

APPENDIX B
NOTICE OF PREPARATION RESPONSES

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814



DATE: September 21, 1993
TO: Reviewing Agencies
RE: San Joaquin County Community Development
Mountain House
SCH # 90020776

RECEIVED
SEP 27 1993

COMMUNITY DEVELOPMENT
PLANNING DIVISION

Attached for your comment is the Notice of Preparation for San Joaquin County Community Development Mountain House

Responsible agencies must transmit their concerns and comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Kitty Walker
San Joaquin County Community Development
1801 E. Hazelton Avenue
Stockton, CA 95202

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Sara Stremple at (916) 445-0613.

Sincerely,

Christine Kinne

Christine Kinne
Deputy Director, Permit Assistance

cc: Lead Agency



United States Department of the Interior

BUREAU OF RECLAMATION

Mid-Pacific Region
Tracy Office (CVP)
Route 1 Box 35

Byron, California 94514-9614



IN REPLY
REFER TO:

TO-444
LND-2.00

JAN 30 1992

Kitty Walker, Senior Planner
San Joaquin County Department of
Planning and Building Inspection
1810 E. Hazelton Avenue
Stockton CA 95205

Subject: Notice of Preparation Environmental Impact Report -- Mountain House
New Town -- San Joaquin County -- Delta-Mendota Canal -- Central
Valley Project (CVP) CA (Draft Environmental Impact Report) (Your
Letter Dated December 13, 1991)

Dear Ms. Walker:

The Bureau of Reclamation (Reclamation) has reviewed the Draft Environmental Impact Report (DEIR) prepared for the proposed Mountain House New Town General Plan Amendment. At this time Reclamation would like to reiterate our previous position on the proposed project and address the issue of water availability.

The Delta-Mendota Canal (DMC) may constitute an attraction to the many new residents of the proposed project, therefore suitable fencing is required as a deterrent to pedestrian, equestrian, and bicycle traffic to prevent access to the DMC right-of-way. Our primary concerns are to prevent accidents or unauthorized trespass and to ensure public safety. Our preference is a fence or wall that would prohibit the easy installation of gates. The Bureau prefers a 7 foot high, 9 gauge wire galvanized chain link fence. (Drawings of Standard Fencing Requirements are enclosed).

Reclamation's intake structure for transport of water through the DMC is located on the Old River at the Northwest corner of the proposed development. The Canal is being used to provide municipal/industrial/irrigation water for portions of San Joaquin, Alameda, Stanislaus, Merced, Fresno, Kings, Santa Clara, San Benito, Monterey and Santa Cruz Counties. Any proposed discharge of treated wastewater and storm water runoff from residential/commercial/industrial development into Old River is unacceptable to the Bureau. The quality of water in the DMC may be compromised due to operational errors at sewage treatment facilities and/or uncontrolled releases of inadequately treated sewage effluent. Also, urban surface runoff will contain certain pollutants. As municipal entities draw their water from the DMC, there must be assurances that pollutants and/or water borne disease will not enter the DMC. Should the DMC become contaminated from an unknown source, Reclamation could be liable. More and more emphasis is being placed on Reclamation to ensure water quality in the DMC.

Again, Reclamation strongly objects to any drainage into the Old River. The water quality must remain at its current level.

Finally, in reference to water availability from the Bureau, our supply is already committed to existing contractors so there will be no additional water available for the proposed project.

If you have any questions, please contact Sharon Peetz of my staff at (209) 836-6238.

Sincerely,



Walter D. Jourdan
Project Superintendent

Enclosure

**Community
Development
Department**

County Administration Building
651 Pine Street
4th Floor, North Wing
Martinez, California 94553-0095

Phone: (510) 646-2035

**Contra
Costa
County**



Harvey E. Bragdon
Director of Community Development

October 21, 1993

Ms. Kitty Walker, Senior Planner
San Joaquin County Community Development Department
1810 E. Hazelton Avenue
Stockton, CA 95205

Dear Kitty:

Thank you for the opportunity to review the Notice of Preparation on the Mountain House New Town Master Plan MP-93-1, Specific Plan #1 SP-93-1 and related applications.

We were pleased to note that most of the issues discussed by the staffers of the two counties appear to be included within this document. Since that is the case, our comments will focus on specific details to insure they aren't lost among the larger issues which have been identified.

Page 6 of the NOP indicates that both a Jobs-Housing Program and an Affordable Housing Program are included within the proposed Master Plan for the project. The EIR needs to clearly evaluate those programs and the adequacy of the specific targets in providing opportunities on site for all residents to live and work without unduly burdening the regional traffic network. The last paragraph on page 9 indicates a time lag between homes and job development. The Draft EIR should analyze a program to tie these two concepts more closely together.

While not located within the Specific Plan area, we continue to have concerns over urbanization immediately adjacent to our county boundary along Old River. The marina shown on Figure 3 will undoubtedly require a levee breach and new interior levees. The adequacy and standards for levee reconstruction need to be carefully reviewed.

The impact of water supply on the San Joaquin River resource needs to be carefully analyzed so as not to affect water quality or special status species in the area. The involvement of regulatory agencies in this review is needed.

As we indicated at our joint staff discussion, the County is preparing new noise contours for the Byron Airport, we will forward them to you so they can be analyzed in your EIR work. The EIR should analyze the impacts of urban development in the Mountain House area on the future operation of the Byron Airport.

RECEIVED
OCT 25 1993
COMMUNITY DEVELOPMENT DEPT.
PLANNING DIVISION

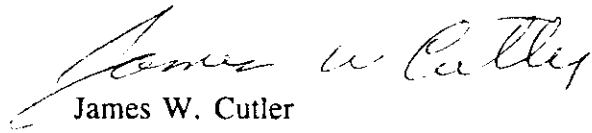
Ms. Kitty Walker
October 21, 1993
Page -2-

The EIR will include an evaluation of traffic impacts on Byron Highway in Contra Costa County, including any increase in the proportion of traffic consisting of heavy trucks.

