

## **Tunnel Stabilization and Sewer Pipeline Replacement Project**

### **FEIR Addendum No. 5**

#### **Project Description**

The South Coast Water District (District) operates the Beach Interceptor Sewer Tunnel (Tunnel) extending approximately two miles from South La Senda Drive in Three Arch Bay north to Aliso Beach in the City of Laguna Beach, California. In 2016, the District embarked on the Tunnel Stabilization and Sewer Pipeline Replacement Project (Project), a multi-year construction project to stabilize the tunnel and install a new sewer pipeline. Construction work has been performed through four independent phased construction contracts.

On November 11, 2010, the District Board of Directors certified the Final Environmental Impact Report (FEIR; SCH# 2008031094) for the Tunnel Project as adequately addressing the potential environmental impacts associated with the Project. The FEIR included two mitigation measures with extended holiday breaks (NOISE-1 and TRAF-2) intended to mitigate potential impacts of noise and traffic. Based on the recently completed construction for Phases 1, 2, and 4, and the planned construction for Phase 3, Staff has determined that the extended holiday breaks are no longer needed to mitigate potential impacts of noise and traffic and elimination of these breaks will shorten the Project schedule without substantial increases in any of the previously identified environmental impacts.

#### **FEIR Addendum No. 5**

The purpose of FEIR Addendum No. 5 was to analyze the potential differences between the impacts identified in the FEIR for the originally approved Project and the impacts that would be associated with eliminating the extended holiday breaks previously adopted as impact mitigation measures.

Based on the analysis provided in Addendum No.5, there is sufficient evidence in the record to determine that:

- (1) the proposed modifications to FEIR mitigation measures NOISE-1 and TRAF-2 do not represent a substantial change from the Project evaluated in the FEIR (SCH# 2008031094);
- (2) there are no substantial changes with respect to the circumstances under which the Project is undertaken; and,
- (3) there is no new information of substantial importance, which was not known and could not have been known at the time the FEIR was certified as complete.

The proposed modifications to FEIR mitigation measures NOISE-1 and TRAF-2 would not have any new or substantially more severe impacts than what was evaluated in the FEIR. There are no new mitigation measures that were not adopted at the time the FEIR was certified that would further reduce the Project impacts. Accordingly, this Addendum provides adequate documentation of the proposed modifications to FEIR mitigation measures NOISE-1 and TRAF-2 pursuant to CEQA for the Project.

At the District Board of Directors regular meeting of July 23, 2020, the Board found that with the proposed modifications to FEIR mitigation measures NOISE-1 and TRAF-2 the mitigation measures adopted in the FEIR will continue to have a less than significant impact to Transportation/Traffic and Noise and no additional mitigation measures are required for continued construction on the Project. During the meeting of July 23, 2020, the Board of Directors adopted Resolution No. 2-20/21 certifying Addendum No. 5 to the Final EIR for the Project.