

NOTICE OF PREPARATION SUPPLEMENTAL INFORMATION

PROJECT DESCRIPTION

The project proposes to construct roundabouts at two existing intersections along Grant Line Road west of the City of Mountain House in eastern Alameda County; the stop sign-controlled intersections are heavily utilized and congested, especially during peak traffic periods. The proposed single-lane roundabouts would be constructed at Grant Line Road's intersections with Mountain House Road and Altamont Pass Road; the two intersections are approximately 0.8 miles apart, as illustrated in the attached Figures 1 through 5. The project is in response to implementation measures found in the Mountain House Master Plan and Specific Plan I Final Environmental Impact Report ("FEIR"), which identified impacts to county arterial roads, including impacts to Grant Line Road in Alameda County. The FEIR implementation measure requires the City of Mountain House to construct these proposed improvements. The City of Mountain House, which is in San Joaquin County, is the Lead Agency for the project under the California Environmental Quality Act (CEQA).

The purpose of the project is to improve operational performance and reduce existing delays at both of the intersections that result from high demand, very limited intersection capacity and recurring traffic congestion. The proposed roundabouts will increase the traffic-handling capacity of the intersections, providing better performance and reducing traffic delays.

Grant Line Road, within the project limits, is a two-lane rural conventional highway oriented in an east-west direction. Grant Line Road is a major commute alternative to nearby Interstate 580. Grant Line Road is intersected by both Mountain House Road and Altamont Pass Road to form two separate three-legged intersections. Both intersections are currently all-way stop sign-controlled.

At Grant Line Road / Mountain House Road, the westbound Grant Line Road approach has an existing through lane and a right turn lane. The eastbound approach to the intersection has a single existing through-left lane. As the result of a previous realignment project, there is excess ROW on the north side of the intersection. There are 12-foot lanes, variable width paved shoulders, and stop signs controlling the approaching traffic. The posted speed limit on Grant Line Road in both directions is 50 miles per hour.

Near Grant Line Road, Mountain House Road is a two-lane local road, oriented in a north-south direction extending north to Byron Highway. The southbound approach to the intersection has a single existing lane that serves both left and right turns. Lane widths appear to be standard, and shoulder widths vary in size. Stop signs control all approaches to the intersection.

Altamont Pass Road is also a local two-lane road, which intersects Grant Line Road and also provides an alternative to I-580; Altamont Pass Road is oriented in a east-west direction. The

single eastbound approach lane intersects Grant Line Road at an acute angle and splits to serve both left and right turns separately. The right-turn allows a yield movement, while the left-turn is stop sign-controlled. Lane widths appear to be standard, and shoulder widths vary in size. Stop signs control all approaches to the intersection.

Development in the vicinity of the two rural intersections is limited. The Grant Line Road / Mountain House Road intersection is adjacent to a commercial building and rural residences. The Grant Line Road / Altamont Pass Road intersection is located near rural residences.

The project will be funded with development fees paid by the Mountain House developers as part of the City of Mountain House's TIF program.

The roundabouts would have an approximately 53-foot diameter with a 13-foot truck apron. The truck apron will have concrete pavement with contrasting surface treatment along with minor raised slopes to accommodate oversized, large-load trucks. The approach roadways would have concrete splitter islands separating the roundabout approaches and departures. The roundabout would allow for construction of sidewalks, curbs, and bike ramps for pedestrian traffic in the future. The intersection project would include lighting, and utility relocation. Trenching would be required for the lighting and drainage alterations. The layout of both roundabouts is shown on the attached figures.

Approximately 0.8 acres of right-of-way will need to be acquired for construction of the Grant Line Road / Altamont Pass Road roundabout. Adjacent properties are currently zoned and used for agriculture and would be converted to transportation use. Temporary construction easements would be required over some adjacent parcels. Estimated total project cost is \$16 million.

POTENTIAL ENVIRONMENTAL CONCERNS TO BE ADDRESSED IN THE ENVIRONMENTAL IMPACT REPORT

AESTHETICS

The project sites are in a rural hilly terrain with scattered residences; a restaurant is located at the Grant Line Road/Mountain House Road intersection. There are no notable aesthetic features in the project vicinity, and lighting is limited. There are no State-designated scenic highways or resources of substantial value in the project vicinity.