Our Board of Supervisors is finalizing work on its Twenty-First Century Program. Attached is a copy of this document which we hope can be analyzed for appropriateness of inclusion within your review of this project.

The biggest impact of this project on our County is from transportation and the scope of work seems to outline the required studies. We need to assure that.

Sincerely yours,



James W. Cutler
Assistant Director of Comprehensive Planning

Attachment

JWC:aw
Ms2/SanJoaqn.Ltr

CONDITIONS FOR A 21ST CENTURY COMMUNITY

Prepared by Growth Management and
Economic Development Agency with
Support from Public Works and
Community Development
Debbie Aime, Lead

TABLE OF CONTENTS

	PAGE NUMBER
PRINCIPLES FOR A 21ST CENTURY COMMUNITY	2
INTEGRATED TRANSPORTATION SYSTEM	3
INTERNAL ROAD SYSTEM	7
WATER	8
SANITARY SEWER	9
RECLAIMED WATER	10
FLOOD CONTROL	11
POLICE	13
FIRE PROTECTION/EMERGENCY MEDICAL SERVICE RESPONSE	14
SCHOOLS	15
COMMUNITY FACILITIES	16
PARKS	17
OPEN SPACE AND TRAILS	18
DESIGN CHARACTERISTICS	19
AFFORDABLE HOUSING	22
WASTE MINIMIZATION/ENERGY CONSERVATION	23

PRINCIPLES FOR A 21ST CENTURY COMMUNITY

The overall goal for new development in Contra Costa County is to plan, design and construct 21st century communities that provide a balance of housing and economic development.

1. Provide within new communities, infrastructure to a level that, supports an adequate quality of life.
2. Assure a sustained level of police and fire services.
3. Provide adequate parks, recreation facilities and open space.
4. Incorporate into infrastructure design goals related to transportation, child care, water conservation/reclamation, air quality, etc.
5. Reserve and locate school sites to mitigate subregional traffic generation as well as meet educational needs.
6. Design a community that results in a net economic benefit to the subregion.
7. Assess the impacts of the project on County services and fairly share revenues from the development to meet subregional facility and County service needs.
8. Provide a community that will be developed in accordance with growth management, transportation, and other service and subregional standards.
9. Allow phased development of the project when each phase can meet infrastructure level of service and performance standards.
10. Provide within new communities, a mixture of land uses that afford convenient access to a variety of activities while reducing dependence on the automobile.

INTEGRATED TRANSPORTATION SYSTEM

POLICIES

1. Demonstrate use of alternative forms of transportation, especially transit, in order to provide necessary services to transit-dependent persons and to help minimize automobile congestion and air pollution.
2. Provide park-and-ride areas at locations along the arterial street network to serve transit stops and to serve as meeting points for ridesharing.
3. Extend public transit to provide alternative means of access within the subregion and to major off-site destinations.
4. Maximize connections between Class I bicycle trail system and transit hub park and ride lots, transit stops, and future rail transit stations. The pedestrian path and sidewalk system should provide short and convenient routing to schools, commercial areas, park and ride lots, transit stops, and the future rail transit stations.
5. Develop systems of safe and convenient bicycle routes, hiking and riding trails throughout the subregion.
6. Design an efficient transportation system and overall project that minimizes air quality impacts. (Consider a range of options from installing electric car recharge facilities to prohibiting gas-powered lawnmowers.)
7. Incorporate pedestrian and bicycle paths throughout the project.
8. Maximize the potential for telecommuting by wiring every home for telecommunication and reserving land for telecommuting centers
9. Adopt plans to enhance the capacity of freeway corridors. Possible TSM measures include ramp metering, high-occupancy vehicle lanes, and an integrated Traffic Operations System (TOS) currently considered by Caltrans.
10. Support adoption of regional land use plans that address the jobs/housing imbalance of existing General Plans and that seek to lessen the demand for automobile travel into, out of, and through the subregional transportation system.

11. Provide for a broad level TDM program that considers such options as micro-shuttle service, school bus service, express bus service to major business centers, and rail transit stations.
12. Demonstrate compliance with the provisions of the Growth Management Program and the Congestion Management Program.
13. Provide rights of way for future transit and transportation systems.
14. Provide for an overall project design that will accommodate efficient and convenient transit routing and maximize transit ridership.
15. Encourage and maximize the use of alternative travel needs by providing connectivity between the various transportation facilities (pedestrian, bicycle, auto, transit, fixed guideway) and by providing a public education system advising residents of commute alternatives and transit opportunities.
16. Encourage higher density housing along main arterials and transit routes to maximize transit ridership.
17. Encourage and provide for the safe and convenient use of bicycles as an alternative mode of travel.

CONDITIONS OF APPROVAL

1. The project proponents shall participate in a regional transportation mitigation program as determined through the Measure C-88 growth management process to ensure each project proponent is paying their share of the costs associated with the project. The amount of any regional transportation fee or assessment shall be calculated by using the rate in effect at the time of issuance of a building permit or certificate of occupancy for this project, or as otherwise determined by the agency with legal authority to set such fees.
2. The project shall incorporate provisions to accommodate alternate forms of transportation such as construction of park-and-ride lots, bikeways and pedestrian paths linking residential areas to major activity centers, bicycle parking, commercial and service facilities to serve the project and nearby neighborhoods, bus turn-outs and passenger shelters, and reservation of right-of-way for future rail transit.

