IS/MND are required as a result of this comment.

Comment 1-3: All future work will need to conform to the Caltrans Encroachment Permits Manual, Chapter 600. Additional utility installation requirements, which may apply, are found in Chapter 17 of the Project Development Procedures Manual. Deviations to Caltrans Encroachment Permit Policies may require an exception. This requirement and process will be outlined by the District Permit Engineer in the pre-submittal conference.

Response 1-3: Comment noted. The District will coordinate with Caltrans to ensure that all work associated with the proposed project within the State’s right-of-way will be conducted in conformance with the Caltrans Encroachment Permits Manual, as specified in the comment above. No text changes to the Draft IS/MND are required as a result of this comment.

Comment 1-4: All non-operational or vacated pipes shall be removed. The District Permit Engineer may grant waivers to this requirement based on an engineering evaluation. Plans shall conform to the Caltrans Plans Preparation Manual and Encroachment Permit Construction Plan Set outline.

Response 1-4: Comment noted. No non-operational or vacated pipes are known to exist within the footprint of the project. In the event non-operational or vacated pipes are discovered during

sub-surface activities, they will be removed in conformance with the Caltrans Plans Preparation Manual and Encroachment Permit Construction Plan Set outline, as specified in the comment above. No text changes to the Draft IS/MND are required as a result of this comment.

Comment 1-5: The applicant will need to show all existing facilities and utilities in plan and profile where the scope of work is located. For signal facility plans and details please coordinate through Ken Vomaske at kenneth.vomaske@dot.ca.gov.

Response 1-5: Comment noted. The district will coordinate and provide Caltrans with plans showing all existing facilities and utilities within the footprint of the project. No text changes to the Draft IS/MND are required as a result of this comment.

Comment 1-6: General Basis of Horizontal and Vertical Control - Caltrans datums shall be used and observed for the construction of the proposed improvements. All plans shall be in US feet and follow the datums as follows: • Vertical Basis: NAVD 88 • Horizontal: NAD83Zone 3 Santa Cruz County, Zone 4 Monterey and San Benito County, and Zone 5 San Luis Obispo and Santa Barbara County. At least two recorded, Caltrans Monuments must be referenced in the surveying basis.

Response 1-6: Comment noted. Final construction plans will be prepared according to the specifications identified in the comment above. The District will coordinate with Caltrans to perform any necessary revisions to the plans prior to granting of an encroachment permit. No text changes to the Draft IS/MND are required as a result of this comment.

CHAPTER 3. CHANGES TO THE DRAFT IS/MND

As described above in Chapter 2, no changes to the Draft IS/MND are required as a result of public comments received during the CEQA review period.

Attachment A

Comment Letters Received on Draft Supplemental IS/MND

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California Department of Transportation

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March 22, 2023

MON/1/69.74
SCH#2023030136

Rachél Lather
District Engineer
Carmel Area Wastewater District
3945 Rio Road
Carmel, CA 93923

COMMENTS FOR THE CORONA ROAD SEWER EXTENSION PROJECT MITIGATED NEGATIVE DECLARATION (MND) – MONTEREY COUNTY, CA

Dear Ms. Lather:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the MND for the Corona Road Sewer Extension Project which proposes installing pipeline under and along the east side of State Route 1. Caltrans offers the following comments in response to the MND:

1. Please be aware that if any future work is completed in the State's right-of-way it will require an encroachment permit from Caltrans and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: <https://dot.ca.gov/caltrans-near-me/district-5/district-5-programs/d5-encroachment-permits>. A-1

2. All future work in, on, under, over, or affecting State highway right-of-way is subject to a Caltrans encroachment permit. Depending on the complexity of the project improvements requiring an encroachment permit, Caltrans oversight may be the more appropriate avenue for project review and approval by Caltrans. The District Permit Engineer has been granted authority by Caltrans to make this decision. Please consult with the District Permit Engineer to determine the most appropriate Caltrans project permitting system. A-2

3. All future work will need to conform to the Caltrans Encroachment Permits Manual, Chapter 600. Additional utility installation requirements, which may apply, are found in Chapter 17 of the Project Development Procedures Manual. Deviations to Caltrans Encroachment Permit Policies may require an exception. This requirement and process will be outlined by the District Permit Engineer in the pre-submittal conference. A-3

4. All non-operational or vacated pipes shall be removed. The District Permit Engineer may grant waivers to this requirement based on an engineering evaluation. Plans shall conform to the Caltrans Plans Preparation Manual and Encroachment Permit Construction Plan Set outline. A-4

5. The applicant will need to show all existing facilities and utilities in plan and profile where the scope of work is located. For signal facility plans and details please coordinate through Ken Vomaska at kenneth.vomaske@dot.ca.gov. A-5

6. General Basis of Horizontal and Vertical Control - Caltrans datums shall be used and observed for the construction of the proposed improvements. All plans shall be in US feet and follow the datums as follows: • Vertical Basis: NAVD 88 • Horizontal: NAD83 Zone 3 Santa Cruz County, Zone 4 Monterey and San Benito County, and Zone 5 San Luis Obispo and Santa Barbara County. At least two recorded, Caltrans Monuments must be referenced in the surveying basis. A-6

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 835-6543 or email christopher.bjornstad@dot.ca.gov.

Sincerely,

Christopher Bjornstad

Chris Bjornstad
Associate Transportation Planner
District 5 Land Development Review