Mountain House Road, Grant Line Road, and Altamont Pass Road are considered scenic by Alameda County. Potential project impacts on these routes and visual effects on public roads, parks, trails, and vista turnouts will be assessed.

AGRICULTURE

The project sites are adjacent to agricultural grazing land. The Important Farmland Maps designation of Grazing Land is not considered Farmland for the purposes of CEQA. The project would involve minor acquisition of additional right-of-way acquisition from adjacent properties.

The project would have no impact on Farmland conversion, and right-of-way acquisition would not significantly affect adjacent agricultural activities. None of the adjacent lands are under a Williamson Act contract. The EIR will consider whether the project might involve indirect effects on agriculture.

AIR QUALITY

The project is within the San Francisco Bay Area Air Basin, and the Bay Area Air Quality Management District (BAAQMD) has jurisdiction over most air quality matters in Alameda County. The Air Basin is a nonattainment area for ozone and particulate matter.

The BAAQMD has prepared CEQA Air Quality Guidelines, originally adopted in 2017 and subsequently updated in 2022. The 2022 BAAQMD CEQA Guidelines defines significance thresholds to be used in CEQA analysis of air quality impacts. The potential air quality effects of the project will be assessed using these guidelines; emissions will be quantified using the California Emissions Estimator Model (CalEEMod) computer program. CalEEMod results for the projects will be compared to applicable BAAQMD significance thresholds. The applicability of BAAQMD required BMPs for construction-related fugitive dust. The EIR will consider the effectiveness of the BMPs in reducing impacts.

Once construction work is completed, the roundabouts are expected to result in substantial reductions in congestion-related emissions. These potential reductions will be discussed together with their beneficial effects. The EIR will consider the potential health impacts of project construction emissions on nearby sensitive receptors, including diesel particulate matter.

BIOLOGICAL RESOURCES

The project sites are existing road intersections and adjacent disturbed lands in hilly terrain; undisturbed areas are primarily non-native grasslands. The sites are adjacent to or near Mountain House Creek, a Water of the U.S. which supports some riparian vegetation; Mountain House Creek flows through culverts under the Altamont Pass Road intersection and under Mountain House Road, just north of the existing intersection. Areas of potential disturbance provide habitat for special-status plant and wildlife species such as Swainson's hawk, California tiger salamander, and red-legged frog. The potential presence or presence of these species at the project sites will be analyzed in a Biological Assessment (BA) being prepared by Moore Biological Consultants. The BA will include mapping of wetland and riparian areas associated with Mountain House Creek as well as any other potentially impacted special-status habitats. The results of the BA will be reported in the EIR together with any anticipated biological impacts associated with the project and necessary mitigation measures.

The Biological Assessment will include a search of California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB), the United States Fish and Wildlife Service (USFWS) IPaC Trust Resource Report, review of critical habitat and National Wetland Inventory maps, and pedestrian field surveys of the project site.

CULTURAL RESOURCES

Potential for archaeological and historic resources at the project sites will be investigated and reported in the EIR based on a cultural resource report being prepared by Solano Archaeological. The report will address results of a search of historical and archaeological records, additional archival research, and a pedestrian field survey of the potential project alignments. Grant Line Road is a part of the historic Lincoln Highway.

Cultural resource work will include contact with the Native American Heritage Commission and with tribes with historical interests to the project area to determine whether tribal cultural resources may exist in the area. This information and an analysis of the project's potential cultural resources impacts, including the potential for inadvertent discovery of archaeological resources or burials, will be addressed in the EIR.

ENERGY

The EIR will discuss existing energy use patterns in Alameda and San Joaquin counties and the existence of major energy distribution facilities in the project area. Potential energy consumption associated with project construction will be discussed, and potential wasteful or unnecessary energy use, if any, will be identified.

GEOLOGY AND SOILS

The EIR will describe the existing geology, geologic hazards and soil hazards of the project area, including faulting, seismicity and soil characteristics and limitations. The project sites are within a seismically active region related to the San Andreas Fault system including the Hayward, Calaveras, and Concord Faults. The closest fault to the project sites is the Midway Fault.

The San Joaquin Valley contains exceptionally productive Pliocene-age (approximately 2 to 4.5 million years old) fossil-bearing beds, particularly in the western portions of the region. Most specimens from San Joaquin County have been found in rock formations in the foothills of the Diablo Range, where the project sites are located. The potential for disturbance of paleontological resources and needed mitigation will be discussed in the EIR.