3. The development plan/vesting tentative map shall include provisions for construction of a collector road system that provides efficient and convenient bus routing within ¼ mile of 80% of the project households. Where feasible, cul-de-sacs that back up to arterial or collectors shall have a pedestrian/bicycle path between the cul-de-sac and the road to allow convenient access to transit stops. Transit providers shall be consulted to ensure that the circulation plans will allow them to provide efficient service.
4. The bikeway system shall be supplemented by on-street bicycle lanes, in which parking is prohibited, on appropriate local roads to access all neighborhood commercial areas, parks, schools, convenience retail areas, transit stops, and park-and-ride lots. Bicycle lockers and sheltered bicycle racks shall be provided at convenience retail areas, commercial areas, transit hubs, and park and ride lots. Bicycle racks shall also be provided at all transit stops.
5. The project proponents shall cooperate with an ongoing transportation demand management (TDM) programs during the buildout of the project. The TDM monitoring program shall include, but not be limited to, data on Average Vehicle Ridership, as defined by the BAAQMD, for the work trips of residents.
6. The project proponents shall work with the local telephone company to ensure that all housing units are wired for electronic technologies that accommodate telecommuting by residents.
7. The jurisdiction shall require project proponents to work with the regional bodies to study the feasibility of light rail or other appropriate transit alternatives.
8. Ensure that transit service shall be provided at a level that will collectively, with other transportation strategies, achieve the Bay Area Air Quality Management District goal for "average vehicle ridership (AVR)" or "vehicle to employee ratio (VER)".
9. Traffic signals at major thoroughfares shall be designed with transit preemption devices.
10. Transit stops and bus pullouts shall be installed along transit routes at locations designated by the transit provider. The transit stop shall include covered bicycle racks and pedestrian shelters.
11. Construct park and ride lots at appropriate locations within the project.

12. Construct improvements necessary to provide the levels of service on the road network required by the Growth Management Program (Measure C-88).
13. Dedicate all rights of way necessary for the ultimate expansion of the transportation and transit network.
14. The developers shall provide, within the garage area of all new homes, a separate electrical conduit for charging of electric-powered vehicles.

INTERNAL ROAD SYSTEM

POLICIES

1. Develop a circulation network of neighborhood streets that minimizes heavy through-traffic, while at the same time providing a network of streets conducive to transit routing.
2. Provide levels of service on the basic routes outlined in the Growth Management Program.

CONDITIONS OF APPROVAL

1. Construct bicycle and pedestrian facilities that provide safe access to neighborhood commercial areas, parks, schools, convenience retail areas, transit stops, and park and ride lots.
2. Provide levels of service on the basic routes outlined in the Growth Management Program. (Rural peak hour = LOS C; Semi-rural = High LOS C; Suburban = Low LOS D; Urban = High LOS D; Central Business District = Low LOS E)

WATER

POLICIES

1. Ensure potable water supplies are sufficient in quality and quantity to provide for domestic consumption and fire protection. (non-potable system may be used for fire protection, if approved.)
2. Require Best-Management Practices' water conservation and efficiency measures.
3. Plant drought-tolerant landscaping, including native plants and grasses, native trees, and wildflowers.

CONDITIONS OF APPROVAL

1. The jurisdiction, in consultation with the water purveyor, shall require installation of dual main lines (latest available and approved technology) to allow for the use of reclaimed and/or recycled water for irrigation of public landscaping and recreation areas.
2. All units shall be equipped with low-flow toilets and restricted water devices.
3. Prior to recording the final map, provide proof that adequate water facilities can be provided.
4. All open space, median strip, and private lot landscaping shall consist of non-invasive, drought-tolerant, low-water use plant species.
5. The jurisdiction shall require that all open space, median strip, and private lot landscaping consist of non-invasive, drought-tolerant, low-water-use plant species consistent with the Water Conservation and Landscape Ordinance.

SANITARY SEWER

POLICIES

1. Opportunities for using reclaimed wastewater shall be identified and developed in cooperation with sewer service and water service agencies.
2. The need for sewer system improvements shall be reduced by incorporating water conservation measures which reduce flows into the sanitary sewer system.

CONDITIONS OF APPROVAL

1. Prior to recording the final map, provide proof that adequate sanitary sewer quantity and quality can be provided.
2. Jurisdiction shall identify opportunities for using reclaimed wastewater and develop in cooperation with project proponent, sewer service, and water service agencies.

RECLAIMED WATER

POLICIES

1. Opportunities for using reclaimed, recycled and treated, wastewater shall be identified and developed in cooperation with sewer service and water service agencies.
2. Encourage the construction of wastewater disposal systems designed to reclaim and re-use treated wastewater on agricultural crops, and for other irrigation and wildlife enhancement projects.

CONDITIONS OF APPROVAL

1. The jurisdiction, in consultation with the water purveyor, shall require installation of dual main lines to allow for the use of reclaimed water for irrigation of common outdoor landscaping and recreation areas, in addition to front yard landscape for private residences.
2. Recycled water shall be required, where feasible, for irrigation of open space areas, i.e. golf courses, parks, water features, school playing fields, and median strips. The jurisdiction shall also require the maximum use of recycled water for irrigation of private-lot landscaping, where feasible.
3. The jurisdiction shall require the project proponents to develop all onsite recycled water service improvements necessary to serve the planning area if the jurisdiction finds that the use of recycled water is appropriate and feasible.

FLOOD CONTROL

POLICIES

1. Require project development to finance the full cost of drainage improvements necessary to accommodate peak flows from the project.
2. Establish a storm drainage system that protects property and ensures public safety while maintaining the natural resource values of the creeks.
3. Mitigate the project storm water runoff so that peak storm water flows, under existing conditions, are not exceeded.
4. Mitigate the project storm water runoff in those areas with downstream flooding by providing downstream drainage improvements commensurate with project impacts.

CONDITIONS OF APPROVAL

1. The project proponents shall construct onsite detention basins to Flood Control District standards. The detention basins shall reduce post project peak floodflows to predicted preproject levels. Each phase of development shall be reviewed to ensure compliance with this condition. NOTE: Any detention basins or flood control facilities constructed as part of an adopted Drainage Area Plan shall be subject to the review and approval of the Contra Costa County Flood Control District.
2. Construct a storm drain infrastructure system throughout the proposed project that safely conveys runoff from individual homes, lots, and streets to the major creeks via a system of culverts, gutters, and swales constructed to jurisdictional standards.
3. During project construction, or to satisfy the NPDES requirements, the project proponents shall construct, as appropriate, onsite retention or detention facilities or install silt or grease traps in the storm drain system for the proposed project drainage.

