

# Summary Form for Electronic Document Submittal

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: \_\_\_\_\_

**2019069069**

Project Title: Sanitary Sewer Condition Assessment Repairs

Lead Agency: City of Santa Clara Public Works Department

Contact Name: Vincent Luchessi, PE

Email: vluchessi@santaclaraca.gov

Phone Number: 408-615-3048

Project Location: Santa Clara  
*City*

Santa Clara  
*County*

Project Description (Proposed actions, location, and/or consequences).

This Initial Study analyzes the impacts of six sanitary sewer repair projects proposed by the City of Santa Clara as part of its ongoing Sanitary Sewer Condition Assessment Repairs Program. All of the proposed repair sites are located within Santa Clara City limits. Five of the proposed repairs (at Segment 23, Segments 29-31, and Segment 35) would address Grade 5 defects identified in recent condition assessments. At Segment 23, CIPP lining would be installed to address a rupture in a 10-inch-diameter VCP sewer pipe within Saratoga Avenue north of San Tomas Expressway. At Segments 29, 30, and 31, CIPP lining would be installed to repair corrosion of a 24-inch-diameter VCP sewer pipe within the parking lots at 1400 and 1390 Kifer Road and across Kifer Road at 350 Oakmead Parkway. At Segment 35, infiltration grouting would be used to repair a leaking joint in a 42-inch-diameter elliptical RCP sewer pipe extending beneath the Guadalupe River south of SR 237. Additionally, at Segment 12, CIPP lining would be installed in dual VCP siphon lines that extend beneath San Tomas Aquino Creek from the San Tomas Aquino Creek Trail on the west bank to the parking lot at 2788 San Tomas Expressway. The goal of pipe lining at Segment 12 is to prevent future problems associated with inflow and infiltration (I&I) in this segment. At all Segments, manholes would be rehabilitated as needed. The proposed repairs would incorporate extensive Avoidance and Minimization Measures to reduce potential impacts on water quality and special-status species during work near watercourses, to limit community disturbance, and to avoid community and environmental exposure to hazardous substances.

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

With the Avoidance and Minimization Measures incorporated, the proposed repairs would still have potential for Significant impacts on biological resources (including various special-status species and protected nesting birds), cultural resources, and paleontological resources.

The following mitigation measures are proposed to address potential biological impacts: Bio-1. Rare Plant Surveys, Protection, and Restoration at Segment 35; Bio-2. Protection of Nesting Birds (General) at All Segments; Bio-3. Protection of Nesting Tricolored Blackbird at Segment 35; Bio-4. Protection of Nesting California Black Rail and California Ridgway's Rail at Segment 35; and Bio-5. Protection of Nesting Western Burrowing Owls at Segments 35 and 12. The following mitigation measures are proposed to address potential impacts on archaeological resources and human remains: Cul-1. Notice of Potential for Buried Cultural Resources in Construction Documents; Cul-2. Retention of On-Call Archaeologist; Cul-3. Worker Awareness Training for Cultural Resources; Cul-4. Evaluation and Treatment of Unanticipated Archaeological Discoveries; Cul-5. Procedures for Discovery of Human Remains. The following mitigation measures are proposed to address potential impacts on paleontological resources: Geo-1. Worker Awareness Training for Paleontological Resources; Geo-2. Stop-Work, Evaluation, and Treatment in the Event of a Paleontological Find.

With the Avoidance and Minimization Measures and the mitigation measures listed above incorporated, all impacts would be Less than Significant.

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

The proposed repairs are not known to be controversial in any way. However, they would require work in proximity to watercourses; protection of water quality is thus a paramount concern. In addition, the Guadalupe River corridor in the vicinity has the potential to support a number of special-status plant, fish, and wildlife species. Avoiding impacts on these species is also a primary focus for the City in implementing the proposed repairs.

Provide a list of the responsible or trustee agencies for the project.

Responsible agencies: San Francisco Bay Regional Water Quality Control Board, possibly also California Department of Fish and Wildlife (if DFW elects to take jurisdiction over activities at the Segment 35 Guadalupe River Crossing)

Trustee agency: California Department of Fish and Wildlife

Governor's Office of Planning & Research

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