GREENHOUSE GAS EMISSIONS

The project will involve greenhouse gas emissions during construction. These emissions will be quantified and compared to BAAQMD significance thresholds and discussed in the context of existing State, Alameda County and BAAQMD GHG management programs. Completion of the roundabouts is expected to reduce emissions compared to existing congested traffic on the subject roads; this change will be quantified if possible or described qualitatively if not. Based on this analysis, the consistency of the project with applicable GHG reduction plans will be evaluated. The applicability of BAAQMD Best Management Practices, or mitigation, to the project as applicable.

HAZARDS AND HAZARDOUS MATERIALS

The EIR will identify any existing hazards associated with hazardous materials contamination of the site, proximity to airports, and exposure to wildfires. The analysis will be based on searches of the GeoTracker, and the EnviroStor databases maintained by state agencies. The project would not require any potential substantial increase in use or discharge of hazardous materials

to the environment except during construction, which will involve use of hazardous materials such as fuels and solvents. The EIR will describe potential for hazardous material spills and preventive measures and mitigation provided by the required Construction General Permit and SWPPP. The project is not within two miles of a public airport and will involve no conflict with aviation or airport safety areas.

Construction of the project would involve work on Grant Line Road and traffic interruptions at and near the two intersections, involving temporary interruptions in emergency vehicle passage and access to nearby rural residences and the Mountain House community. Grant Line Road is likely an evacuation route for some Mountain House residents, and obstruction of this route will be considered in the EIR.

HYDROLOGY AND WATER QUALITY

Proposed roadway improvements would occur primarily within existing road rights-of-way. Right-of-way requirements would not require acquisition or demolition of existing housing units and no projected impact on population or housing. Mountain House Creek is adjacent to the project sites and flows to the northwest direction through Mountain House before eventually discharging into Old River and the Sacramento-San Joaquin Delta.

Groundwater provides water supply to existing land uses in the project vicinity. The project sites lie within Zone X, which is an area of minimal flood hazard as classified by FEMA; however, high flows in the Creek appear to be confined to creek bed and its adjacent banks.

Project grading and construction activity would involve potential erosion and sedimentation impacts to Mountain House Creek. Project operations are not expected to increase effects on existing either surface water or groundwater quality. These concerns will be addressed in the EIR. The project would be required to implement an Erosion Control Plan and to propose and implement SWPPP that would limit soil erosion and provide for detention and treatment of runoff water. The EIR will discuss the effectiveness of these measures

The project sites are not within any designated flood hazard area; project design would avoid any substantial flood damage or exacerbation of flooding, subject to the approval of county and State regulatory agencies.

LAND USE AND PLANNING

The proposed project is within an unincorporated rural area of Alameda County. At the intersection with Altamont Pass Road land uses are agricultural with scattered agricultural buildings and rural residences. The intersection with Mountain House Road is also rural and agricultural; a restaurant is located at the intersection. Overall, the project area designated and zoned for agricultural use.

The EIR will consider whether the project would interfere with, or physically divide, an existing residential community and its consistency with existing agricultural uses, with the applicable general plan designations and existing zoning, as the project is in a rural area. It is expected that the project would have no impact related to the division of established communities.

NOISE

The project locations and feeder roads are primarily impacted by existing traffic, including congestion during peak commute hours. The EIR will quantify existing ambient noise along the Grant Line Road alignment under existing traffic conditions and under post-project with reduced traffic during congested periods. The EIR will also consider the intensity and duration of construction noise in comparison to Alameda County noise requirements.

The project would occur primarily within existing road rights-of-way and would not require acquisition or demolition of existing housing units and no projected impact on population or housing. The EIR will consider population and housing background information and verify the project's lack of potential for direct population and housing effects. Potential indirect effects on population and housing in Mountain House and other urban development areas served by the proposed improvements will be analyzed.

PUBLIC SERVICES

The EIR will describe existing public services provided by Alameda County Fire, Alameda County Sheriff, Mountain House Elementary School District and Alameda County Parks and Recreation. The project would not be expected to generate population growth or result in increases in demand for public services. Project construction may involve effects on access and especially emergency access through the project area. The EIR will detail these effects and describe traffic control measures needed to ensure that public safety services can be delivered adequately through the construction period. On completion, the project would result in substantial improvements in access in and through the project area due to reduction in existing congestion.