4. The project proponents shall develop a hazardous materials control program for construction activities to reduce potentially significant impacts on water quality caused by a chemical spill. This program should require safe collection and disposal of hazardous materials generated during construction activities and should include an emergency response program to ensure quick and safe cleanup of accidental spills.
5. Bridges shall be designed to jurisdictional standards such that they do not constrict flows, including the 100-year flood flow. Design of bridges must be reviewed by a registered civil engineer.
6. The project proponents shall form a Benefit Assessment District, or other funding mechanism with a guaranteed revenue source, to fund the maintenance of the detention basins and flood control structures. The funding mechanism shall be of a type acceptable to the fee-title owner and the entity responsible for maintaining other facilities.
7. The project proponents may propose joint use of the detention basins for drainage purposes and for recreational, golf course, or passive uses, if the land rights, maintenance, and liability issues are addressed in an agreement with the fee-title owner and the entity responsible for maintaining the basin.
8. Where appropriate, the project proponents shall design stormwater detention facilities to fit the area's natural landform patterns and be curvilinear in form and with undulating sideslopes averaging 3:1 or less in steepness, use natural-appearing materials and colors for drainage facility structures, and screen all drainage facility structures from important viewpoints using native vegetation.
9. All storm drainage facilities shall be designed to accommodate the ultimate development of the watershed.

POLICE

POLICIES

1. Provide a maximum response time goal for priority 1 or 2 calls of five minutes for 90 percent of all emergency responses in central business district, urban and suburban areas, inclusive of dispatch time.
2. The jurisdiction should circulate development and open space management/improvement plans to Police or Sheriff's Department for review and incorporate feasible suggestions before approval.

CONDITIONS OF APPROVAL

1. The jurisdiction shall require the project proponent to mitigate the impacts accrued on the County Sheriff and Justice services (i.e. funding or additional personnel).

FIRE PROTECTION/EMERGENCY MEDICAL SERVICE RESPONSE

POLICIES

1. Response Time. The total response time for fire and medical emergency calls shall be 4 minutes. This standard shall be met a minimum of 90% of the time.
2. Fire Prevention and Suppression Plan for Open Space Land. Assure the preparation and ongoing implementation of a fire prevention and ongoing implementation of a fire prevention and suppression plan to address the ongoing fire hazard exposure of the urban -open space interface which will be created by development of this project as set by the fire district.

CONDITIONS OF APPROVAL

1. Fire stations shall be located within one and one-half miles of developments in urban, suburban and central business district areas, with a total response time of 4 minutes for 90% of all emergency responses.
2. Ensure fire protection through careful treatment of transitions between development and open space areas through a comprehensive prevention and emergency response system.
3. The developers shall construct the fire stations and fund acquisition of equipment needed to provide adequate fire and emergency medical response to the planning area based on local growth management standards.
4. The Fire District shall review all plans for development of the planning area (e.g., final development plans and tentative map plans and subdivision maps).
5. The responsible open space management agency shall incorporate fire prevention measures approved by the Fire District into its management of planning area open space areas.
6. Sprinkler systems shall be required in new residential construction, if the response time identified in Condition of Approval #1 cannot be met.

SCHOOLS

POLICIES

1. Assure that school facilities are adequate or committed to be adequate prior to approvals of major applications for residential growth.
2. School site donation by developers shall be encouraged through the use of density transfer or other appropriate land use alternatives.
3. Every opportunity shall be explored to develop school facilities with and adjacent to local parks and trailways.
4. Provide new schools to serve the area students which are conveniently accessible via a network of streets, pathways and trail connections, and located to facilitate efficient transit service.
5. Neighborhood schools are to be provided.
6. The development of quality schools shall be supported by coordinating development review with local school districts, including such activities as designating school sites and supporting local fees, special taxes, and bond issues intended for school construction.
7. The schools to be built shall have a student capacity at least equal to the number of students generated.
8. General Plan and zoning designations should be based on the availability of adequate school facilities.
9. Explore the possibility of integrating school library services with public library services.

CONDITIONS OF APPROVAL

1. Locations of necessary schools shall be formalized concurrent with the tentative map approval. Access, configuration, size, useable space and basic infrastructure needs (including timing and delivery of utilities) shall also be determined at this time.
2. A financing and cost distribution plan (construction and equipment) shall be established prior to the recording of the final map.
3. Site(s) shall be transferred to the District at the time of the final map by offer for dedication.

COMMUNITY FACILITIES

POLICIES

1. To give a high priority to funding quality civic, public and community facilities which serve a broad range of needs throughout the community.
2. Provide childcare facilities at locations that allow easy access, convenience and multi-purpose of available facilities, such as schools.
3. Provide necessary community facilities and ensure adequate provision of services to accommodate the changing needs of the community.

CONDITIONS OF APPROVAL

1. Child Care. The developer shall address and mitigate all child care needs associated with the project for infant, preschool, and school-age child care.
2. Library. Adequate library facilities shall be provided or make a fair-share contribution to construction of such a facility. The parameters for contribution shall be 1.6 hours, 500 square feet, and 2000 books per 2000 new residents.
3. Senior Center. Provide a facility with senior housing or make a fair-share contribution to construction of such a facility.

PARKS

POLICIES

1. Provide parks at the jurisdiction's adopted growth management standards at no less than 3.0 acres per 1,000 population.

CONDITIONS OF APPROVAL

1. Provide adequate facilities consistent with adopted growth management standards.

OPEN SPACE AND TRAILS

POLICIES

1. Provide substantial uninterrupted open space elements and trail linkages as part of an integrated system.
2. Provide staging areas for regional trail system and utilize key locations for trail access, parking, maintenance and interpretive signage. Design staging areas to serve jointly as park and ride facilities.
3. Identify major ridgelines.
4. Provide grade separated trail crossing at major road.

