

**CHAPTER TEN: AIR QUALITY AND TRANSPORTATION MANAGEMENT**

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## CHAPTER TEN: AIR QUALITY AND TRANSPORTATION MANAGEMENT

### 10.1 INTRODUCTION

This chapter summarizes Master Plan provisions related to air quality compliance and transportation demand management, and states both the Plan Description and Implementation Measures for SP II.

Additional information is found in Chapter Three: Land Use, Chapter Eight: Energy and Telecommunications, and Chapter Nine: Transportation and Circulation. The Mountain House TDM Program and Transit Plan contain requirements for transportation demand management.

In addition to being subject to the control and approval of the County, issues of air quality and transportation management at Mountain House are subject to the regulatory control of SJVUAPCD, the COG's County Congestion Management Plan, and State and Federal requirements. The County Congestion Management Plan was adopted in November 1991, and the Air Quality Attainment Plan (AQAP) was adopted in January 1992.

The primary issue affecting air quality is the impacts of transportation, especially single occupant vehicles. This section presents overall issues which are addressed in more detail throughout this chapter. Table 10.1: Cross-References for Air Quality Issues, presents cross-references to provisions contained in other chapters.

### 10.2 OVERALL ISSUES AND CROSS-REFERENCES

#### Master Plan Summary

The primary issue affecting air quality is the impacts of transportation, especially single occupant vehicles. The Master Plan provides a range of requirements to reduce the normally expected number of automobile trips and thereby reduce air quality impacts associated with development of residential, employment, and other land uses at Mountain House. These include the promotion of telecommuting; encouragement of alternative transportation modes including walking, bicycling, transit, or cleaner fuels vehicles; community design that reduces internal trips lengths and creates a jobs/housing balance to reduce external trips; and reduction of air pollution from non-automobile sources.

#### Plan Description

SPII will implement the overall air quality objectives of the Master Plan through the buildout of the community according to critical goals for land use (see Chapter Three: Land Use) and provision of opportunities for non-vehicular transportation (see Chapter Nine, Section 9.9: Bicycle and Pedestrian Facilities and Section 9.10: Transit) and telecommunications (see Chapter Eight, Section 8.4: Telecommunications/Cable). Implementation measures addressing these issues are provided in the relevant sections.

Development of the land uses proposed within SPII and the related Tentative Maps will be subject to all conditions in the Master Plan, MHCSD Standards and Programs, including the MHCSD's TDM Plan and Construction Truck Management Plan. Specifically, the projects as proposed will implement the following:

- The Master Plan establishes Mountain House as a mixed use, full service community that provides jobs and housing in close proximity, and introduction of additional job-generating land uses that facilitate the Master Plan's goals of jobs to housing balance and a reduction in automobile trips (see Figure 3.1: SPII Land Use, Table 3.1: SPII Land Use Summary, and Table 3.2: SPII Land Use by Neighborhood).

- The Mountain House TDM Program and Transit Plan provides additional provisions for telecommuting, transit, and Transportation Demand Management.
- Telecommunications systems will be implemented per the requirements of the MHCS D, and individual service line extensions will be installed in every home and business.
- Home occupations will be permitted within the community, in compliance with the San Joaquin County Development Title.
- Pedestrian, bicycle, and transit facilities will be constructed per the Master Plan and Specific Plan, and/or funded by fees collected by the MHCS D.

Specific policies in the Master Plan are addressed in the following sections of this chapter.

### 10.3 CLEANER FUELS

#### Master Plan Summary

The Master Plan encourages the reduction of emissions from public, fleet or private vehicles through the use of cleaner fuel vehicles, and states that the community will develop and promote the use of natural gas, the cleanest of the fossil fuels. In addition, programs to encourage the use of cleaner fuel vehicles will be developed.

The *Mountain House Commercial, Office and Industrial Guidelines* requires preferred parking for carpools and/or cleaner fuel vehicles to be located near the main employee entrances.

#### Plan Description

The Master Plan requirements related to cleaner fuels will be implemented by SPII through the implementation measures listed below.

#### SPII Implementation Measures

1. **MHCS D Transportation and Transit-Related Requirements. All implementing projects shall comply with the applicable provisions of the MHCS D Transit Demand Management and Transit Plan (see Chapters One through Four).**
2. **Cleaner Fuel Vehicles. Individuals and business shall be encouraged by the MHCS D to consider alternative fuel vehicles for personal and fleet use. Specific measures are as follows:**
  - All Mountain House CS D owned service and maintenance vehicles and all school and transit vehicles should be cleaner fuel vehicles (i.e., CNG, methanol, or electric).
  - Long term infrastructure requirements for supporting increased numbers of alternative fuel vehicles shall be determined.
  - Golf courses will be required to utilize electric rather than gasoline powered golf carts.

### 10.4 CONSTRUCTION PROGRAM FOR AIR QUALITY

#### Master Plan Summary

To mitigate air quality impacts due to construction activities, the Master Plan requires that generation of dust and emissions will be controlled during the pre-construction and

construction phases; emissions from operating equipment will be controlled; and construction equipment and traffic will be considered in air quality control.

**Plan Description**

The Master Plan requirements related to construction activities will be implemented by SPII through the implementation measure listed below.

**SPII Implementation Measures**

1. **Regulations for Construction.** Construction practices shall comply with the adopted requirements of the SJVUAPCD.

**10.5 HOUSES AND BUILDINGS**

**Master Plan Summary**

To reduce air emissions from Mountain House, the following emissions will be targeted for reduction: emissions resulting from routine usage of gasoline appliances such as lawn maintenance equipment and barbecues, NOx emissions resulting from water heaters, and emissions resulting from fireplace usage.

**Plan Description**

The Master Plan requirements related to houses and other buildings will be implemented by SPII through the implementation measures listed below.

**SPII Implementation Measures**

1. **Residential Building Standards.** The following shall be required as conditions of Tentative Map approval:
  - Natural gas lines outlets shall be provided to backyards to encourage usage of natural gas barbecues.
  - 220 volt electrical outlets for recharging electric automobiles shall be provided in each garage. Electrical outlets shall be located on the outside of single family homes to accommodate electric lawn maintenance equipment and electric barbecues.
  - Low nitrogen oxide (NOx) emitting and/or high efficiency water heaters shall be required for all dwelling units.
  - Each single family residence shall have no more than one fireplace. If fireplaces are designed to be natural gas heating appliances of a zero clearance design, there is no limitation on the number of fireplaces per unit.
2. **County Emission Reduction Requirements.** All implementing projects shall comply with the applicable provisions of the San Joaquin County Development Title, as amended, including Section 9-1025.3: Air Quality.
3. **Private Emission Reduction Requirements.** All implementing projects on land controlled by the Master Developer, shall comply with the applicable provisions of the Master Developer Design Manuals, which compliance shall be evidenced by written approval by the Master Developer or its Design Review Committee, in its sole discretion.