TRANSPORTATION

The proposed project and the purpose of the project is to reduce existing traffic congestion at the project sites. This change as well as anticipated changes in VMT related to the project will be considered and discussed in the EIR from available technical studies.

TRIBAL CULTURAL RESOURCES

The EIR will report the results of a cultural resource investigation, which is underway by Solano Archaeology; the investigation includes searches of available databases and an intensive pedestrian survey of both improvement sites. The EIR will report on the existence or potential existence of significant cultural resources, including Native American burials, and recommend protective measures and procedures to be followed in the event of inadvertent discoveries during construction. The City or cultural resources contractor will consult with the Native American Heritage Commission and provide project notification to potentially interested Native American tribes as required by AB 52; consultation results will be reported in the EIR.

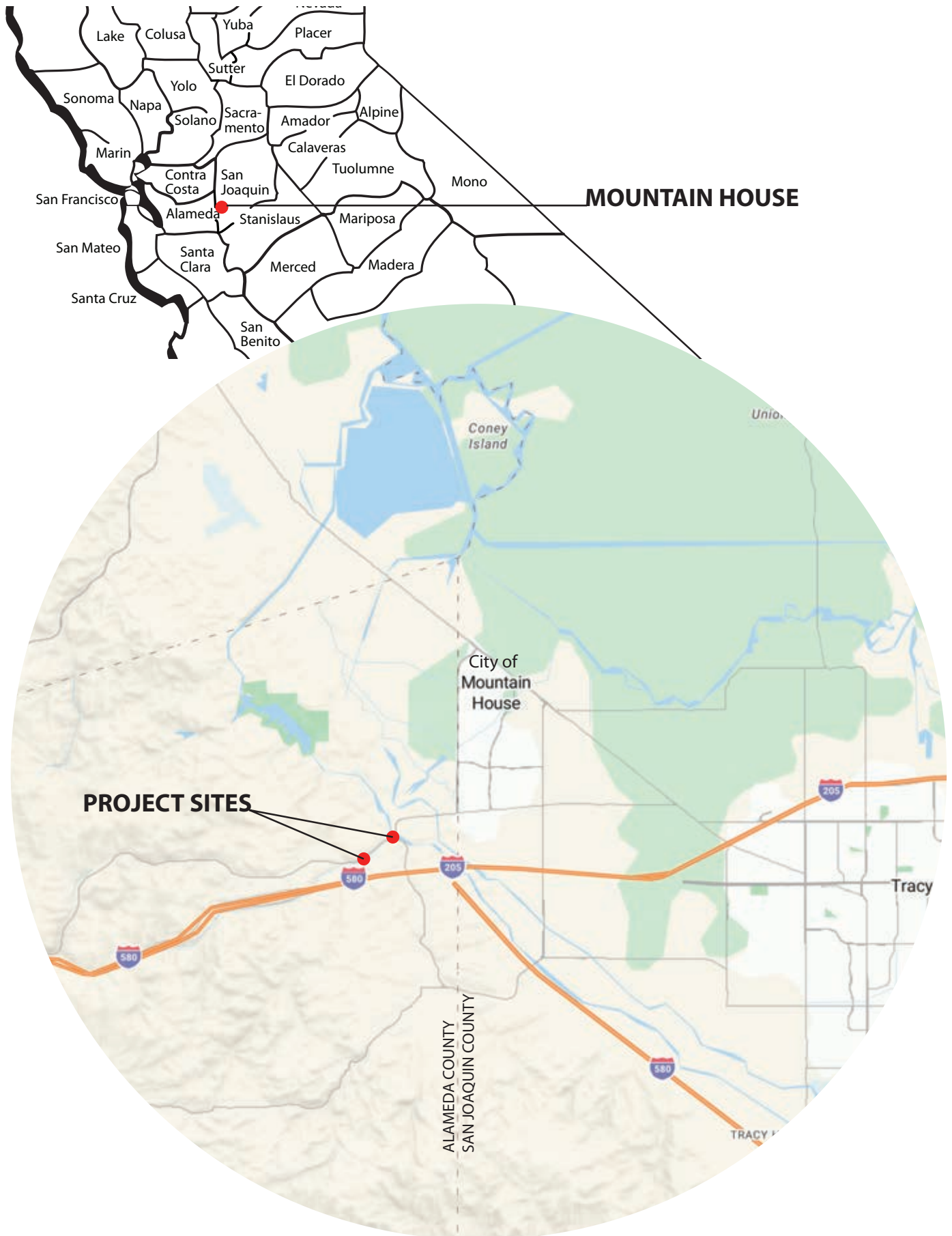
UTILITIES AND SERVICE SYSTEMS

There are no organized public water, sewer or storm drainage utility services in the project area. Existing land uses are served by onsite systems. Electrical and communication lines are located on pole systems or undergrounded along existing roads; some of these poles will need to be

relocated in conjunction with the project. The EIR will discuss any potential concerns associated with relocation of these facilities.

WILDFIRE

Lands adjacent to the project sites are exposed to wildfire risks and automobile traffic is a source of wildfire ignition. The EIR will document existing wildfire risk and management responsibility in the project area and identify the effects of the project on potential wildfire incidence during construction and operation.