CONDITIONS OF APPROVAL

1. The jurisdiction shall ensure that the open space areas are properly managed and may designate an appropriate agency for management.
2. In conjunction with the County and affected jurisdiction, cooperate in establishing trail linkages to trail systems within the County.

DESIGN CHARACTERISTICS

POLICIES

1. Encourage aesthetically and functionally compatible development which reinforces the physical character and desired images of the community.
2. Flexibility in the design of projects shall be encouraged in order to enhance service qualities and provide for a varied development pattern.
3. Protect open hillsides, significant ridgelines, and wetlands.
4. Encourage a development pattern that promotes the individuality and unique character of each community.
5. Design the project to be attractive and function well into natural setting.
6. Ensure geologically sensitive development through engineering design regulation and review to avoid soil erosion, downstream flooding, slope failure, loss of vegetative cover, high maintenance costs, property damage and reduced visual quality.
7. Confine development to those areas designated most appropriate for construction.
8. Preserve prominent ridges and other significant natural features.
9. Design development to complement terrain and limit grading to extent possible.

CONDITIONS OF APPROVAL

1. The project proponents shall design grading to emulate natural landforms in the immediate vicinity of the graded area. Manufactured slope edges should be rounded and slope percentages varied to create undulating cut-and-fill slopes where feasible and approved by a Geotechnical Engineer.
2. The project proponents shall revegetate graded areas with species and patterns designed to emulate natural native vegetation patterns of the region. The revegetation program should be designed by a qualified revegetation specialist and approved and monitored by the jurisdiction as a condition of final maps and the mitigation monitoring program.

3. The project proponents shall dedicate the remaining open space areas to a qualified agency or organization to be conserved and managed to maintain the remaining open space areas in perpetuity.
4. The project proponents shall screen residential and commercial development and other built facilities with landscaping or other appropriate measures as approved by staff where these features will be visible from entrances into the planning area, recreation areas and features.
5. The project proponents shall restore native habitat types, especially wetland, riparian, and oak woodland types, for key areas within the scenic corridor to create greater diversity of high-quality visual resources in the planning area.
6. The project proponents shall ensure that no buildings, roads, or structures (including water tanks) interrupt the continuous unbroken ridgelines.
7. The project proponents shall design erosion control and drainage features to conform to the natural topography. Natural vegetative patterns, earth berms, or other appropriate measures as approved by staff, should be used whenever feasible to screen these features.
8. The project proponents shall site facilities in locations of low visual sensitivity and below ridgelines so that they do not visually interrupt the continuous unbroken lines of ridge tops when viewed from important locations both onsite and offsite.
9. The project proponents shall site facilities such as water storage tanks by minimizing sidewall exposure through methods such as full or partial burial, constructing berms, planting native vegetative screens, and using earthtone colors that blend closely with the natural surroundings.
10. The project proponents shall minimize visual impacts of access and maintenance roads by minimizing sidecast and cut-and-fill requirements, revegetating disturbed areas with species and patterns emulating native vegetation, and siting roads and varying their width to fit closely with the natural topography.
11. The project proponents shall provide a setback for roads in creek corridors a minimum of 100 feet and establish and maintain a vegetation buffer utilizing species and patterns emulating natural native vegetation patterns in the setback area between the creek and the road.

12. The project proponents shall retain and revegetate with native vegetation existing natural drainages where feasible.
13. The project proponents shall maintain existing drainageways above ground where feasible (i.e., use bridges at street crossings of major drainages and place culverts only at minor road crossings over minor drainages and only for the minimum required crossing distance).
14. The project proponents shall establish a native vegetation buffer of a minimum width of 50 feet between creek centerlines and recreation features (e.g. volleyball courts, tennis courts, and other active recreation features).
15. The project proponents shall stabilize creek banks and make other improvements in recreation areas using only native-appearing construction materials (e.g., timber, rocks, and textured, earth-tone concrete) and native vegetation where feasible.
16. The project proponents shall site recreation trails and other similar features along one bank of the creek corridor and retain the other in a more natural condition.
17. The project proponents shall use low fencing of welded wire mesh or barbed wire strand no higher than necessary to control stock and domestic animal access.
18. The project proponents shall design lighting for concentrated night-lit areas, such as commercial areas, sports areas, community centers, gathering areas, and parking lots to minimize their offsite visibility by using downward-oriented high-efficiency lights and physical screening materials.

AFFORDABLE HOUSING

POLICIES

1. Provide for a strong, affordable, single family and multiple family housing program for a wide range of household income levels.

CONDITIONS OF APPROVAL

1. Allocate a proportion of project units to meet the jurisdictions' applicable share of regional housing needs of providing affordable housing to very low, low, and moderate income levels. Affordable units shall be provided for in each phase of the development.
2. For all work-site/jobs tax base projects, the jurisdiction shall ensure that the cost of the planned housing in the jurisdiction is related to the incoming employees or employed residents in the jurisdiction.

WASTE MINIMIZATION/ENERGY CONSERVATION

POLICIES

1. Energy conservation and waste reduction goals should be advanced by the project.
2. Design solid waste management facilities to maximize conservation and recycling.
3. Design a project that maximizes energy conservation and efficiency.

CONDITIONS OF APPROVAL

1. Protect solar access. Each tentative map for residential developments over 10 units should incorporate design features wherever feasible to protect solar access.
2. The developer(s) shall comply with the California Energy Commission energy budget limits by utilizing the most current CEC prescriptive packages available. The developer(s) will indicate what package (or performance standard) they are utilizing during the Building Department plan checking process.
3. Include fluorescent fixtures. In addition to the requirements for fluorescent lighting in kitchens and bath as prescribed by the Energy Standards, all fixed lighting in non-living space (i.e., closets, garages, utility rooms, or storerooms) shall accept fluorescent bulbs. This use would not be included in the Title 24 compliance package for the home; it would be included as an additional conservation measure. All homes should initially be outfitted with fluorescent bulbs where appropriate. This shall be a condition of final map approval and verified before issuance of the occupancy permit.
4. Consider the inclusion of solar hot water heaters, high efficiency gas water heaters and/or high efficiency furnace to reduce the energy budget goal by a minimum of 7% for 100% of the homes in the planning area. Alternative measures to achieve the 5% overall reduction should receive equal consideration. Inclusion of these measures would not be part of Title 24 compliance, but rather an additional conservation measure. In addition, all pools built in the planning area should be heated using solar heaters or equipped with a solar blanket.

5. Provide all new homeowners with a copy of Home Energy Manual (California Energy Commission 1992a), as currently required by the Energy Standards. The manual provides useful information to homeowners on a wide variety of energy-conserving features, designs, appliances, and practices. This pamphlet should be provided in the home as any other home/appliance warranty documentation. Compliance should be verified by the County before issuance of an occupancy permit.
6. The developers shall provide, within the garage area of all new homes, a separate electrical circuit for charging of electrical-powered vehicles.
7. Where feasible, provide refueling service station for alternate fuels, including compressed natural gas, within the planned community.

File

ALAMEDA COUNTY PLANNING DEPARTMENT

• Development Planning • Housing & Community Development • Policy Planning & Research • Zoning Administration & Enforcement

399 Elmhurst Street, Hayward, CA 94544 (510) 670-5400 FAX (510) 785-0797

MEMORANDUM

RECEIVED
OCT 28 1993

COMMUNITY DEVELOPMENT DEPT.
PLANNING DIVISION

DATE: October 20, 1993

TO: Kitty Walker, Senior Planner
San Joaquin County Community Development Department

FROM: Deborah Stein, Assistant Planning Director
Alameda County Planning Department

SUBJECT: Response to Notice of Preparation for the Mountain House New Town
Master Plan and Specific Plan # 1, SCH # 90020776

Thank you for the opportunity to review and comment on this NOP. We request that the following issues are addressed in this environmental document:

Transportation Issues

At our August 17, 1993, meeting we agreed that San Joaquin County would evaluate the following two alternatives in the transportation analysis of the Mountain House Master Plan and Specific Plan # 1 EIR:

1. Traffic impacts assuming full development in San Joaquin County according to San Joaquin County projections for the year 2010 (e.g., no constraints on the capacity of the Altamont Pass gateway); and
2. Traffic impacts assuming that the Altamont Pass is constrained by current roadway capacity (e.g., only funded improvements of eight lanes at 8,000 vehicles per hour-consistent with CMA and Tri-Valley Council model assumptions).

As agreed at our meeting on August 17th, we request that planned and assumed improvements to the existing regional transportation be financially realistic. In addition, we would like you to include a discussion of the net effect of the proposed mitigated improvements to transportation facilities (i.e., whether planned improvements will mitigate all of the identified impacts from the project and cumulative growth). Participation in any Inter-Agency Corridor Studies or Agreements with Alameda County Congestion Management Agency, Metropolitan Transportation Commission, etc. should be addressed as possible implementation strategies in your analysis.

Land Use Issues

The Project Description indicates that the proposed Master Plan for the Mountain House project will include "a proposal to acquire and manage an off-site conservation area that could serve dual purposes as a wastewater disposal area and enhanced preserve for Swainson's hawk foraging habitat." If this "off-site conservation area" is to be located in Alameda County, the DEIR for the Master Plan should include adequate detailed information about the site and the proposed use for the site so that Alameda County may rely on the analysis in consideration of any permits that may be required by the County to allow such a use. The information provided should include the exact boundaries of the property to be used, the locations of proposed uses within the property, details regarding the proposed operations and management of the subject property, potential impacts on the subject property (including potential water quality impacts and limitations on future uses), potential impacts on adjacent properties, and how the use of the property would be integrated into the entire wastewater management system for the Mountain House project.

One of Alameda County's primary concerns is that an adequate buffer be provided between the urban development proposed in San Joaquin County and agricultural lands in Alameda County. Mitigation Measure 4.1-2(a) in the *Supplemental EIR for the Mountain House New Town General Plan Amendment* requires a 500 foot-wide buffer between urban and agricultural uses. The buffer shown on the proposed site plan is considerably narrower than 500 feet. If it is intended that a portion of the buffer will be located in Alameda County, the DEIR should delineate the exact location of this buffer. The DEIR should also specify the mechanism that will be used to preserve the buffer area as open space, how uses will be restricted in the buffer area, and any potential impacts on adjacent properties.

Mitigation Measure 4.1-2(b) would allow a buffer of less than 500 feet, if it can be demonstrated that a combination of hard and soft edge treatments are as effective as a 500-foot buffer. If this buffering technique is proposed, the DEIR should describe in detail how the buffer would be designed, provide substantial evidence that the proposed buffer would be as effective as a 500 foot buffer, and analyze potential changes in agricultural practices that may result.

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY



RECEIVED
OCT 22 1993

COMMUNITY DEVELOPMENT DEPT.
PLANNING DIVISION

October 20, 1993

County of Alameda
Supervisor
Edward R. Campbell

City of Alameda
Chairperson
Mayor
E. William Withrow

City of Albany
Councilmember
Bill Cain

City of Berkeley
Mayor
Loni Hancock

City of Dublin
Mayor
Peter W. Snyder

City of Emeryville
Councilmember
Greg Harper

City of Fremont
Councilmember
Gus H. Morrison

City of Hayward
Councilmember
Roberta Cooper

City of Livermore
Vice Chairperson
Councilmember
Ayn Wieskamp

City of Newark
Councilmember
Susan Johnson

City of Oakland
Councilmember
Natalie Bayton

City of Piedmont
Councilmember
Susan Hill

City of Pleasanton
Mayor
Ben Tarver

City of San Leandro
Councilmember
Howard Kerr

City of Union City
Councilmember
Robert A. Garfinkle

BART
Director
Margaret K. Pryor

AC Transit
Director
John Woodbury

Executive Director
Dennis R. Fay

Kitty Walker, Senior Planner
San Joaquin County Community Development Director
1810 E. Hazelton Avenue
Stockton, CA 95205

Subject: NOP for the Mountain House Master Plan and Specific Plan

Dear Ms. Walker:

Thank you for the opportunity to comment on the NOP for the Mountain House New Town Master Plan, Specific Plan, and related GPA's.