MOUNTAIN HOUSE

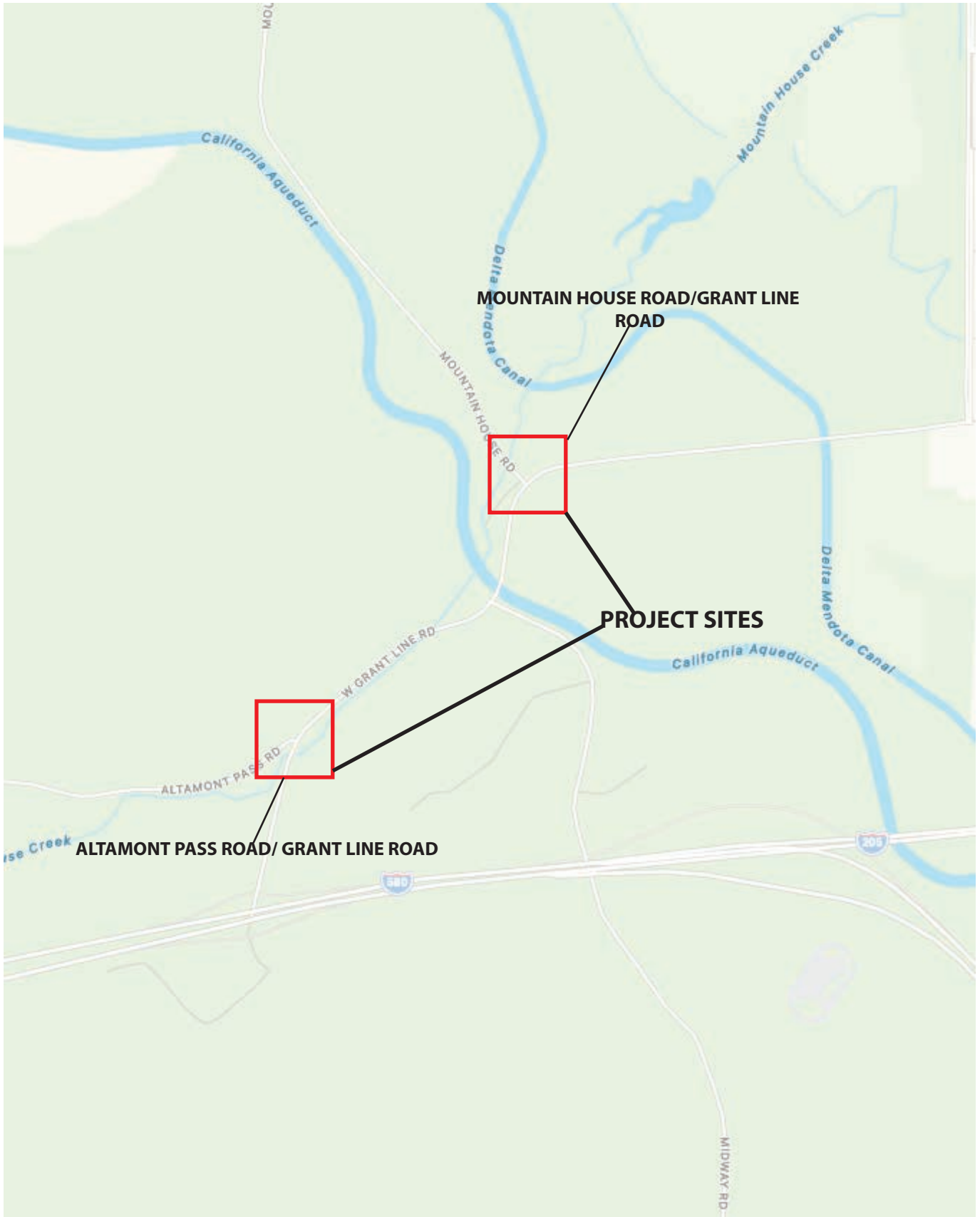
PROJECT SITES

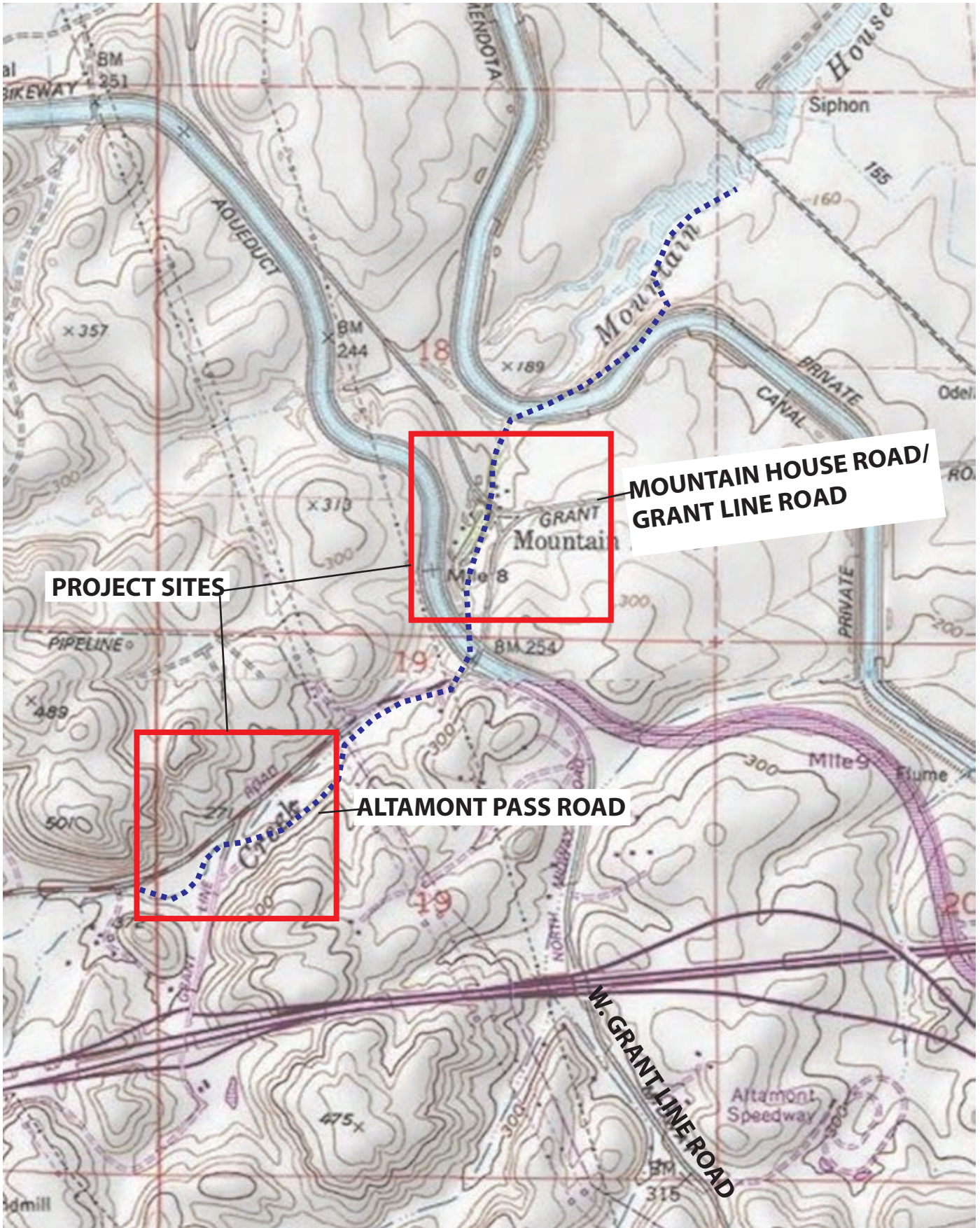
City of Mountain House

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