The project consists of a mixed use "new community" of approximately 4,782 acres, with a potential buildout population of approximately 43,500 persons, and accompanying on-site employment of 20,000 jobs. The County's environmental checklist form indicates that the project will result in substantial additional traffic over existing conditions.

In general, the CMA requests that there be a discussion on the proposed funding sources of the transportation mitigation measures in the EIR. Given the limited resources at the State and Federal levels, it would be speculative to assume funding of an improvement unless it is consistent with the project funding priorities established in the Capital Improvement Program of the CMP. Therefore, we are requesting that the EIR include a financial program for all transportation improvements.

The 1993-1994 workplan for the Alameda County CMA includes the development of an I-580 corridor study which will assist in assessing longer term land use impacts and possible solutions, identify comprehensive approaches to congestion management to aid in the development of deficiency plans, and provide a basis for developing inter-agency corridor management agreements. Participation in the I-580 Corridor Management Agreement should be considered as a general mitigation measure for transportation impacts identified in the EIR.

As you know, the project site is located at the western edge of San Joaquin County along the border shared with Alameda County. The following are concerns of the Alameda County CMA regarding the project which should be addressed in the EIR:

1. Potential impacts of the project on the CMP designated roadway system. Alameda County CMP facilities that are likely to be affected include I-580, State Route 84, and I-680. *It would be helpful to note in the EIR that these roadways are part of the CMP designated roadway system.*

2. Potential impacts of the project on CMP roadway levels of service. The Alameda County CMP roadway level of service standard is LOS E for the roadways listed above.

3. Adequacy of project mitigation measures. The Alameda County CMA adopted three criteria for evaluating the adequacy of EIR project mitigation measures, as follows:

- Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
- Project mitigation measures must be fully funded in order to be considered adequate;
- Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP.

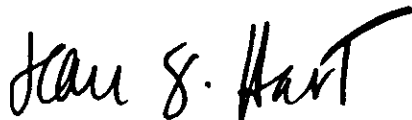
It would be helpful to indicate in the EIR the adequacy of proposed mitigation measures relative to these criteria. In particular, the EIR should detail when CMP Designated Roadway Improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project construction.

4. Potential impacts of the project on trip reduction measures. *The EIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of preserving acceptable levels of service.*

5. Feasibility of funding roadway and transit improvements. The improvements called for in the proposed project should be consistent with the CMP Capital Improvement Program. *The EIR should discuss potential sources of funding for proposed roadway and transit improvements required by the project. The EIR should discuss the feasibility of funding these transportation improvements in light of the limited amount of State and Federal resources to fund local improvements in Alameda County.*

If you have any questions, please feel free to call me or Jean Hart at (510) 836-2560.

Regards,



Jean G. Hart
Deputy Director

cc: Roger Henderson, Mahendra Patel, Alameda County CMA
CMA file/Mountain House New Town Master Plan



COUNTY OF ALAMEDA
PUBLIC WORKS AGENCY
399 Elmhurst Street • Hayward, CA 94544-1395
(510) 670-5480

October 20, 1993

RECEIVED

OCT 22 1993

COMMUNITY
PLANNING DIVISION

Ms. Kitty Walker, Senior Planner
San Joaquin County Department of
Planning and Building Inspection
1810 E. Hazelton Avenue
Stockton, CA 95205

Dear Ms. Walker:

Subject: Proposal to Prepare a Draft Environmental Impact Report,
Mountain House New Town, Master Plan MP 93-1, Specific
Plan No. 1 SP-93-1, San Joaquin County

Reference is made to our letter dated January 28, 1993 in regard to the Draft EIR for Mountain House New Town General Plan Amendment. The County of Alameda would like to participate in the review of phasing and implementation programs for the improvement of any transportation facilities located in Alameda County. The referenced letter outlines our major areas of concern.

The proposed master plan should include specific feasible programs to mitigate impacts to local roadways in Alameda County. Program development and, ultimately, recommendations on aspects of the proposed subdivisions which affect Alameda County should be coordinated with the County.

Thank you for the opportunity to review the Notice of Preparation.

Very truly yours,

Ousama H. Kavar, Deputy Director
Engineering & Construction

OHK:lb

c: Donald J. LaBelle, DDPW
Adolph Martinelli, Planning Director

A89464

DEPARTMENT OF FISH AND GAME

REGION 2

1701 NIMBUS ROAD, SUITE A
RANCHO CORDOVA, CALIFORNIA 95670

(916) 355-7020



October 14, 1993

RECEIVED
OCT 18 1993
COMMUNITY DEVELOPMENT
PLANNING DIVISION

Ms. Kitty Walker, Senior Planner
San Joaquin County Community
Development Department
1810 East Hazelton Avenue
Stockton, California 95205

Dear Ms. Walker:

The Department of Fish and Game (DFG) has reviewed the Notice of Preparation for a Draft Environmental Impact Report (EIR) for the Mountain House New Town Master Plan MP-93-1, Specific Plan #1 SP-93-1, and related General Plan Amendments, Text Amendments, and Zone Reclassifications, SCH# 90020776. The project is located northwest of the City of Tracy in San Joaquin County. The project consists of a Master Plan and a Specific Plan allowing development of the first phases of the Mountain House New Town project. The Mountain House New Town project is a 4,782-acre residential development, including industrial, commercial, recreational, and public services infrastructure.

The Draft EIR should adequately discuss and provide mitigation for the following :

1. The project's impact on fish and wildlife and their habitat. The Draft EIR should discuss the potential that the project will result in impacts to fish and wildlife, (loss of habitat, pollution, disturbance) that were not identified in the original EIRs.
2. The project's impact on State-listed or federally-listed rare, threatened, or endangered species. The Supplemental EIR (EIR) for the Mountain House New Town project identified significant impacts to the San Joaquin kit fox (Vulpes macrotis mutica) and the Swainson's hawk (Buteo swainsoni). The Supplemental EIR for the Mountain House New Town project contains mitigation measures that are designed to offset impacts to these species. Specifically, the Final Supplemental EIR directs that mitigation plans for the kit fox and the Swainson's hawk must be prepared prior to the approval of a Specific Plan for the proposed project.