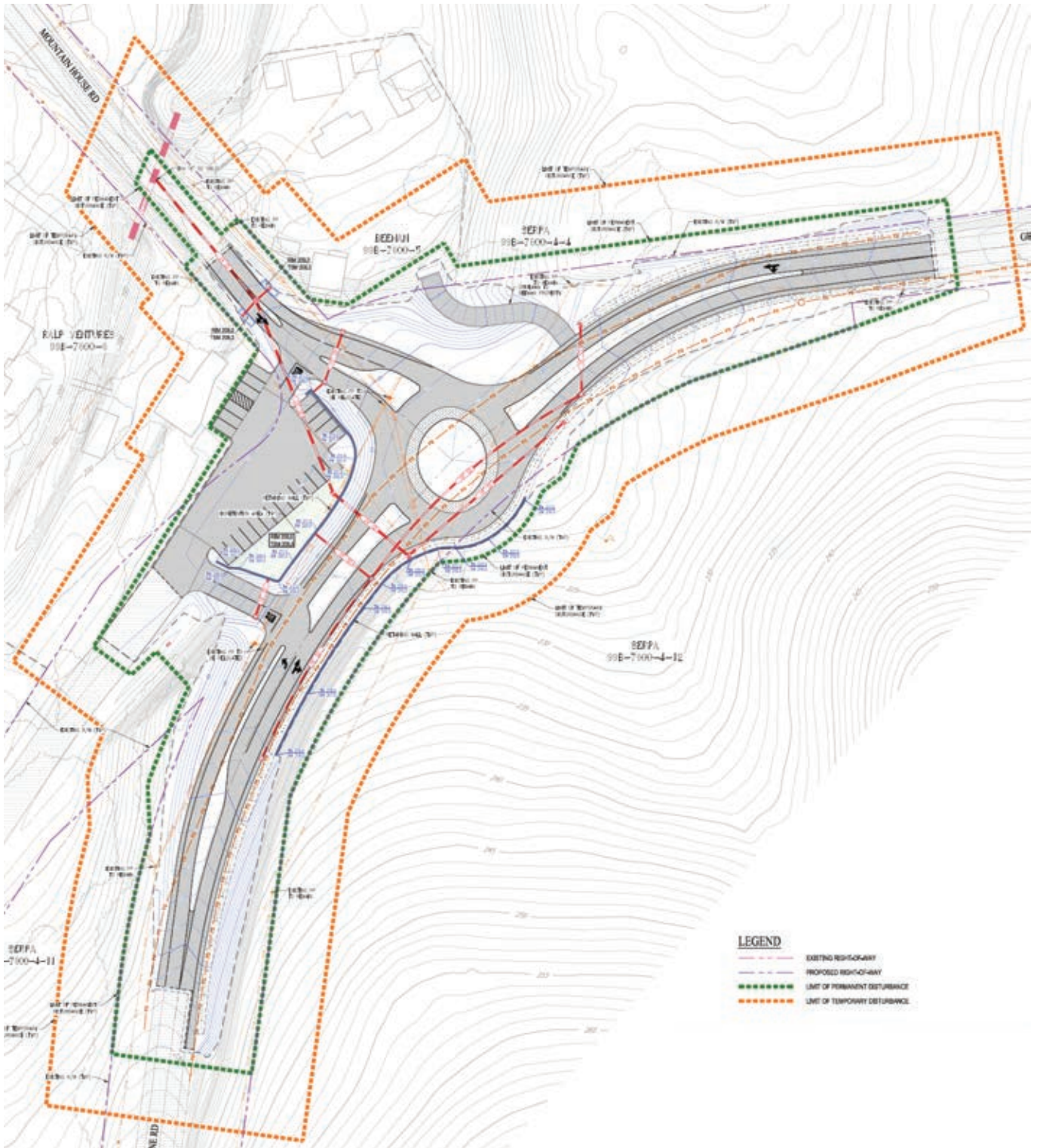
ALAMEDA COUNTY
SAN JOAQUIN COUNTY