We recommend that the subject Draft EIR contain a discussion of the effectiveness of the mitigation proposals in the

Ms. Kitty Walker
October 14, 1993
Page Two

mitigation plan. The discussion should include the following:

1. The location and configuration of the mitigation habitats (i.e., are they located in proximity to the proposed project)?
2. A specific plan for mitigation with schedules for implementation, management, enhancement programs, and costs.

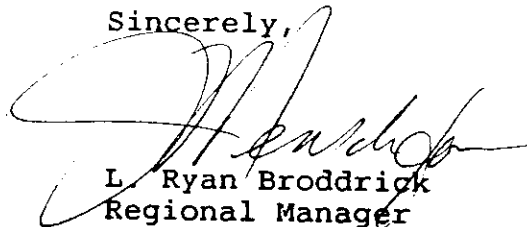
The plan should meet the goal of offsetting all impacts to listed species.

If the subject Draft EIR discloses inadequacies in the mitigation plan then the Draft EIR should provide the measures necessary to ensure that the mitigation provided in the Supplemental EIR for the Mountain House New Town project are fulfilled.

Pursuant to Public Resources Code Sections 21092 and 21092.2, the DFG requests written notification of the proposed actions and pending decisions regarding this project. Written notification should be directed to this office.

If we can be of further assistance, please contact Mr. Bob Mapes, Associate Wildlife Biologist, at (916) 355-7010, or Mr. Jerry Mensch, Environmental Services Supervisor, at (916) 355-7030.

Sincerely,



L. Ryan Broddrick
Regional Manager

cc: Mr. Bob Mapes
Department of Fish and Game
Rancho Cordova, California

Mr. Jerry Mensch
Department of Fish and Game
Rancho Cordova, California

DEPARTMENT OF TRANSPORTATIONP.O. BOX 2048 (1976 E. CHARTER WAY)
STOCKTON, CA 95201

(209) 948-3803

October 19, 1993

RECEIVED
OCT 25 1993COMMUNITY DEVELOPMENT DEPT.
PLANNING DIVISION**10-SJ-I-205-1.38**
San Joaquin County
Mountain House New Town
Notice of Preparation (NOP)/
Initial Study (IS)
SCH #90020776Mrs. Kitty Walker
San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

Dear Mrs. Walker:

Caltrans has reviewed the Notice of Preparation (NOP) and Initial Study (IS) for the preparation of a Draft Environmental Impact Report (DEIR) for the Mountain House New Town Master Plan, Specific Plan #1 and related General Plan Amendments, Text Amendments and Zone Reclassifications. We offer the following comments:

- √ The updated Traffic Study should include an analysis of the cumulative traffic impacts of this and other land use plans in the area, namely the Tracy Urban Management Plan and changed General Plan assumptions in Lathrop, Manteca and Stockton.
- √ Identification of mitigation measures, including the estimated cost of improvements, planning level design concept and scope of improvements, phased implementation relative to buildout and funding commitments should also be discussed.
- √ "Fair Share" contribution to funding future improvements to I-580/Patterson Pass Road, I-205/Lammers Expressway as proposed in Tracy's Urban Management Plan, as well as recommended road improvements for I-205 and Grant Line Road interchange, I-205 mainline improvements, I-5 and I-580 improvements, including over the Altamont Pass should be identified.
- √ We would like to reiterate that current proposals for substantial new development projects in the Tri-Valley area need to be addressed in regard to buildout patterns, both residential and employment, based on the impacts this project would have on cumulative transportation conditions.

Caltrans' previous comments on the Mountain House project are still valid and should be addressed in the preparation of the Draft EIR. We look forward to receiving and reviewing the Traffic Study and DEIR when they become available.

Mrs. Kitty Walker
October 19, 1993
Page 2

We appreciate the opportunity to comment. Any questions regarding this review may be directed to Chris Sayre of my staff at (209) 948-7142.

Sincerely,



MITCHELL W. BAKER II
Chief, Transportation
Planning Branch B

cc: Barry Hand/City of Tracy
Barton Meays/SJCCOG

**Contra
Costa
County**

Public Works Department

255 Glacier Drive
Martinez, California 94553-4897
FAX: (510) 313-2333
Telephone: (510) 313-2000

W.H.
J. Michael Walford
Public Works Director

Milton F. Kubicek
Deputy - Engineering

Maurice E. Mitchell
Deputy - Operations

Maurice M. Shiu
Deputy - Transportation

S. Clifford Hansen
Deputy - Administration

October 21, 1993

RECEIVED

OCT 28 1993

COMMUNITY DEVELOPMENT
PLANNING DIVISION

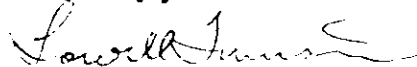
Kitty Walker
Senior Planner
San Joaquin County Community Development Department
1810 E. Hazelton Avenue
Stockton, CA 95205

TE:Mountain House Master Plan EIR - Notice of Preparation

Dear Ms. Walker:

We have reviewed the Notice of Preparation for the Mountain House New Town Master Plan MP-93-1, Specific Plan #1 SP-93-1 and related General Plan Amendments, Text Amendments, and Zone Reclassification and believe the scope of the proposed Draft Environmental Impact Report to be adequate. We look forward to being a part of the inter-jurisdictional cooperative effort to implement the necessary regional and cumulative transportation mitigative measures.

Very truly yours



Lowell Tunison
Senior Civil Engineer
Transportation Engineering Division

LT:FL:eh
c:MntnHse.t10

cc: M. Shiu, Deputy Public Works Director
J. Cutler, Community Development