TRACY





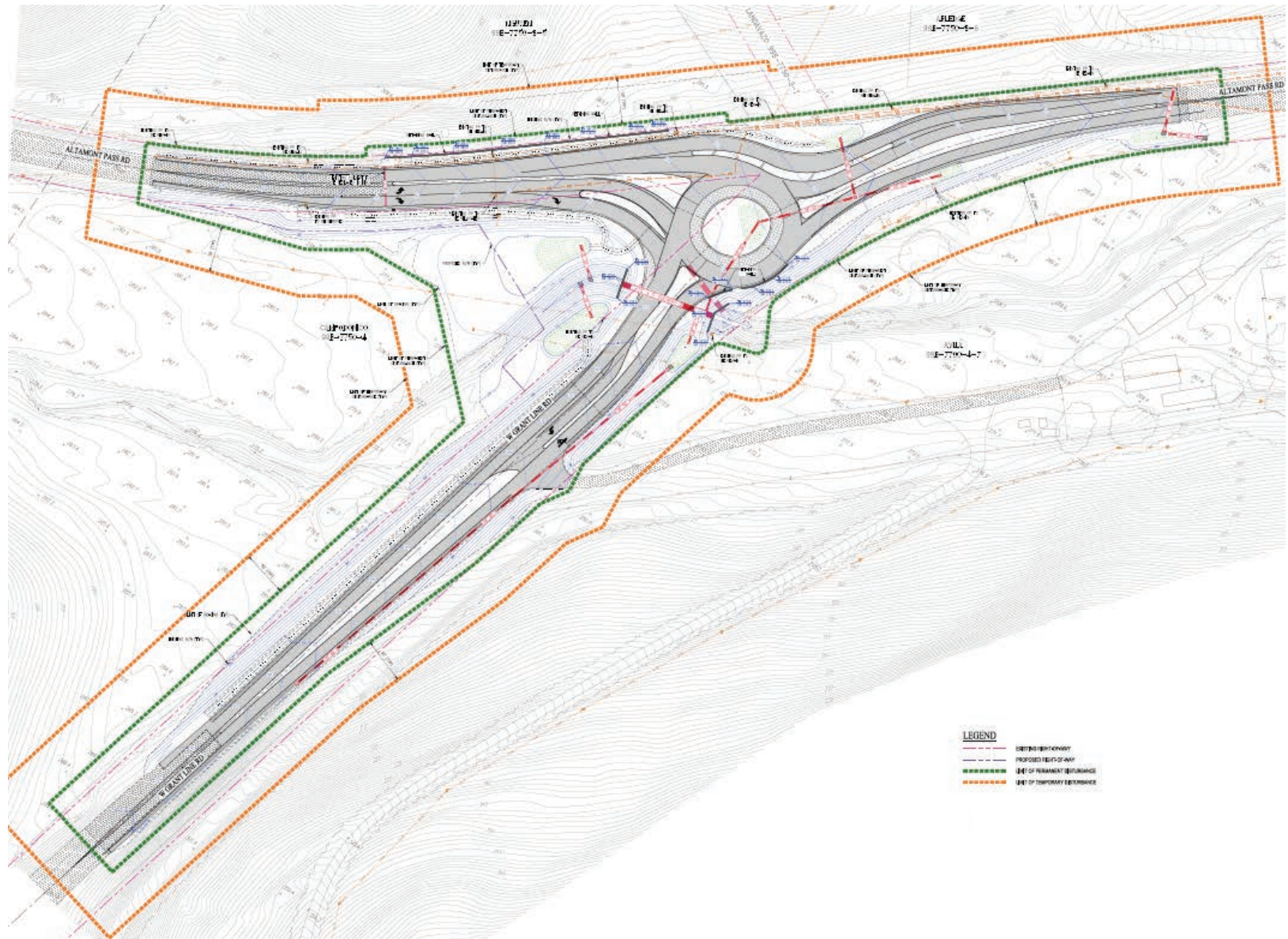




SOURCE: Alameda County



Figure 5
GLR/MOUNTAIN HOUSE ROAD
IMPROVEMENT PLAN



SOURCE: Alameda County

Figure 6
GLR/ ALTAMONT PASS ROAD
IMPROVEMENT PLAN